

PROCEEDINGS OF THE
MARTIN COUNTY BOARD OF COMMISSIONERS
TUESDAY, OCTOBER 6, 2015
@ 9:00 A.M.

The regular meeting of the Martin County Board of Commissioners was called to order at 9:00 a.m. by Chairman Steve Flohrs.

Commissioners present were Tom Mahoney, Elliot Belgard, Dan Schmidtke, and Steve Flohrs. Commissioner District Three is Vacant. Also present were Scott Higgins, Martin County Coordinator, James Forshee, Martin County Auditor/Treasurer, Terry Viesselman, Martin County Attorney, Desiree Diaz, Fairmont Sentinel Reporter, Rod Halvorsen, KSUM-KFMC Radio, Julie Walters, Administrative Assistant, and members of staff and public.

Motion by Commissioner Schmidtke, seconded by Commissioner Belgard, Be It Resolved that the Martin County Board of Commissioners, hereby approve the agenda for the October 6, 2015, regular Board of Commissioners meeting with the following: Add 8.10 Discussion Concerning Speed Limit/Stop Signs on Lake Aires Road – Thad Shively, and 8.11 Consider Approval of Final Contract for 2015 Overlay Projects – K. Peyman. Carried unanimously.

Motion by Commissioner Mahoney, seconded by Commissioner Belgard, Be It Resolved that the Martin County Board of Commissioners, hereby approve the minutes of the September 1, 2015, and September 15, 2015, regular Board of Commissioners meetings. Carried unanimously.

At this time, the Martin County Board of Commissioners presented Enid Bloedel with the 2015 Martin County Awards of Excellence “Commissioners Award” for exhibiting overall exemplary performance and citizenship.

Terry Viesselman, Martin County Attorney, presented and reviewed the Shared Services Agreement between Martin County and the Faribault-Martin County Transit Board for administering Fiscal Agent, Fuel, and Information Technology Services on an interim and on-going basis.

Motion by Commissioner Belgard, seconded by Commissioner Schmidtke, Be It Resolved that the Martin County Board of Commissioners, hereby approve and authorize Faribault-Martin County Transit Board Chair and Martin County Board Chair to sign the Shared Services Agreement between Martin County and the Faribault-Martin County Transit Board to provide Fiscal Agent, Fuel, and Information Technology Services. Carried unanimously.

Viesselman presented an update on the County’s two sexual predator commitment proceedings.

James Forshee, Martin County Auditor/Treasurer, noted a Tobacco License application has been received from Town Center Inc., d/b/a Town Center Super Valu in Trimont, MN. Forshee went on to note the County is being asked to approve all Tobacco License applications and Forshee stated that all required background checks and paperwork has been received and is in order.

Motion by Commissioner Belgard, seconded by Commissioner Mahoney,

R-#36/'15

RESOLUTION

ISSUANCE OF TOBACCO LICENSE

WHEREAS, the County of Martin, MN (County) has established a Tobacco Ordinance (Ordinance) relating to the sale, possession, and use of tobacco in Martin County and to reduce the illegal sale, possession, and use of such items to and by minors, along with compliance with Minnesota Statutes and Rules; and

WHEREAS, applications for a tobacco license to sell tobacco shall be made through the County and its required forms as established by the Ordinance; and

WHEREAS, the Martin County Board of Commissioners (Board) may either approve or deny the license, or delay it for such reasonable period of time as necessary to complete any investigation of the application or the applicant it deems necessary. If the Board approves the application, the County Coordinator shall issue the license. If the application is denied, notice of the denial shall be given to the applicant along with notice of the applicants right to appeal the Board's decision; and,

WHEREAS, all licenses shall be valid under the Ordinance for one calendar year from the date of issuance; and,

NOW THEREFORE BE IT RESOLVED, that the Martin County Board of Commissioners, hereby approve and authorize tobacco license for the following Retail Establishment, effective November 1, 2015 through October 31, 2016:

- Town Center Inc., d/b/a Town Center Super Valu located at 500 Hwy 4 South in Trimont, MN 56176

Upon this motion made by Commissioner Belgard, seconded by Commissioner Mahoney, was duly made and passed this 6th day of October, 2015.

BOARD OF COMMISSIONERS
MARTIN COUNTY, MN

Steve Flohrs, Board Chair

ATTEST: _____
Scott Higgins, County Coordinator

Roll Call AYES: Commissioners Belgard, Mahoney, Schmidtke, and Flohrs. NAYS: None. Resolution duly passed and adopted this 6th day of October, 2015.

Cassie Nordquist of Hanratty & Associates, Inc. was present via teleconference call to review the County's health insurance plan. Nordquist noted the County Insurance Committee has reviewed the current Health Insurance Plans with BlueCross BlueShield (BCBS) through the South Central Service Coop and the 105 Plan. Nordquist went on to note the County received a renewal of a 0% increase for the \$5,000 deductible health plan premium from the Coop. Nordquist presented a spreadsheet review of 2015 current premium contributions versus 2016 proposed plan contributions based on the purchase of a \$5,000 Deductible Health Plan. Nordquist noted the Committee has recommended that the County continue with the \$5,000 High Deductible health coverage, with Rx and Accord Network (Mayo-Rochester) with BlueCross and BlueShield and to continue with the following 105 plan designs – Plan A \$20 co-pay with a proposed increase to Plan A single by \$100 and family by \$200; Plan B \$250 Deductible with a proposed increase to Plan B single by \$75 and family by \$225; Plan C \$1,000 Deductible (no change to current monthly premiums); \$6,350 Deductible Health Savings Account (HSA with no change to quarterly premiums). Nordquist also noted that Plan A and Plan B will not be included in the benefit offering for any new hires or new enrollees starting January 1, 2016; and that existing employees currently on Plan A and Plan B will be grandfathered in to Plan A and Plan B. After discussion,

Motion by Commissioner Belgard, seconded by Commissioner Schmidtke, Be It Resolved that the Martin County Board of Commissioners, on an annual basis determines the County contributions to health insurance premiums for non-union staff; and therefore establishes the County contribution (single and family) for the following health plan through the Select 105: Plan A (\$20 Co-pay) Single \$353.56, Family \$1,385.01; Plan B (\$250 Ded.) Single \$205.25, Family \$1,008.88; Plan C (\$1,000 Ded.) Single \$0.00, Family \$360.07; and hereby approve to continue to purchase the \$5,000 deductible Health Plan (BlueCross Blue Shield) through the South Central Services Cooperative; and includes a \$6,350 Deductible Health Savings Account (HSA) at a single premium rate of \$0.00, and Family rate of \$200.00 for CY2016; and to exclude Plan A and Plan B in the benefit offering for any new hires or new enrollees effective January 1, 2016; and that existing employees currently on Plan A and Plan B will be grandfathered in to Plan A and Plan B; and to authorize the Chair and/or the County Coordinator to sign the necessary documents with South Central Service Cooperative and/or Hanratty & Associates relating to the Health Insurance Plan (\$5,000 Ded.). Carried unanimously.

Thad Shively and Maynard Senf, private citizens, were present to open discussions regarding the speed limit and need for stop signs on Lake Aires Road in Fairmont, MN. Shively noted he moved into his house (310 Lake Aires Road) about five and a half years ago and the speed limit is 40 mph and we have called the City and Sheriff every year when harvest is going on because the semis are coming across that road way over 40 mph and this year I was out in my yard on Saturday and Sunday and I don't know I'm not a built in radar detector but they are definitely traveling at unsafe speeds. I think the increase in truck traffic on there obviously is due to the ethanol and bean plant. And just about all the trucks that come from the East Chain and a lot of the Iowa trucks travel across that road because I'm sure there isn't a better route. So one consideration would be a different route which I hate to do and force farmers to have to drive

farther; so I think a good compromise would be to either slow truck traffic down and I think actually car traffic should be slower too. But the particular safety issue now is the school bus stops just over the crest of that hill for the westbound traffic, probably less than 200 feet from where a truck would see them. And I went out and just did a little studying on the internet a fully loaded truck at 82,000 pounds on good surface and flat surface takes 550 feet to stop. On a 3 degree slope or whatever is coming down Lake Aires Road right in front of my house it could be longer while a bus at 200 feet and then you've got about a second of reaction time you know you see the problem it takes a second to react I think it would drive right through the school bus. That bus stops every day at 3:30 p.m. and two little girls walk across to the south and I'm in disbelief that something hasn't already happened and the law enforcement has been great every time we've called they've put people there. But the problem is the minute they leave you know word goes out and the minute that they leave it's right back up there. So I've reached out to the City...got hold of the mayor and the mayor said it's not our deal...it's County. So I got hold of Commissioner Schmidtke and he said its state so I don't know where to go; but I will tell you guys that if we make the week without a fatality it would be nothing short of a miracle.

Commissioner Schmidtke noted it's a County State Aid Road...it is still a county road; but the state is the one that can regulate the speed on there. It still goes through us; but it has to go through the state.

Kevin Peyman, County Engineer, noted it's a county road but the state does set speed limits on any County State Aid Roads because we get county funding so the only way we would have to do it is we cannot set the speed other than we can set construction zone speeds like a temporary construction zone and then we have some ability on gravel roads if they deem that the condition is not safe so like if you get a gravel that is fairly washboardy things like that we can set our own speed limits but only the state can set speed limits on our county roads.

Peyman went on to note so one option would be the City of Fairmont Public Works Director (Troy Nemmers) with the mayor had sent me something earlier asking about it and I think the response I gave them...I can read it...it came down to asking the question if the speed limit is the problem or are people not obeying the speed limit the problem. If the feeling is the speed limit is the problem it doesn't feel safe even when people are obeying the legal speed then a possible speed study could be the appropriate action. If the issue is more of speeding vehicles then a speed study would probably not help and the issue comes up to enforcement and things like that and make speed limit warning signs which have been shown effective in slowing down traffic.

Peyman noted so you could request a speed study like I said MnDOT would come down and it takes a few months and they'd come down and set up some different radar things and they would issue a finding on what they felt the speed limit could be. The problem with that is Troy (Nemmers) sent me some data that the City has already collected...they have that little trailer with the warning sign that says you know you're going this fast and it actually collects speeds too. So the three days that they did it and how MnDOT basically sets a speed is not like most people think. They take radar of the existing traffic and they take the 85 percentile and they base it off of that because they want the speed limits that they set to feel what the natural flow of traffic is...they don't want it to be artificially higher or artificially low in most cases. And when the City had this out the 85 percentile was 43 miles an hour, 45 miles an hour, and 44 miles an

hour...which would lead me to believe and I don't do speed limits myself because we can't but would lead me to believe even if we requested a speed study MnDOT would probably come back and recommend that it stay 40 mph. I don't know that and we could ask them to take a look at it just from the 3 days that the City collected data

Shively noted that speed trailer has been there for two weeks. The thing is sitting 400 feet from the max speed zone for one thing I mean I'm not a Deputy Sheriff and I'm not a radar detector; but just drive by and take a look at where it is sitting...they're not up to full speed yet. Its way back...I've got an aerial view of where it's sitting...if they're 43 there I'll suggest they're going 50 at the hill. The problem here you guys and we can debate this all day long I hope we're not arguing...I think that without some action being taken I don't claim to know that it is this, or this, or this...I also don't think we need to spend a bunch of money...I offered to pay for a stop sign on my own at that intersection and stop traffic. You're still going to have incidents when people are going to go too fast and everything else...but at least it would give a little kid a fighting chance. Here's the facts you guys...it's a bike trail...it's a designated bike trail...the golf course is right there you have people on golf carts just watch what goes on there...it's like Pleasantville with people walking up and down walking their dogs you've got all kinds of little kids there you've got driveways that are blind coming back out and you've got a hill where a semi literally cannot see. So I'd say to buy a stop sign and I'll pay for it. I'm not going to pay to have it installed...I'll install it myself...or somebody is going to be killed. I mean it is a miracle it hasn't happened.

Commissioner Belgard inquired can we put a stop sign on it? We don't have that ability either do we?

Peyman noted stop signs we can control...so you could choose to make that well I guess it wouldn't be a 4-way stop, it would be a 3-way stop.

Shively noted I would agree and I'm fine with that. I own farmland and you know this community is based on farmers...I don't want to have people have to be re-routed up to I-90 and come back around to the plant or whatever. If they stop it probably takes another 30 seconds of their day and they end up sitting over at the fairgrounds in a line for 2 hours anyhow...let's just get these trucks stopped and get traffic stopped. It to me is I mean I'm not an engineer and I'm not trying to claim to be one but I do see what goes on and I think law enforcement has seen it too and I'm tired of nagging those guys I know they've got other jobs to do...I personally am of the belief that enforcement works when enforcement is there; but the minute they leave and this is no jab on anybody in enforcement...but word gets out every one of these farmers has a CB radio in their truck...how long does it take before well the cop is gone...let's role. I didn't do a count of semis we're guessing that there's maybe a hundred a day that role through there and 85% of them are very safe and I'm sure the trucks are up to DOT compliance and have good brakes and tires or whatever. But it's that other 15% or maybe 2 of the hundred that come through there a day or 10 of them that are going 60. We've actually gotten in the whole deal of not parking out on the designated parking areas along the highway because it blocks the view. Maynard (Senf) has to back out...and the bus stop...the bus isn't empty when it drops off those two little girls there are still kids in there and would it be an exaggeration to say a loaded semi at 82,000 pounds cresting that hill would drive right through that bus. I mean then the

consideration isn't a stop sign its how many body bags you're going to need. And I think that's what we talked about you guys. You wouldn't dare park on the boulevard and open your door...you'd lose it.

Maynard Senf (312 Lake Aires Road) last night using a radar gun we use for hockey there was an area from like 37 to 42 miles per hour and then it went from 42 to 47 miles per hour and then it went from 47 to well over 55 miles per hour and we had one car come up at 59 miles per hour. We can tell the minute the police leave and they can't be there all day long, I know. But when they leave that traffic goes like mad and thank God they're there as much as they are...but they slow it down for a while. There are a lot of times I can't back straight out of my driveway and I have to go down the road and turn around and come back up the hill because it's not safe to come out the other way. It's not only the semis...but there are cars that come around there and there is no way in heck that they'd ever be able to stop when those two little girls are walking across the street in front of the bus. And the nose of the bus is at my mail box and then it goes back another 40 feet and those little girls are walking across there and if you come by there at too fast a speed you either got to hit the bus or go around it and hit the girls. Something has to be done. I thank the police for being there, the Sheriff and the Fairmont City Police are patrolling there a lot; but you can't be there all day long.

Belgard noted well he could be there at 3:30 p.m.

Shively noted but I don't think that's the solution.

Belgard noted well we don't have a fast solution to this. The fast solution to this is to have a car sitting there at 3:30 p.m., isn't it?

Shively noted a stop sign...put up a stop sign and I'm willing to pay for it and you're done. This doesn't enforce it...

Peyman noted in my opinion you'd have a hard time putting a stop sign from one direction there you'd have one direction of traffic stopping and one direction of traffic not stopping and I think you're going to have people pulling out in front of...I think that's more of a safety hazard if you come up to a T intersection and you have one direction of traffic stopping and one direction not stopping I think would be...I don't know if it would be allowed, honestly. If you put a new stop sign in a place like this that has never had one like in the City of Fairmont at Bixby Corner when we first did it I think it would be hard a regular stop sign out...normally you'd put a stop sign with a flashing red light to draw your attention to it so I mean you could do it but I think you're asking for people to run it the first year even with the light they run it for a long time. At Bixby Corner for the first two years people were always running that stop sign because they weren't used to it so you're probably talking \$2,500 for a stop sign with a light.

Senf noted you've got to start someplace. You talk about putting it up or not putting it up...but you've got to start someplace. I wonder how many people...how would you feel up here if a semi comes over that road there and that bus is stopped and a half a dozen of those body bags have to come out.

Belgard noted well I think we know how we would feel...everyone here would feel...everyone would be sick.

Senf noted how many people would be sick up here then? All we need is a stop sign. The police are doing everything they can do...they can't sit there 24 hours a day or 12 hours a day. But one stop sign can stop a lot of that. It may take a while to slow them down but it will slow them down because if they go through it enough times the police will be there to give the ticket out and the word will get out in one big hurry because it gets out now when they leave it will get out now when they put a stop sign there and then get a ticket.

Shively inquired if you guys would be willing to put the \$2500 on my taxes.

Belgard noted if that's what we decide to do I think we can pay the \$2500. I think that's the least of our problems.

Commissioner Mahoney inquired of Peyman do you have to go to the state then and ask them about a stop sign?

Peyman noted no, a stop sign can be put up by county resolution so I could prepare a resolution that you guys could do. I'm not sure that one would be allowed...I could look into that...

Schmidtke noted you'd have to do it from both ways...

Peyman noted I think you would be maybe fixing one safety issue with the visibility on that hill; but the other issue is people turning both left and right on that corner coming to a T intersection and having one direction stopping and the other not stopping...my judgment would be that would be creating a whole new safety issue.

Shively noted the other thing I'd share with you guys if they were stopped right on the hill like if it backed up traffic five semi's deep even an empty semi it would be a little tough but for one you're already up the crest of the hill and I don't know how many would be stopped at one time...if it's not a light that they have to wait for I would presume it would be one or two vehicles at the most and they'd roll through and I get that now it's probably \$5,000 or whatever; but I'm telling you guys, something has got to give. I've never seen anything like this. You know the ones in town that are 40 mph at least the houses are far enough back where if a kid is chasing a ball or whatever you've got a couple hundred feet...here literally you've got people backing out of 40 foot driveways over the crest of a hill with loaded grain trucks. I mean there is no way that when they come through there at that kind of speed...but I guess my point is this...you've got a fishing pier there that's brand new...there's five vehicles there at any given time; you've got all the people walking and everything going on...it is unsafe. If the tradeoff is someone's got to stop their semi and take back off again even on a little bit of an incline then that's the tradeoff. The houses are too close to that road. Now I bought mine, probably should have been aware of it, shouldn't have maybe bought it, I can tell you this if there isn't a stop sign put in I'm out...I'm done...I'm not going to live there...it's too unsafe...I've got two little grandkids that like to play in the front yard...they don't get to. You can't have kids out there. The neighbors two down want to raise a family. Their garage door to the street is 23 feet...the

length of a car. How would you have kids playing out on that? I get it that the people on the other side have the same problem but normally those trucks are empty and there's a little better visibility...you don't have that steep crest of a hill. So you guys make the decision...but I can tell you this, it's very unsafe. Just spend some time out there and I've invited you all to come over and sit on a lawn chair for an hour especially when the corn thing gets fired up and you don't need to be a radar detector, you don't need to be law enforcement, you'll see what I see. It's not good. I'm not going to give up. I guess what I'd like to see is for you to pass something today, instruct Kevin (Peyman) to go to the state to get permission or whatever it takes to get these stop signs in or the study that you've got to put one or two or whatever if you guys believe what I'm saying. If you don't, then we'll go on.

Commissioner Schmidtke noted I'd go ahead and make a motion to try and make a three-way stop up there and then ask Kevin (Peyman) to have the state see about lowering the speed limit...not do a study...just suggest that we lower the speed limit.

Peyman noted these were just radar readings from the City of Fairmont...they weren't done by MnDOT, just when they (the City) had their trailer out there anyway. So one part of that motion is to request a speed study which is probably going to take a couple of months by the time I get results...the other side is you want me to prepare a resolution...I can have that ready by your next Board meeting because you have to make a stop sign by resolution...not that we couldn't put it up before that; but technically it wouldn't be enforceable until you have a resolution so I could prepare a resolution making it a 3-way stop. We could maybe go a little cheaper route and do flashing solar panel signs...they're not as bright but the other ones you have to get electricity and that can take longer. So we have to call Gopher One by law before we can dig where the signs would go...so in two weeks you pass the resolution that you want to make it a 3-way stop then we'd be ready to put the signs up shortly thereafter so we'd be talking within two and a half weeks we could have it be a 3-way stop sign is probably the soonest we could do anything.

Commissioner Schmidtke noted we can wait and do the resolution in two weeks...but I expect the stop signs to be up tomorrow.

Peyman noted well we can't by state law. We can't pump posts in the ground without 48 hour notice.

Shively noted in the mean time you guys part of your resolution or what you're voting on could be to provide law enforcement from the County...I know it's going to be expensive...

Commissioner Belgard noted that's a different part of it and will be addressed right after we vote on this.

Peyman noted so we could call the Gopher One call in today and probably have the signs up by Friday. They wouldn't be legal stop signs but they'd be there. I don't think we have any of the solar lights in stock we only have standard stop signs...and we could probably put rumble strips in the ground on the pavement too.

Motion by Commissioner Schmidtke, seconded by Commissioner Belgard, Be It Resolved that the Martin County Board of Commissioners, hereby approve and authorize County Engineer to move forward with installation of a 3-way Stop Intersection, Stop Ahead signs, and rumble strips, at the intersection of Lake Aires Road and Amber Lake Drive; and to prepare a resolution authorizing installation of a 3-way Stop Intersection at the intersection of Lake Aires Road and Amber Lake Drive; and to request the Minnesota Department of Transportation (MnDOT) to conduct a speed study on Lake Aires Road. Carried unanimously.

The Board and Sheriff Markquart briefly discussed enforcement in the area of Lake Aires Road.

Peyman opened a brief discussion regarding requiring permits for private citizen requests to close streets for events in small cities within Martin County.

After discussion,

Peyman noted he will provide sample permits for Board review at the next regular commissioners meeting.

Peyman reported on final contract for 2015 Overlay Projects including SAP 046-610-009, SAP 046-612-012, SP 046-641-007, and SP 046-070-002. Peyman noted final examination has been made, work has been completed, and the entire amount of work has been performed. Peyman recommends approval of the final contract with Duininck Construction-MN of Prinsburg, MN, in the amount of \$2,250,077.38.

Motion by Commissioner Belgard, seconded by Commissioner Schmidtke, Be It Resolved that the Martin County Board of Commissioners, upon the recommendation of Kevin Peyman, County Engineer, hereby approve the final contract payment for SAP 046-610-009, SAP 046-612-012, SP 046-641-007, and SP 046-070-002 Overlay Projects with Duininck Construction-MN of Prinsburg, Minnesota, in the amount of \$2,250,077.38. Carried unanimously.

Commissioners inquired if the local Wheelage Tax is being used to pay for paved shoulder projects; and progress of shower/restroom facility at Cedar-Hanson Park.

Peyman noted yes. The close to \$170,000 Wheelage Tax collected each year has paid roughly half of the paved shoulder projects. It does not cover the paved should projects but we have used it all and then we supplement the paved shoulders with our state aid account which then reduces the amount we have to spend on other construction. Peyman went on to note the Wheelage Tax collected is local money that stays local. Peyman also noted the shower/restroom facility for Cedar-Hanson Park is being constructed and will probably be mid-November before the building is ready to be set. The building should still be on pace to finish this winter season.

Jeff Markquart, Martin County Sheriff, presented the Sheriff's Office recommendation of step increases based on satisfactory performance evaluations and according to Union Contract(s) for the following Martin County Sheriff's Office personnel: Teri Boltjes, Communications Officer, and Ben Johnson, Corrections Officer.

Motion by Commissioner Belgard, seconded by Commissioner Mahoney, Be It Resolved that the Martin County Board of Commissioners, upon the recommendation of Jeff Markquart, Martin County Sheriff, hereby approve and authorize step increases based on satisfactory performance evaluation and according to Union Contract(s) for the following Martin County Sheriff's Office personnel: Teri Boltjes, Communications Officer (LELS #115), 7 Year Step at \$24.32/hour, effective October 5, 2015; and approve and authorize step increase based on satisfactory performance evaluation and according to Union Contract(s) for Ben Johnson, Corrections Officer (LELS #115), 8 Year Step at \$24.79/hour, effective November 1, 2015. Carried unanimously.

Markquart provided a Martin County Jail Population update including twenty-one (21) in-house today; eight (8) out of County; and five (5) on Electronic Home Monitoring (EHM).

Scott Higgins, Martin County Coordinator, presented resolutions for approval of two newly hired Sheriff's Deputies to be included on the Public Employees Police and Fire Plan.

Motion by Commissioner Schmidtke, seconded by Commissioner Belgard,

R-#58/'15

WHEREAS, the policy of the State of Minnesota as declared in Minnesota Statutes 353.63 is to give special consideration to employees who perform hazardous work and devote their time and skills to protecting the property and personal safety of others; and

WHEREAS, Minnesota Statutes Section 353.64 permits governmental subdivisions to request coverage in the Public Employees Police and Fire plan for eligible employees of police or sheriff departments whose position duties meet the requirements stated therein and listed below.

BE IT RESOLVED that the Board of Commissioners, of County of Martin hereby declares that the position of Deputy Sheriff, currently held by Employee #113, meets all of the following Police and Fire Plan membership requirements:

1. Said position requires a license by the Minnesota peace officer standards and training board under sections 626.84 to 626.863 and this employee is so licensed;
2. Said position's primary (over 50%) duty is to enforce the general criminal laws of the state;
3. Said position charges this employee with the prevention and detection of crime;
4. Said position gives this employee the full power of arrest, and
5. Said position is assigned to a designated police or sheriff's department.

BE IT FURTHER RESOLVED that this governing body hereby requests that the named employee be accepted as a member of the Public Employees Police and Fire Plan effective the date of this employee's initial Police and Fire Plan salary deduction by the governmental subdivision.

State of Minnesota
County of Martin

I, Scott Higgins, clerk of County of Martin, do hereby certify that this is a true and correct transcript of the resolution that was adopted at a meeting held on the 6th day of October, 2015; the original of which is on file in this office. I further certify that 4 members voted in favor of this resolution and that 4 members were present and voting.

Signed: _____ Date: _____

R-#60/'15

WHEREAS, the policy of the State of Minnesota as declared in Minnesota Statutes 353.63 is to give special consideration to employees who perform hazardous work and devote their time and skills to protecting the property and personal safety of others; and

WHEREAS, Minnesota Statutes Section 353.64 permits governmental subdivisions to request coverage in the Public Employees Police and Fire plan for eligible employees of police or sheriff departments whose position duties meet the requirements stated therein and listed below.

BE IT RESOLVED that the Board of Commissioners, of County of Martin hereby declares that the position of Deputy Sheriff, currently held by Employee #115, meets all of the following Police and Fire Plan membership requirements:

1. Said position requires a license by the Minnesota peace officer standards and training board under sections 626.84 to 626.863 and this employee is so licensed;
2. Said position's primary (over 50%) duty is to enforce the general criminal laws of the state;
3. Said position charges this employee with the prevention and detection of crime;
4. Said position gives this employee the full power of arrest, and
5. Said position is assigned to a designated police or sheriff's department.

BE IT FURTHER RESOLVED that this governing body hereby requests that the named employee be accepted as a member of the Public Employees Police and Fire Plan effective the date of this employee's initial Police and Fire Plan salary deduction by the governmental subdivision.

State of Minnesota
County of Martin

I, Scott Higgins, clerk of County of Martin, do hereby certify that this is a true and correct transcript of the resolution that was adopted at a meeting held on the 6th day of October, 2015; the original of which is on file in this office. I further certify that 4 members voted in favor of this resolution and that 4 members were present and voting.

Signed: _____ Date: _____

Roll Call AYES: Commissioners Mahoney, Belgard, Schmidtke, and Flohrs. NAYS: None. Resolution duly passed and adopted this 6th day of October, 2015.

Deb Mosloski, Martin County Drainage Administration, was present to request the Board set the Final Redetermination public hearing date for the following Ditch Systems: CD #6, CD #26, CD #8, JD #13, CD #13, and JD #29. Mosloski recommends the date of November 3, 2015, at 2:00 p.m.

After discussion,

Motion by Commissioner Belgard, seconded by Commissioner Mahoney, Be It Resolved that the Martin County Board of Commissioners, acting as the Drainage Authority for Martin County, hereby sets the date of November 3, 2015, at 2:00 p.m. in the Commissioners Meeting Room – Martin County Courthouse – Fairmont, Minnesota, to hear the Final Viewers Report for the Redetermination of CD #6, CD #26, CD #8, JD #13, CD #13, and JD #29. Carried unanimously.

Mosloski presented and reviewed payment to Brunz Construction in the amount of \$230,725.37 for CD #30 Improvement Project. Mosloski noted payment was made to Brunz Construction outside of the County's normal bill paying process due to processing circumstances at the engineering firm.

Commissioners discussed the payment to Brunz Construction noting the payment should have been processed through the normal bill paying process.

After further discussion,

Motion by Commissioner Schmidtke, seconded by Commissioner Belgard, Be It Resolved that the Martin County Board of Commissioners, acting as the Drainage Authority for Martin County, hereby ratify payment to Brunz Construction of Madison Lake, Minnesota, in the amount of \$230,725.37 for CD #30 Improvement Project. Carried unanimously.

Higgins noted as you are all aware we're looking to move the VSO Office from the Human Resource Building over to 121 No. Main to allow additional hires over at Human Services. In order to address accessibility (ADA) issues, it is required to have an Architect involved with the project. After review by the Building Committee of the scope of work that should be completed, the estimated remodeling cost is approximately \$62,240. However, there was discussion of the potential work that STS crews and county maintenance could do to reduce the cost. Higgins went on to note we received a quote from I&S Group for architect and engineering services for the remodel of the office space as follows:

- Architectural, Interior Design, Electrical, Mechanical, Structural services required for the project for the base design in an approximate amount of \$9,500.
- Inclusion of additional services would increase to approximately \$12,000 in fees. This would include additional work in the design and contract documents associated with the items to include Roof Replacement and HVAC Reconfiguration, which at this time we feel is not needed.

Commissioners discussed renovation costs and available office space. Commissioner Schmidtke suggested looking at all available office space in the courthouse with the possibility of moving offices around.

After discussion,

Motion by Commissioner Schmidtke, seconded by Commissioner Belgard, Be It Resolved that the Martin County Board of Commissioners, upon the review and recommendation of the County Building Committee, and determining the need to hire an architect to assist in the design and planning of remodeling office space at 121 N. Main (Fairmont), hereby approve and authorize the Board Chair to sign the proposal between I&S Group of 115 East Hickory Street, Suite 300, in Mankato, MN; at an estimated fee of \$9,500 Architectural, Interior Design, Electrical, Mechanical, and Structural services required for the project; and \$12,000 if additional work is needed, which includes the roof replacement and HVAC reconfiguration, including reimbursable expenses; and to expend the project from the Capital Improvement Plan (CIP) account. Carried unanimously.

Higgins noted the Coordinator's Office received the resignation of Shawn Chambers, Martin County Mentoring Network Coordinator, effective September 30, 2015, and asks the Board to accept the resignation. Higgins went on to note Chambers has offered to stay on during the transition and work with the program 1-2 hours per week until a new person has been hired to fill the position.

Motion by Commissioner Mahoney, seconded by Commissioner Schmidtke, Be It Resolved that the Martin County Board of Commissioners, hereby accept the resignation of Shawn Chambers, Martin County Mentoring Network Program Coordinator, effective September 30, 2015; and to approve Shawn Chambers to continue employment on a very limited part time basis, approximately 2 hours per week on average, and not to exceed six (6) months or until a new Mentoring Network Coordinator is hired, whichever comes first, or until it is determined by the Board that the limited part time service is no longer needed, at \$15.32/hour. Carried unanimously.

The Board briefly discussed advertising for recruitment to fill the Martin County Mentoring Network Program Coordinator position.

No action taken on advertising to fill the Martin County Mentoring Network Program Coordinator position.

Higgins noted the County offers its retirees a supplemental Group Medicare coverage and that the monthly premiums for the renewal of the Group Platinum Blue Plan A and Group MedicareBlue Rx have increased \$9.00/month for the plan effective January 1, 2016. The County has met with the retirees and were unanimous with keeping their current prescription co-pays and paying the extra \$9.00/month.

Motion by Commissioner Mahoney, seconded by Commissioner Belgard, Be It Resolved that the Martin County Board of Commissioners, hereby approve the Group Platinum Blue Plan A and

Group MedicareBlue Rx renewal for its retirees, effective January 1, 2016. Carried unanimously.

Higgins noted the Board is being asked to consider adding a new voluntary benefit for employees. In working with our current ancillary benefits provider through Integrity Employee Benefits (Jim Ochs), we are proposing to add voluntary legal services and identity recovery services benefits through LegalShield. Higgins went on to note the benefit provides for group rates and allows employees to deduct premiums through payroll; and services may be purchased separately.

Motion by Commissioner Schmidtke, seconded by Commissioner Mahoney, Be It Resolved that the Martin County Board of Commissioners, hereby approve the offering of voluntary benefits for legal and/or ID recovery services through LegalShield & ID Shield beginning January, 2016; and that in order to offer the benefit, there needs to be at least five (5) eligible employees that enroll in the program, effective January, 2016. Carried unanimously.

The Board reviewed reports and announcements including an update on ClearCost Health; Approved CY2016 Preliminary Budget and Levy Summary; and AMC Annual Conference to be held December 7-8, 2015 (Forshee will not be attending).

Commissioners presented their individual board member reports.

Commissioner Schmidtke noted he attended a Human Services meeting, Faribault-Martin County Transit meeting, Planning & Zoning Commission meeting on September 22, 2015; Flu Vaccination Clinic and Building Committee meeting on September 23, 2015; Human Services 40th Anniversary event on September 29, 2015.

Commissioner Mahoney noted in addition to those already mentioned he attended a Land Use Seminar in St. Cloud, MN, on September 16, 2015; AMC Policy Committee meetings in Breezy Point on September 17-18, 2015; Substance Abuse Prevention Coalition meeting and Minnesota Valley Action Council meeting on September 21, 2015; Human Services 40th Anniversary event on September 29, 2015.

Commissioner Belgard noted in addition to those already mentioned he attended the Employee Recognition Day Event on September 15, 2015; Faribault-Martin County Transit Board meeting on September 16, 2015; South Central EMS Board meeting at 10:30 a.m. and 6:00 p.m.; South Central HRA Board meeting on September 30, 2015; and regular Martin County EDA meeting on October 5, 2015.

Commissioner Flohrs noted in addition to those already mentioned he attended the AMC Policy Committee meetings September 17-18, 2015; MVAC, Traverse de Sioux Library Board meeting on September 24, 2015; Rural Minnesota Energy Board meeting on September 28, 2015; Water Plan Committee meeting on September 29, 2015; and Beyond the Yellow Ribbon meeting on October 5, 2015.

Commissioners reviewed their calendars of upcoming meetings and activities: October 6, 2015 – Personnel Committee meeting and FMJ Drug Court Graduation at 12:30 p.m.; October 7, 2015 –

Commissioner Flohrs will be attending a Community Health Conference at Cragun's Resort through October 9, Quarterly Safety Committee meeting at 1:30 p.m. and Wellness Fall Golf Outing at 3:00 p.m.; October 8, 2015 – Soil and Water meeting 9 a.m. to noon (Mahoney will attend for Flohrs), and PC's for People Event 6-8 p.m.; October 12, 2015 – In Service Day – County Offices closed to the public; October 13, 2015 – Interviews for Administrative Assistant II Planning & Zoning position and Library Board meeting at 1:30 p.m.; October 14, 2015 – Human Services Executive meeting at 9:00 a.m., Broadband meeting at 10:00 a.m., SHIP meeting at 11:00 a.m., Park Board meeting at 4:30 p.m., and Region 9 meeting at 6:30 p.m. in Mankato, MN; October 15, 2015 – Traverse de Sioux Library meeting at Mankato, MN; October 16, 2015 – Prairieland meeting at 8:30 a.m. and 9:00 a.m.; October 19, 2015 – Substance Abuse Prevention Coalition meeting (will be discussing a Social Host Ordinance); October 20, 2015 – regular Board of Commissioners meeting at 9:00 a.m. (Scott Higgins will be absent); October 22, 2015 – Annual Open Enrollment for Health and Dental Insurance for 2016.

With no further business to wit, Board Chair adjourned the meeting at 10:46 a.m.

BOARD OF COMMISSIONERS
MARTIN COUNTY, MN

Steve Flohrs, Board Chair

ATTEST: _____
Scott Higgins, County Coordinator