BECKER COUNTY BOARD OF COMMISSIONERS
Regular Meeting
Date: Tuesday, November 4, 2025 at 8:15 AM
Location: Board Room, Courthouse
or
Virtual TEAMS Meeting Option
Call-In #: 763-496-5929 - Conference I.D.: 226 713 191#

8:15 Call the Board Meeting to Order: Board Chair Meyer

1. Pledge of Allegiance

8:20 Regular Business

1. Agenda Confirmation
2. Minutes of October 21, 2025 3

8:55 Consent Agenda

1. Auditor-Treasurer: Regular Claims, Auditor Warrants, and Claims over 90 Days 6
2. Human Services: Regular Claims, Public Health, and Transit
3. Highway: Resolution - 11-25-1F - City of Audubon - LRIP Support 7
4. Sheriff: Resolution 11-25-1E - New Rates for Becker County Gun Permit Fees 8
5. Sheriff: Sale of Squad 4677 10

8:25 Commissioners

1. Open Forum
2. Reports and Correspondence
3. Appointments

9:00 County Administrator

1. Mahube OTWA Update: presented by Liz Kuoppala
2. Sunnyside Care Center: presented by Ashley McNally
3. Report
   a) Becker County Township Association Meeting - 7:00 pm, November 20, 2025 11
   b) Purchase Order Year End Cutoff Dates 12

9:30 Public Hearing to Reclassify Tax Forfeit Lands

Auditor-Treasurer

1. Resolution 11-25-1B - Reclassify 09.7006.000 13
2. Resolution 11-25-1C - Reclassify 09.7053.000 16
3. Resolution 11-25-1D — Authorize Tax Forfeit Land Sale 18
   a) 2025 Terms of Sale and Parcel List 19

9:45 Highway

1. Resolution 11-25-1G - State Aid Advance 21
2. Resolution 11-25-1H - Gravel Tax Reserve Transfer 23

9:55 Break

10:00 Land Use/Highway

1. Final Trail Routing Study 28

10:10 Sheriff

1. Glock Service Weapon Trade-In 54
2. Cellebrite- Unlocks subscription 56
3. Ballistic Glass Donation to Holy Rosary School 58

10:15 Planning & Zoning

1. Planning Commission Recommendations 10/29/2025 60
   a) Sunny's Dock and Lift LLC - Request a Conditional Use Permit to operate a dock and lift company to include storage
   b) Devon Green - Request a Conditional Use Permit for a retaining wall

Adjourn

BOARD MEETING AS POSTED
BECKER COUNTY BOARD OF COMMISSIONERS
DATE: TUESDAY, October 21,2025 at 8:15 am
LOCATION: Board Room, Courthouse

1. Meeting was brought to order by Chair Meyer. Commissioners in attendance: Meyer, Jepson, Hansen, Vareberg and Nelson, County Administrator Carrie Smith, and minute taker Peggy Martin.
2. Pledge of Allegiance.

Agenda/Minutes:

1. Agenda – Motion and second to approve the agenda with the following changes: Addition of Information Technology: Server Purchase, additional air conditioning unit in the server room and Auditor-Treasurer: Wildflower Gold Course Tobacco License Renewal, and the following deletions from Human Resources: Auditor-Treasurer Job Descriptions and the Credit Card Policy (Jepson, Nelson) carried.
2. Minutes – Motion and second to approve minutes of October 7, 2025 with the requested changes (Jepson, Hansen) carried.

Consent Agenda

1. Motion and second to approve and accept the following Consent Agenda Items – Auditor-Treasurer: Regular Claims, Auditor Warrants and Claims over 90 Days, License List: Tobacco License Renewal for the following: Toad Lake Store – Cynthia Knoll – Toad Lake Twp, 4 Corners – Joshua Swangler – Erie Twp, Resolution 10-25-2B – Humane Society of the Lakes for a Premises Permit at Forest Hills – 19th Hole in Audubon Twp Human Services: Regular Claims, Public Health, & Transit (Nelson, Jepson) carried.

Commissioners:

1. Open Forum:
    - None.
2. Reports and Correspondence: Reports were provided on the following meetings:
    - Commissioner Jepson – Housing, EDA, WCRJC, Partnership4Health, Human Services.
    - Commissioner Nelson – Planning & Zoning Advisory, LARL, NRM, Courthouse.
    - Commissioner Hansen – Planning & Zoning Advisory, RAC, PRWD, Airport, Heartland Trail.

- Commissioner Vareberg – EDA, NRM, Human Services.
- Commissioner Meyer – Heartland Trail, RAC, DAC, WCI Development Board, Fair Board, Dancing Sky, Historical Society.

3. Appointments:
   - Motion and second to appoint Nancy Bachmann to the Zoning Commission representing District 1 (Jepson, Nelson) carried.

Auditor-Treasurer: presented by Mary Hendrickson.

1. Motion and second to approve the Tobacco Renewal License for Wildflower Golf Course in Lake Eunice Twp (Nelson, Hansen) carried.

County Administrator: presented by Carrie Smith.

1. Local Road Improvement Program – presented by Meghan Eastman and John Pauna.
   - Motion and second to approve the letter in support of the city of Audubon's proposed reconstruction of 3rd Street and Plover Street (Vareberg, Hansen) carried.
2. Motion and second to approve Resolution 10-25-2C – Homeless Prevention Grant Award to Mahube-OTWA (Jepson, Nelson) carried.
3. Report
   - EDA – Letter of support for Tower Road expansion.
   - Leading with Purpose training has begun.
   - State and Tribal Relations Training is this week.
   - District 4 Meeting – October 31 in Fergus Falls.
   - Becker County Road Tour – November 5th.
4. Motion and second to approve Resolution 10-25-2A – Operation Green Light for Veterans (Hansen, Nelson) carried.

Information Technology: presented by Judy Dodd.

1. Motion and second to approve the purchase of servers from High Point Networks in the amount of $84,128 using Special General Funds (Nelson, Hansen) carried.
2. Motion and second to approve the purchase of an additional Air Conditioning Unit for the Server Room in the amount of $14,966 using Special General Funds (Nelson, Jepson) carried.

Human Services: presented by Denise Warren, Amanda Kumpula and Emma Wartman.

1. Motion and second to approve the Public Health Donation to the Becker County Food Pantry in the amount of $10,000 (Nelson, Hansen) carried.

2. Motion and second to approve the Liberty University Affiliation Agreement with the correction of point 15 to read "governing law state of Minnesota" (Hansen, Jepson) carried.
3. UCare/Medica Care Coordination Recommendation.
    - Motion and second to approve Resolution 10-25-2I – Termination of County Participation Agreement with UCare (Jepson, Hansen) carried.
    - Motion and second to approve Resolution 10-25-2J – Termination of County Participation Agreement with Medica (Jepson, Hansen) carried.

Human Resources: presented by Teaira Christen.

1. Motion and second to approve the AFSCME Contract MOA (MPFML) (Nelson, Jepson) carried.

Highway: presented by Jim Olson.

1. Motion and second to approve Resolution 10-25-2D – Final Payment Acceptance – SP 003-070-021-Rumble Strips to Allstates Pavement Recycling and Stabilization in the amount of $2,688.99 (Nelson, Hansen) carried.
2. Motion and second to approve Resolution 10-25-2F – Final Payment Acceptance – SAP 03-634-020-CSAH 34 to Dennis Drewes, Inc in the amount of $76,278.50 (Nelson, Jepson) carried.
3. Motion and second to approve Resolution 10-25-2E – Final Payment Acceptance – SAP 003-630-007-Frazee (Nelson, Hansen) carried.

Transit: presented by Kevin Johnson.

1. Motion and second to approve Resolution 10-25-2G – Bus 4 Engine Replacement up to $6,000 to Wallwork Ford (Hansen, Nelson) carried.

Land Use/Environmental Services: presented by Steve Skoog.

1. Motion and second to approve Resolution 10-25-2H – 2026 Solid Waste Tip Fee Schedule (Hansen, Vareberg) carried.

Being no further business, Board Chair Meyer adjourned the meeting at 10:11 am.

/s/ Carrie Smith	/s/ David Meyer
Carrie Smith	David Meyer
County Administrator	Board Chair

BECKER COUNTY BOARD OF COMMISSIONERS
Finance Committee Meeting
Date: Monday, November 3, 2025 at 8:30 AM

Location: 1st Floor – Board Meeting Room - Courthouse
915 Lake Avenue, Detroit Lakes, MN

County Administrator

1. Resolution 11-25-1A - Urging Repeal of Minnesota's Moratorium on Nuclear Energy Production
2. Sunnyside Care Center - Equitable Cost-Sharing for Publicly Owned Nursing Facilities (ECPN)

Auditor-Treasurer

1. Regular Claims, Auditor Warrants, & Over 90 Days
2. Human Services: Regular Claims, Public Health, & Transit

Highway

1. Resolution 11-25-1G - State Aid Advance
2. Resolution 11-25-1H - Gravel Tax Reserve Transfer

Sheriff

1. Glock Service Weapon Trade-In
2. Cellebrite
3. Ballistic Glass Donation to Holy Rosary
4. Resolution 11-25-1E - Gun Permit Fee Re-Alignment
5. Sale of Squad 4677

Adjourn

BECKER COUNTY BOARD OF COMMISSIONERS

RESOLUTION 11-25-1F

SUPPORT OF LOCAL ROAD IMPROVEMENT PROGRAM (LRIP) GRANT APPLICATION BY THE CITY OF AUDUBON

WHEREAS, Local Road Improvement Project (LRIP) funds are available for local agency projects meeting Routes of Regional Significance criteria; and

WHEREAS, Non-State aid cities and townships must have a county sponsor to apply for LRIP funding; and

WHEREAS, the City of Audubon has requested that Becker County sponsor its application for the improvements to 3rd Street and Plover Street; and

WHEREAS, the City of Audubon understands that it will be responsible for all costs not covered by LRIP funding including all engineering and right of way costs and any construction costs over the funding cap; and

WHEREAS, the City of Audubon will maintain the road for the lifetime of improvements; and

WHEREAS, Becker County will support the City of Audubon in delivering the project if they are awarded LRIP funds.

NOW THEREFORE BE IT RESOLVED, That the County Board of Commissioners of Becker County supports the City's application to Mn/DOT for LRIP funding for the improvements to 3rd Street and Plover Street.

BE IT FURTHER RESOLVED, That Becker County acknowledges herewith that it is willing to be the project sponsor knowing full well that such sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and the responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Duly adopted this 4th day of November 2025, at Detroit Lakes, MN.

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

ATTEST:

/s/ Carrie Smith
Carrie Smith
County Administrator

/s/ Dave Meyer
Dave Meyer
Board Chair

State of Minnesota)
) ss
County of Becker)

I, the undersigned being the duly appointed and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted, and approved by the County Board of Commissioners at a meeting held November 4, 2025, as recorded in the record of proceedings.

____
Carrie Smith, County Administrator

BECKER COUNTY BOARD OF COMMISSIONERS

RESOLUTION # 11-25-1E

New Rates for Becker County Gun Permit Fees

WHEREAS, Minnesota Statutes §624.714 provides for the issuance of permits to carry firearms, and authorizes counties to administer such permits; and

WHEREAS, Becker County is responsible for processing applications, conducting background checks, and maintaining records related to firearm permits; and

WHEREAS, the current fee schedule for permits to carry and renewals has not been updated since 2021, and does not adequately reflect the administrative costs incurred by the Becker County Sheriff's Office; and

WHEREAS, the Board of Commissioners finds it necessary and appropriate to adjust the fee schedule to ensure cost recovery and compliance with state law;

NOW, THEREFORE, BE IT RESOLVED that the Becker County Board of Commissioners hereby establishes the following fee schedule for firearm permits, effective January 1st, 2026:

- New Permit to Carry: $80.00
- Renewal Permit (**Prior to** Permit to Carry Expiration): $75.00
- All Active Duty Military/Veteran Permit to Carry: $20.00
- New or Renewal Out of State Permit to Carry: $100.00
- Duplicate/Replacement Permit: $10.00

BE IT FURTHER RESOLVED that the Becker County Sheriff's Office shall collect and administer these fees in accordance with Minnesota Statutes and report annually to the Board on permit activity and revenues.

Duly adopted this 4th day of November 2025 at Detroit Lakes, MN.

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

ATTEST:

/s/ ______________________________
Carrie Smith
County Administrator

/s/ ______________________________
David Meyer
Board Chair

State of Minnesota)
) ss
County of Becker)

I, the undersigned being the duly appointed and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted, and approved by the County Board of Commissioners at a meeting held November 4th, 2025, as recorded in the record of proceedings.

Carrie Smith
County Administrator

BECKER COUNTY SHERIFF'S OFFICE

Todd Glander • Sheriff

OFFICE: 925 Lake Avenue
Detroit Lakes. MN 56501
Phone 218-847-2661 • Fax 218-847-1604

JAIL 1428 Stony Rood
Detroit Lakes. MN 56501
Phone 218-847-2939 • Fox 218-846-2580

Old Squad to Sell

October 28th,2025

UNIT	VEHICLE	MILES	VIN
4677	2021 Ford Explorer	132,402	1FM5K8AC6MNA04677

\Nebsie: \N\N\N.co.becker.mn.us

To:	Becker County Township Officers	Date:	September 2nd, 2025
From:	Becker County Township Association Directors		

Mark your calendars for a meeting of the Becker County Township Association. The meeting will be held on **November 20th, 2025 at 7:00 pm.** The meeting will be held at the Becker County Courthouse-3rd floor Jury Assembly Room, 915 Lake Ave Detroit Lakes, Minnesota. Registration is from 6:30 to 7:00 pm. The meeting will start promptly at 7:00 pm.

Possible Agenda

Carrie Smith	Administrator
Mary Hendrickson	Auditor/Treasurer
Todd Glander	Sheriff
Steve Skoog	Environmental Services/Recycling
David Meyer	Becker County Commissioner
Jim Olson	County Engineer
Jona Jacobson	Maintenance Superintendent
Vance Bachmann	District Representative
Kyle Varberg	Becker County Planning and Zoning

Mark your calendars and plan to attend!!

- Discussion of Cannabis Ordinances and townships-please see enclosed letter from Craig Hall
- Election of the Becker County Township Association Clerk/Treasurer

Note: This letter is being sent only to one officer in your township so please inform the other officers in your township of this meeting.

Sincerely,

Your board of directors

Roger Winter (chairman)   Heather Anderson (clerk)   Harry Aho

Claudia Hanson   Jim Jirava

Year End Cutoff Dates			
Cut off for PO's	**Finance Meeting**	**Board Meeting**	**Payment Date**
November 7, 2025	November 17, 2025	November 18, 2025	November 21, 2025
November 21, 2025	December 1, 2025	December 2, 2025	December 5, 2025
December 5, 2025	December 15, 2025	December 16, 2025	December 19, 2025
December 19, 2025	December 29, 2025		December 31, 2025

BECKER COUNTY BOARD OF COMMISSIONERS

RESOLUTION 11-25-1B

Reclassification of Tax Forfeit Land in Eagle View Township

WHEREAS, on August 21, 1947, Govt Lot 2 in Section 2 Township 142 Range 039 Parcel #09.7006.000 forfeited for nonpayment of taxes. April 7, 1948, the Becker County Board of Commissioners, by official resolution classified this parcel as Conservation, among other tax-forfeited lands, and designated it as part of Maple Grove Memorial Forest.

WHEREAS, Minn. Stat. 459.06 Subd. 3. Allows the Becker County Board of Commissioners by resolution to withdraw tax forfeit land from a memorial forest for disposal if the Commissioner of Natural Resources approves the sale of the land. We received MN DNR approval to sell on January 13, 2025, and township approval, and

WHEREAS, Minn. Stat. 282.01, Subd 1. Requires the County Board to consider the present use of the adjacent land, productivity of the soil, character of the forest, and sustained yield management when determining the classification of tax forfeited land, and

WHEREAS, Minn. Stat. 282.01, Subd. 2. Requires that tax forfeited lands to be sold must be classified as non-conservation and

NOW THEREFORE BE IT RESOLVED. That the Board of County Commissioners of Becker County, Minnesota, hereby declare Parcel #09.7006.000 Govt Lot 2 in Section 2 Township 142 Range 039 be reclassified as non-conservation for sale.
Duly adopted this 4th day of November 2025, at Detroit Lakes, MN.

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

ATTEST:

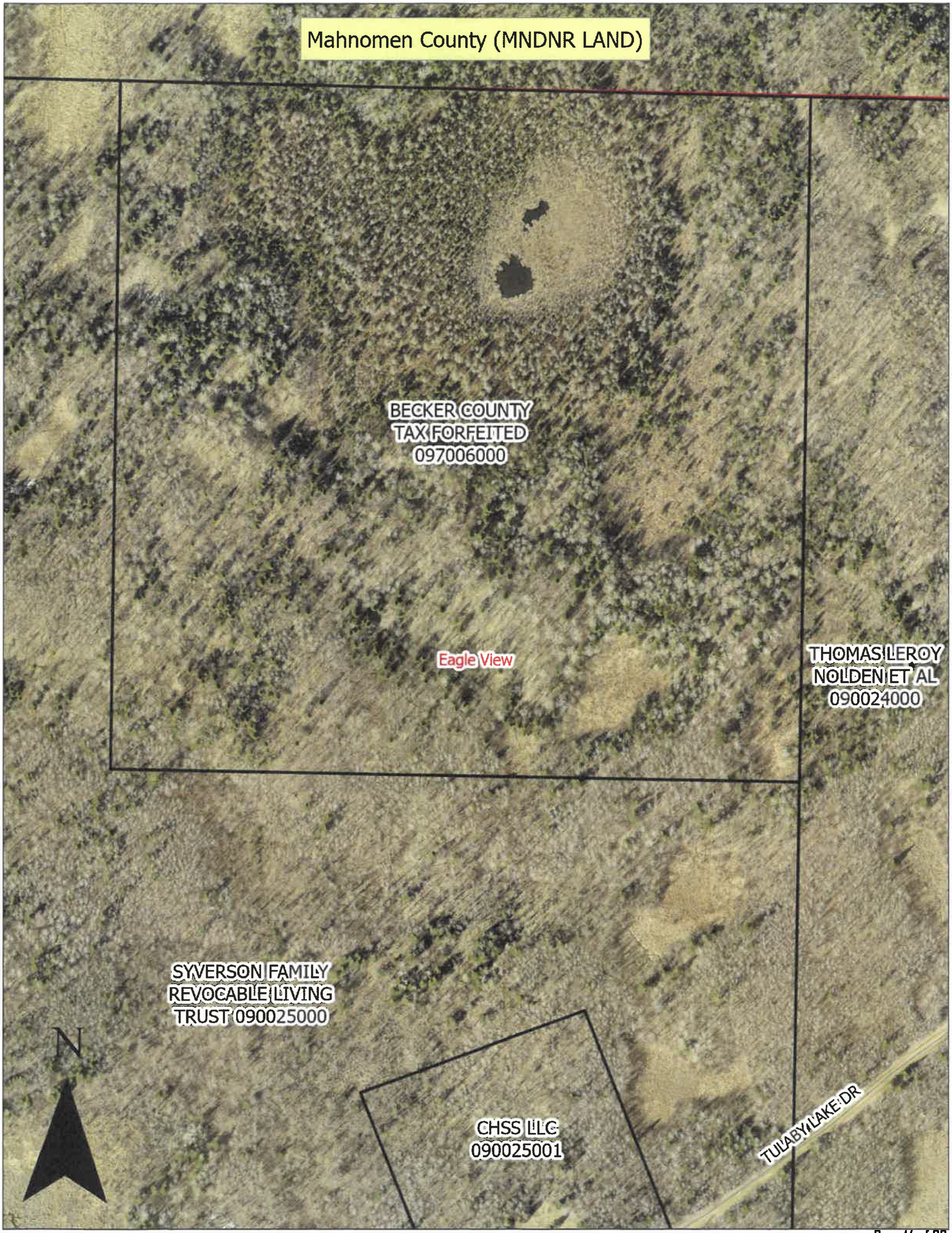
/s/ Carrie Smith	/s/ David Meyer
Carrie Smith	David Meyer
County Administrator	Board Chair

State of Minnesota)
) ss
County of Becker)

I, the undersigned being the duly appointed and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted, and approved by the County Board of Commissioners at a meeting held November 4th, 2025, as recorded in the record of proceedings.

____

Carrie Smith
County Administrator


Mahnomen County (MNDNR LAND)
BECKER COUNTY
TAX FORFEITED
097006000
Eagle View
THOMAS LEROY
NOLDEN ET AL
090024000
SYVERSON FAMILY
REVOCABLE LIVING
TRUST 090025000
CHSS LLC
090025001
TULABY LAKE DR
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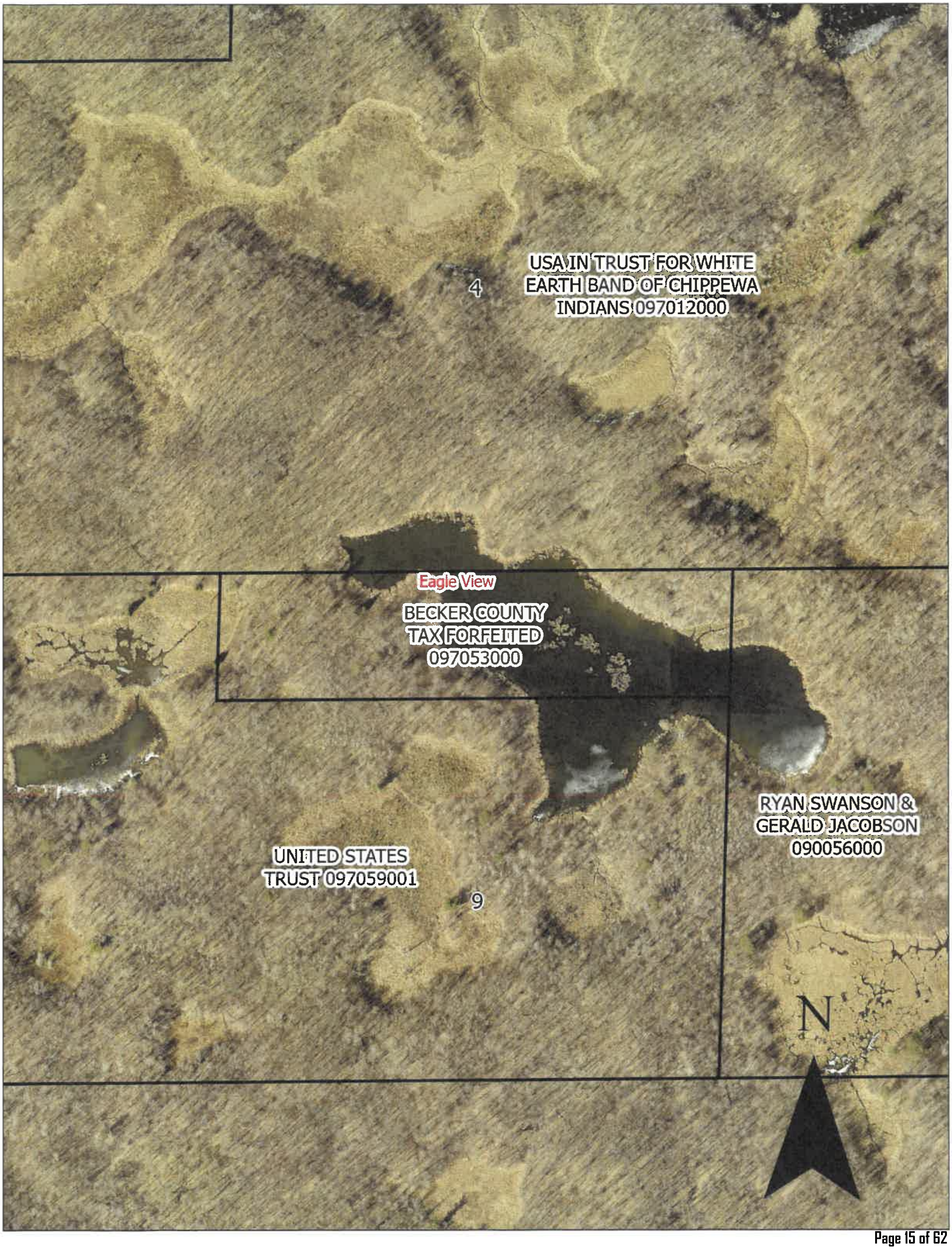
USA IN TRUST FOR WHITE
EARTH BAND OF CHIPPEWA
INDIANS 097012000
4
Eagle View
BECKER COUNTY
TAX FORFEITED
097053000
RYAN SWANSON &
GERALD JACOBSON
090056000
UNITED STATES
TRUST 097059001
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BECKER COUNTY BOARD OF COMMISSIONERS

RESOLUTION 11-25-1C

Reclassification of Tax Forfeit Land in Eagle View Township

WHEREAS, on March 8,1938, the North 10 acres of the NW1/4 of NE1/4 in Section 9 Township 142 Range 039 Parcel #09.7053.000 forfeited for nonpayment of taxes. April 7, 1948, the Becker County Board of Commissioners, by official resolution classified this parcel as Conservation, among other tax-forfeited lands, and designated it as part of Maple Grove Memorial Forest.

WHEREAS, Minn. Stat. 459.06 Subd. 3. Allows the Becker County Board of Commissioners by resolution to withdraw tax forfeit land from a memorial forest for disposal if the Commissioner of Natural Resources approves the sale of the land. We received MN DNR approval to sell on January 13, 2025, and township approval, and

WHEREAS, Minn. Stat. 282.01, Subd 1. Requires the County Board to consider the present use of the adjacent land, productivity of the soil, character of the forest, and sustained yield management when determining the classification of tax forfeited land, and

WHEREAS, Minn. Stat. 282.01, Subd. 2. Requires that tax forfeited lands to be sold must be classified as non-conservation and

NOW THEREFORE BE IT RESOLVED. That the Board of County Commissioners of Becker County, Minnesota, hereby declare Parcel #09.7053.000 the North 10 acres of the NW1/4 of NE1/4 in Section 9 Township 142 Range 039 be reclassified as non-conservation for sale.

Duly adopted this 4th day of November 2025, at Detroit Lakes, MN.

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

ATTEST:

/s/ Carrie Smith	/s/ David Meyer
Carrie Smith	David Meyer
County Administrator	Board Chair

State of Minnesota)
) ss
County of Becker)

I, the undersigned being the duly appointed and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted, and approved by the County Board of Commissioners at a meeting held November 4th, 2025, as recorded in the record of proceedings.

Carrie Smith
County Administrator


USA IN TRUST FOR WHITE EARTH BAND OF CHIPPEWA INDIANS 097012000
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Eagle View
BECKER COUNTY TAX FORFEITED 097053000
RYAN SWANSON & GERALD JACOBSON 090056000
UNITED STATES TRUST 097059001
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BECKER COUNTY TAX-FORFEITED LAND SALE
ADJACENT OWNERS
Resolution 11-25-1D

WHEREAS, parcels of land have forfeited to the State of Minnesota for nonpayment of taxes, these parcels on the list filed with the County Auditor-Treasurer, which are classified as non-conservation and appraised as provided by Section 282.01, Minnesota Statutes, and shall be offered for direct sale by the County Auditor-Treasurer, said sale bid packets will be mailed November 6, 2025 and the County Auditor-Treasurer is hereby directed to publish a notice of sale as provided by law and

WHEREAS, any parcel of land or lots on the list is subject to withdrawal from the sale by the County Board or County Auditor-Treasurer when it may appear to be in public interest to do so.

WHEREAS, each parcel has an established minimum price. All bids must be at or above the minimum price.

WHEREAS, the terms of the public sale shall be cash only, all bids must be received in the Auditor-Treasurer office by 3:00 pm November 26, 2025, winning bidders will be notified within 10 days.

WHEREAS, the total amount of special assessment may be reinstated beginning in 2026, with the first payment due with 2026 real estate taxes. There may be deferred assessments due. All the parcels of the said land shall be offered for sale subject to existing easements or leases, if they are any. The Zoning Ordinance on file in the office of the County Auditor-Treasurer and recorded in the office of the County Recorder shall apply to sales made above where the lands sold are affected by said ordinance. All County, Township, and or City Zoning Regulations must be adhered to. All lands that do not adjoin a legalized highway are subject to all existing restrictions empowered by statute relating to the expenditure of public lands.

WHEREAS, those purchasers of lands herein described shall pay an amount equal to three (3%) percent of the total purchase price at the time of purchase. Said three (3%) percent payment to be forwarded by the County Auditor-Treasurer to the State Treasurer for the tax forfeited land assurance account under the provisions of Chapter 284.28 Sub. 8. A recording fee of $46.00 shall be charged as well as a fee for a well certificate of $50.00 at the time of sale for recording of State Deed. All deeds when received from the Tax Commissioner's Office shall be filed by the County Auditor-Treasurer with the County Recorder's Office for recording, prior to sending the said deed to purchaser, and the cost of the State Deed and Deed Tax shall be paid by the purchaser at the time of sale.

THEREFORE BE IT RESOLVED: The County Board of Commissioners hereby set the Terms of Sale and authorizes the County Auditor-Treasurer to conduct a tax forfeit land sale to adjacent owners.

Duly adopted this 4th day of November 2025, at Detroit Lakes, MN.

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

ATTEST:

/s/ Carrie Smith
Carrie Smith
County Administrator

/s/ David Meyer
David Meyer
Board Chair

State of Minnesota)
)ss
County of Becker)

I, the undersigned being the duly appointed and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted and approved by the County Board of Commissioners at a meeting held November 4, 2025, as recorded in the record of proceedings.

Carrie Smith
County Administrator

NOTICE OF BECKER COUNTY TAX-FORFEITED LAND SALE ADJACENT OWNERS

Notice is hereby given that Becker County will sell the following described parcels of land forfeited to the State of Minnesota for non-payment of taxes, which have been classified and appraised as provided by law. Said sales will be governed to terms by resolution of the County Board of Commissioners authorizing the same.
Mary E. Hendrickson, Becker County Auditor-Treasurer

Terms of Sale

- No timber shall be cut, removed, or damaged prior to the County receiving the full purchase price for the parcel.
- The land and improvements are being sold as is and the County makes no warranties as to the condition of any building, wells, septic systems, soils, roads, access, or anything on the tract. The tract is being sold with the understanding that the buyer and seller agree to waive disclosures required under Minnesota Statutes Chapter 513.52 to 513.60, 515B.1-103 and any associated liabilities. No representation is made as to the condition of any structure, their fixtures or contents, or their suitability for any particular use.
- For parcels not already located on or adjacent to a legally established and/or maintained public road, highway, or other access, no governmental entity shall be obligated to establish, construct, or maintain any public road or other access to the parcel, or to increase the maintenance on any existing public road or access to immediately benefit the parcel. No public funds may be spent on surveying or other benefits to the property.
- All parcels offered as Adjacent Owner Only under Chapter 282.03 must be combined with another adjoining parcel.
- A state deed fee of $25.00 per parcel and a state deed tax equal to 0.33% of the basic sale price of a parcel of the tax forfeited land, with a minimum deed tax of $1.65 shall be paid by the purchaser to the County Auditor-Treasurer.
- Except for land in platted subdivisions and land conveyed for correcting legal descriptions, all deeds requested after August 1, 1991, will contain the following statement: This property is not eligible for enrollment in a state funded program providing compensation for conservation on marginal land and wetlands.
- All sales are final.
- Becker County does not discriminate based on race, color, national origin, sex, religion, age or disability in employment and the provision of services. Refer questions to the Becker County Auditor-Treasurer, 915 Lake Ave, Detroit Lakes, MN 56501 or phone (218) 846-7311

TAX FORFEITED LANDS SALE ADJACENT OWNERS ONLY						
Parcel	**Legal Description**	**Sec/Twp/Rge**	**Acres**	**Minimum Bid**	**Notes/Property Address**	**Timber Value**
	CARSONVILLE TOWNSHIP					
05.0059.000	BEG 700' E OF SW COR OF NE1/4 TH N 150' TH E 100' TH S 150' TH W 100' TO BEG	05-140-37	.37 ±	$410	NOT BUILDABLE	N/A
	DETROIT TOWNSHIP					
08.0586.000	PT GOVT LOT 7: BEG NW COR SEC 33 TH S 300' & SELY 233' TO POB; TH SLY 400' TO WATERS EDGE ST CLAIR LK, TH SLY, ELY & NLY AL LK TO A POINT SW OF POB, TH NELY 500' TO POB	33-139-41	5.98±	$1,017	NO LEGAL ACCESS	N/A
	EAGLE VIEW					
09.7006.000	GOVT LOT 2	02-142-39	39.88	$88,000	NO LEGAL ACCESS	$ 4,325.00
09.7053.000	N 10 AC OF NW1/4 OF NE1/4	09-142-39	10	$18,600	NO LEGAL ACCESS	$ 800.00
	OSAGE					
21.7007.000	NE1/4 OF SE1/4	07-140-36	40	$115,000	NO LEGAL ACCESS	$ 26,300.00
	WOLF LAKE					
37.7006.000	SE1/4 OF NW1/4	01-139-037	40	$87,600	NO LEGAL ACCESS	$ 4,245.00
	CITY OF DETROIT LAKES					
49.1040.515	GOLDEN BAY SHORES CIC 57 UNIT 15	10-138-41	0.04	$4,957	NOT BUILDABLE	N/A
49.1996.000	OT OF DETROIT LAKES BLOCK 40 LOT 8	27-139-41	0.05	$763	NOT BUILDABLE	N/A
49.2034.000	OT OF DETROIT LAKES BLOCK 49 LOT 14 EX N 10'	27-139-41	±.08	$2,251	NOT BUILDABLE	N/A

BECKER COUNTY BOARD OF COMMISSIONERS

RESOLUTION 11-25-1G

STATE AID CONSTRUCTION FUNDING ADVANCE

WHEREAS, the County of Becker is planning to implement County State Aid Street Project(s) in 2025 which will require State Aid funds in excess of those available in its State Aid Regular/Municipal Construction Account; and

WHEREAS, said County is prepared to proceed with the construction of said project(s) through the use of an advance from the County State Aid Construction Fund to supplement the available funds in their State Regular/Municipal Construction Account; and

WHEREAS, the advance is based on the following determination of estimated expenditures:

Account balance as of 10/31/2025	$ 223,548.15
Less estimated disbursements:	
Project #003-634-021	$521,455.82
Project #003-635-008	$517,680.32
Project #003-616-016	$600,000.00
Total Estimate Disbursements	$1,639,136.17
Advance Amount (amount in excess of account balance)	$1,415,587.99

WHEREAS, repayment of the funds so advanced will be made in accordance with the provisions of Minnesota Statutes 162.08, Subd. 5 & 7 and Minnesota Rules, Chapter 8820; and

WHEREAS, the County acknowledges advance funds are released on a first-come-first-serve basis and this resolution does not guarantee the availability of funds; and

NOW THEREFORE BE IT RESOLVED: that the Commissioner of Transportation be and is hereby requested to approve this advance for financing approved County State Aid Highway Project(s) of the County of Becker in an amount up to $1,415,587.99 in accordance with Minnesota Rules 8820.1500, Subp. 9. I hereby authorize repayments from subsequent accruals to the Regular/Municipal Construction Account of said County from future year allocations until fully repaid.

Duly adopted this 4th day of November 2025 at Detroit Lakes, MN.

ATTEST:

/s/Carrie Smith
Carrie Smith
County Administrator

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

/s/David Meyer
David Meyer
County Chair

State of Minnesota)
) ss
County of Becker)

I, the undersigned, being the duly elected and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted and approved by the County Board of Commissioners of Becker County at a meeting held November 4, 2025, as recorded in the record of proceedings.

Carrie Smith
County Administrator

BECKER COUNTY BOARD OF COMMISSIONERS
RESOLUTION 11-25-1H
Gravel Tax Reserve Transfer

WHEREAS, Becker County Highway collects an aggregate tax under MN Statute 298.75 where proceeds may be used for transportation purposes and the restoration of abandoned pits located within the County; and

WHEREAS, Becker County currently has a little over $700,000 in its Gravel Tax Reserve Fund; and

WHEREAS, Becker County Highway Department requests to utilize these funds on its CSAH 7 grade widening project, SAP No. 003-607-026, in an amount not to exceed $400,000.

NOW THEREFORE BE IT RESOLVED that the Becker County Board of Commissioners hereby authorizes the County Auditor/Treasurer to transfer funds in the amount of $400,000.00 from the Gravel Tax Reserve Fund to Highway Fund for the purpose of funding the construction project SAP No. 003-607-026.

Duly adopted this 4th day of November, 2025, at Detroit Lakes, MN.

COUNTY BOARD OF COMMISSIONERS
Becker County, Minnesota

ATTEST:

/s/ Carrie Smith
Carrie Smith
County Administrator

/s/ Dave Meyer
Dave Meyer
Board Chair

State of Minnesota)
) ss
County of Becker)

I, the undersigned being the duly appointed and qualified County Administrator for the County of Becker, State of Minnesota, do hereby certify that the foregoing is a true and correct copy of a Resolution passed, adopted, and approved by the County Board of Commissioners at a meeting held November 4, 2025, as recorded in the record of proceedings.

Carrie Smith
County Administrator

298.75 AGGREGATE MATERIAL REMOVAL; PRODUCTION TAX.

Subdivision 1. **Definitions.** Except as may otherwise be provided, the following words, when used in this section, shall have the meanings herein ascribed to them.

(a) "Aggregate material" means:

(1) nonmetallic natural mineral aggregate including, but not limited to sand, silica sand, gravel, crushed rock, limestone, granite, and borrow, but only if the borrow is transported on a public road, street, or highway, provided that nonmetallic aggregate material does not include dimension stone and dimension granite; and

(2) taconite tailings, crushed rock, and architectural or dimension stone and dimension granite removed from a taconite mine or the site of a previously operated taconite mine.

Aggregate material must be measured or weighed after it has been extracted from the pit, quarry, or deposit.

(b) "Person" means any individual, firm, partnership, corporation, organization, trustee, association, or other entity.

(c) "Operator" means any person engaged in the business of removing aggregate material from the surface or subsurface of the soil, for the purpose of sale, either directly or indirectly, through the use of the aggregate material in a marketable product or service.

(d) "Extraction site" means a pit, quarry, or deposit containing aggregate material and any contiguous property to the pit, quarry, or deposit which is used by the operator for stockpiling the aggregate material.

(e) "Importer" means any person who buys aggregate material excavated from a site on which the tax under this section is not imposed and causes the aggregate material to be imported into a county in this state which imposes a tax on aggregate material.

(f) "County" means a county imposing the tax under this section on December 31, 2014, or any other county whose board has voted after a public hearing to impose the tax under this section and has notified the commissioner of revenue of the imposition of the tax.

(g) "Borrow" means granular borrow, consisting of durable particles of gravel and sand, crushed quarry or mine rock, crushed gravel or stone, or any combination thereof, the ratio of the portion passing the (#200) sieve divided by the portion passing the (1 inch) sieve may not exceed 20 percent by mass.

Subd. 2. **Tax imposed.** (a) Except as provided in paragraph (e), a county that imposes the aggregate production tax shall impose upon every operator a production tax of 21.5 cents per cubic yard or 15 cents per ton of aggregate material excavated in the county except that the county board may decide not to impose this tax if it determines that in the previous year operators removed less than 20,000 tons or 14,000 cubic yards of aggregate material from that county. The tax shall not be imposed on aggregate material excavated in the county until the aggregate material is transported from the extraction site or sold, whichever occurs first. When aggregate material is stored in a stockpile within the state of Minnesota and a public highway, road or street is not used for transporting the aggregate material, the tax shall not be imposed until either when the aggregate material is sold, or when it is transported from the stockpile site, or when it is used from the stockpile, whichever occurs first.

(b) Except as provided in paragraph (e), a county that imposes the aggregate production tax under paragraph (a) shall impose upon every importer a production tax of 21.5 cents per cubic yard or 15 cents per ton of aggregate material imported into the county. The tax shall be imposed when the aggregate material is imported from the extraction site or sold. When imported aggregate material is stored in a stockpile within the state of Minnesota and a public highway, road, or street is not used for transporting the aggregate material, the tax shall be imposed either when the aggregate material is sold, when it is transported from the stockpile site, or when it is used from the stockpile, whichever occurs first. The tax shall be imposed on an importer when the aggregate material is imported into the county that imposes the tax.

(c) If the aggregate material is transported directly from the extraction site to a waterway, railway, or another mode of transportation other than a highway, road or street, the tax imposed by this section shall be apportioned equally between the county where the aggregate material is extracted and the county to which the aggregate material is originally transported. If that destination is not located in Minnesota, then the county where the aggregate material was extracted shall receive all of the proceeds of the tax.

(d) A county, city, or town that receives revenue under this section is prohibited from imposing any additional host community fees on aggregate production within that county, city, or town.

(e) A county that borders two other states and that is not contiguous to a county that imposes a tax under this section may impose the taxes under paragraphs (a) and (b) at the rate of ten cents per cubic yard or seven cents per ton. This paragraph expires December 31, 2024.

Subd. 3. **Report and remittance.** (a) By the 14th day following the last day of each calendar quarter, every operator or importer shall make and file with the county auditor of the county in which the aggregate material is removed or imported, a correct report under oath, in such form and containing such information as the auditor shall require relative to the quantity of aggregate material removed or imported during the preceding calendar quarter. The report shall be accompanied by a remittance of the amount of tax due.

(b) If any of the proceeds of the tax is to be apportioned as provided in subdivision 2, the operator or importer shall also include on the report any relevant information concerning the amount of aggregate material transported, the tax and the county of destination. The county auditor shall notify the county treasurer of the amount of such tax and the county to which it is due. The county treasurer shall remit the tax to the appropriate county within 30 days, except as provided in paragraph (c).

(c) The proceeds of the tax on aggregate material as defined in subdivision 1, paragraph (a), clause (2), must be remitted to the commissioner of Iron Range resources and rehabilitation to be deposited in the taconite area environmental protection fund under section 298.223, and used for the purposes of that fund.

Subd. 4. **Auditor estimate; statement of objections.** If the county auditor has not received the report by the 15th day after the last day of each calendar quarter from the operator or importer as required by subdivision 3 or has received an erroneous report, the county auditor shall estimate the amount of tax due and notify the operator or importer by registered mail of the amount of tax so estimated within the next 14 days. An operator or importer may, within 30 days from the date of mailing the notice, and upon payment of the amount of tax determined to be due, file in the office of the county auditor a written statement of objections to the amount of taxes determined to be due. The statement of objections shall be deemed to be a petition within the meaning of chapter 278, and shall be governed by sections 278.02 to 278.13.

Subd. 5. **Failure to file and pay; penalty.** Failure to file the report and submit payment shall result in a penalty of $5 for each of the first 30 days, beginning on the 15th day after the last day of each calendar quarter, for which the report and payment is due and no statement of objection has been filed as provided in subdivision 4, and a penalty of $10 for each subsequent day shall be assessed against the operator or importer who is required to file the report. The penalties imposed by this subdivision shall be collected as part of the tax and credited to the county revenue fund. If neither the report nor a statement of objection has been filed after more than 60 days have elapsed from the date when the notice was sent, the operator or importer who is required to file the report is guilty of a misdemeanor.

Subd. 6. **Penalties; removal of aggregate if previous tax not paid; false report.** It is a misdemeanor for any operator or importer to remove aggregate material from a pit, quarry, or deposit or for any importer to import aggregate material unless all taxes due under this section for all previous reporting periods have been paid or objections thereto have been filed pursuant to subdivision 4.

It is a misdemeanor for the operator or importer who is required to file a report to file a false report with intent to evade the tax.

Subd. 7. **Proceeds of taxes.** (a) All money collected as taxes under this section on aggregate material as defined in subdivision 1, paragraph (a), clause (1), shall be deposited in the county treasury and credited according to this subdivision.

(b) The county auditor may retain an annual administrative fee of up to five percent of the total taxes collected in any year.

(c) The balance of the taxes, after any deduction under paragraph (b), shall be credited as follows:

(1) 42.5 percent to the county road and bridge fund for expenditure for the maintenance, construction and reconstruction of roads, highways and bridges;

(2) 42.5 percent to the general fund of the city or town in which the mine is located, or to the county, if the mine is located in an unorganized town, to be expended for maintenance, construction and reconstruction of roads, highways and bridges; and

(3) 15 percent to a special reserve fund which is hereby established, for expenditure for the restoration of abandoned pits, quarries, or deposits located within the county.

If there are no abandoned pits, quarries or deposits located within the county, this portion of the tax shall be used for any other unmet reclamation need or for conservation or other environmental needs.

Subd. 8. **Examination of records; maintenance of records.** The county auditor or its duly authorized agent may examine records, including computer records, maintained by an importer or operator. The term "record" includes, but is not limited to, all accounts of an importer or operator. The county auditor must have access at all reasonable times to inspect and copy all business records related to an importer's or operator's collection, transportation, and disposal of aggregate to the extent necessary to ensure that all aggregate material production taxes required to be paid have been remitted to the county. The records must be maintained by the importer or operator for no less than six years.

Subd. 9. **Tax may be imposed; St. Louis County towns.** (a) If the St. Louis County Board does not approve Laws 1997, chapter 231, article 8, section 12, as provided in Laws 1997, chapter 231, article 8, section 18, each of the following towns in St. Louis County may impose the aggregate materials tax under this section: the towns of Alden, Brevator, Canosia, Duluth, Fredenburg, Gnesen, Grand Lake, Industrial, Lakewood, Midway, Normanna, North Star, Rice Lake, and Solway.

(b) For purposes of exercising the powers contained in this section, the "town" is deemed to be the "county."

(c) In those towns located in St. Louis County that impose the tax under this section, all provisions in this section shall apply to those towns, except that in lieu of the distribution of the tax proceeds under subdivision 7, all proceeds from this tax shall be retained by each of the towns that impose the tax.

(d) A tax imposed under this subdivision is effective in the town that approves it the day after compliance by the town with the requirements of section 645.021, subdivision 3.

Subd. 10. MS 2006 [Never effective, 2006 c 259 art 12 s 14]

Subd. 11. **Tax may be imposed; Otter Tail County.** (a) If Otter Tail County does not impose a tax under this section and approves imposition of the tax under this subdivision, the town of Scambler in Otter Tail County may impose the aggregate materials tax under this section.

(b) For purposes of exercising the powers contained in this section, the "town" is deemed to be the "county."

(c) All provisions in this section apply to the town of Scambler, except that all proceeds of the tax must be retained by the town and used for the purposes described in subdivision 7.

(d) If Otter Tail County imposes an aggregate materials tax under this section, the tax imposed by the town of Scambler under this subdivision is repealed on the effective date of the Otter Tail County tax.

History: *1980 c 607 art 19 s 5; 1Sp1981 c 1 art 10 s 17-19; 1982 c 523 art 13 s 1; 1983 c 342 art 14 s 1; 1984 c 652 s 1; 1986 c 403 s 1,2; 1993 c 375 art 9 s 41,42; 1995 c 264 art 16 s 15; 1996 c 471 art 13 s 15; 1997 c 231 art 8 s 12-15; 1Sp2001 c 5 art 6 s 35,36; 2003 c 127 art 14 s 11; 2006 c 259 art 12 s 14; 2008 c 154 art 8 s 15-17; art 16 s 8; 2008 c 366 art 6 s 36-39; 2009 c 88 art 12 s 10; 2014 c 308 art 5 s 7; art 9 s 81*

BECKER COUNTY
Land Use Department

915 Lake Avenue • Detroit Lakes, MN 56501
218-846-7201

MEMORANDUM FOR BOARD OF COMMISSIONERS

Date: November 4th, 2025

SUBJECT: Final Trail Routing Study Presentation & Discussion

TO: Becker County Board of Commissioners

1. Discussion: The Final Trail Routing Study has been completed and published on the Becker County Website. The trail routing study identifies and makes recommendations to which routes are most effective based off various factors.

X. IMPLEMENTATION & COST ESTIMATES

It is recommended that the Heartland Trail Feasibility Study be a guide for final design and construction of a trail from Dunton Locks to Bucks Mill. These cost estimates are based off material cost, grading, tree removal, and address larger challenges that include culvert extensions, bridge widening, etc. These cost estimates also include a range of 10%-35% contingency.

Highway 59 North Section	$700,000 – $850,000
Highway 22 North Section	$2,750,000 – $3,400,000
Lake Sallie Campground North Section	$300,000 - $400,000
Highway 59 Middle Section	$650,000 - $800,000
Highway 17 Middle Section	$900,000 - $1,100,000
South Melissa Dr/Mill Pond Dr South Section	$850,000 - $1,050,000
Powerline South Section	$2,400,000 - $3,000,000
Highway 59 South Section	$1,100,000 - $1,400,000

2. Next Steps: Have discussion regarding implementation of the trail routing study.

3. The point of contact for this memorandum is Steve Skoog/Mitch Lundeen/Jim Olson.
Distribution: Board of Commissioners, County Administrator

Becker County

Heartland Trail Feasibility Study

Becker County
by Houston Engineering, Inc.
Fall 2025

Becker • Clay • Otter Tail • Wilkin
PartnerSHIP 4 Health

Becker County, MN

Heartland Trail Feasibility Study

Table of Contents

I. INTRODUCTION & BACKGROUND

INTRODUCTION

The Becker County Heartland Trail Feasibility Study explores the opportunities, challenges, and community benefits of a proposed 12-foot multi-use trail segment serving Becker County, Minnesota from Dunton Locks County Park to Bucks Mill. This project evaluates alignment options, environmental conditions, funding sources, and stakeholder priorities to create a safe, accessible, and recreational corridor for bicyclists, walkers, and other active transportation users. Central to the study is a comprehensive public engagement process, which leverages local feedback, stakeholder meetings, and study advisory team meetings to ensure trail planning reflects the interests and needs of Becker County residents and visitors.

This feasibility study is designed to meet state trail standards, maximize funding and partnership opportunities, and support sustainable infrastructure. By identifying preferred trail routes and assessing design constraints, the study aims to provide clear recommendations that guide future engineering, environmental review, and grant applications. The Heartland Trail Feasibility Study will help the county pursue grant programs to accelerate project delivery and enhance local amenities.

Community input was encouraged throughout all phases of the study, with opportunities to contribute via a virtual engagement tools, open houses, and project website updates. The resulting recommendations will inform county leaders, Minnesota state agencies, and funding partners as Becker County advances toward a robust, connected trail network.

PROJECT BACKGROUND

The 2019 Becker County Trail Master Plan envisions an east-west multi-use trail corridor traversing the county, ultimately extending to connect the communities of Park Rapids and Fargo/Moorhead. This regional vision prioritizes long-term connectivity between parks, towns, and recreational amenities. Rather than aligning the trail with the heavily trafficked Highway 10 corridor, Becker County is committed to establishing a more scenic route that highlights its lakes, natural beauty, and popular community destinations.

The segment from Dunton Locks County Park to Bucks Mill was selected because it passes key sites such as the WE Fest grounds, Shoreham dining area, Detroit Lakes golf courses, Bucks Mill Dam, and other notable amenities. This route also builds upon previously constructed trails that extend south from Detroit Lakes to Dunton Locks County Park. This route reflects public input and the county's goal to maximize access to natural and recreational features.

II. STUDY OBJECTIVES

1. Identify and evaluate potential trail routes that maximize scenic and recreational value.

2. Engage the public, stakeholders, and trail users in the selection of the most suitable trail alignment.

3. Develop a trail route that is safe and accessible for all users, including pedestrians, cyclists,
and families.

4. Minimize impacts to private property, wetlands, and environmentally sensitive areas along the preferred route.

5. Ensure integration with community destinations and points of interest such as parks, event venues, and commercial areas.

6. Provide a foundation for future engineering, environmental review, and funding applications
for trail construction.

7. Support local and regional connectivity within the broader Heartland State Trail network.

8. Identify a trail route that meets Minnesota state trail design standards and develop high-level cost estimates to help evaluate route options for final design and engineering.

III. STEERING COMMITTEE TEAM & PLANNING PROCESS

Jim Olson . . . . Becker County

Steve Skoog . . . . Becker County

Mitch Lundeen . . . . Becker County

Patrick Hollister . . . . PartnerSHIP 4 Health

Kelcey Klemm . . . . City of Detroit Lakes

Shawn King . . . . City of Detroit Lakes

John Okeson . . . . Lakeview Township

Rosemary Bruce-White . . . . MN Dept of Transportation

Mary Safgren . . . . MN Dept of Transportation

Dave Suppa . . . . WE Fest

Mark Bjerke . . . . WE Fest

The steering committee included the individuals listed above and was responsible for overseeing the planning process. This process involved six steering committee meetings that addressed major project elements, including public engagement, initial universal trail alternatives, trail screening criteria, and final trail concepts. Once the final concepts were developed, they were presented to the Becker County Recreation Advisory Committee, the Heartland Trail Committee, and the Becker County Commission for review and comment.

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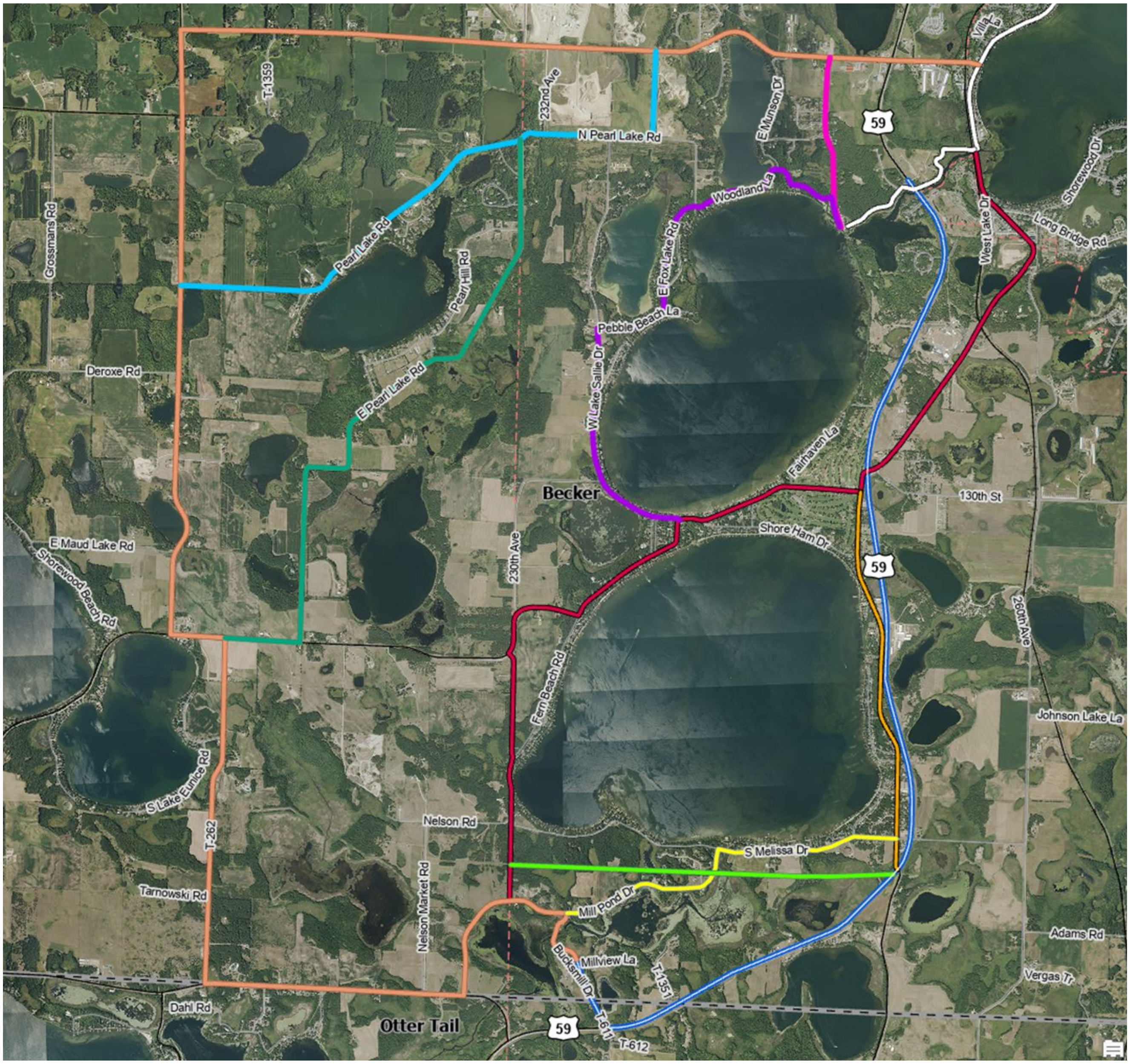


Legend

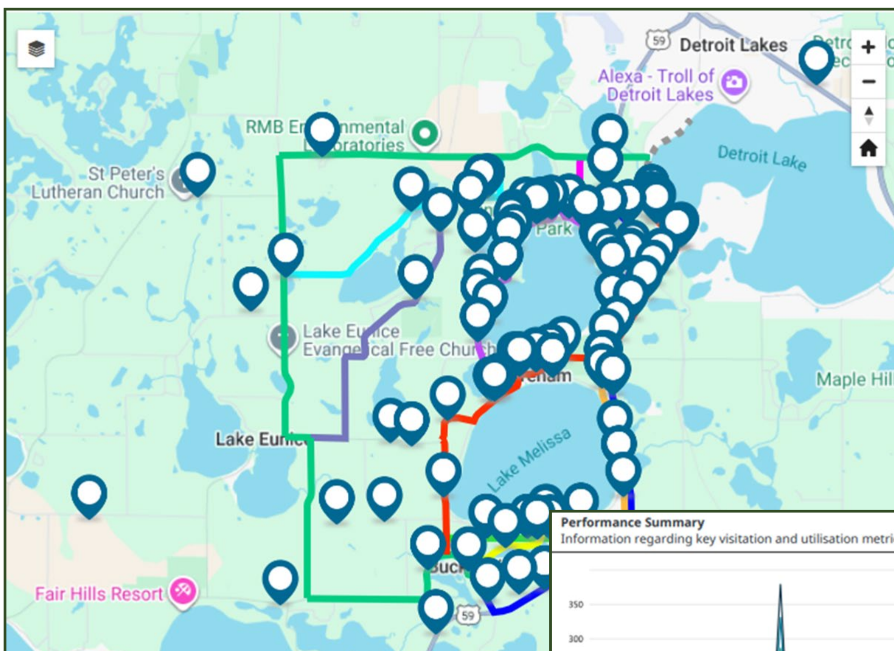
- CSAH 22 Route
- Highway 59 Route
- CSAH 17 Route
- ExistingTrail
- CSAH 6/CSAH 15 Route
- Melissa Dr/Mill Pond Dr Route
- PowerLineEaseme
- CSAH 19 Route
- Pearl Lake Rd Route
- Woodland Ln Route
- E Pearl Lake Rd Route

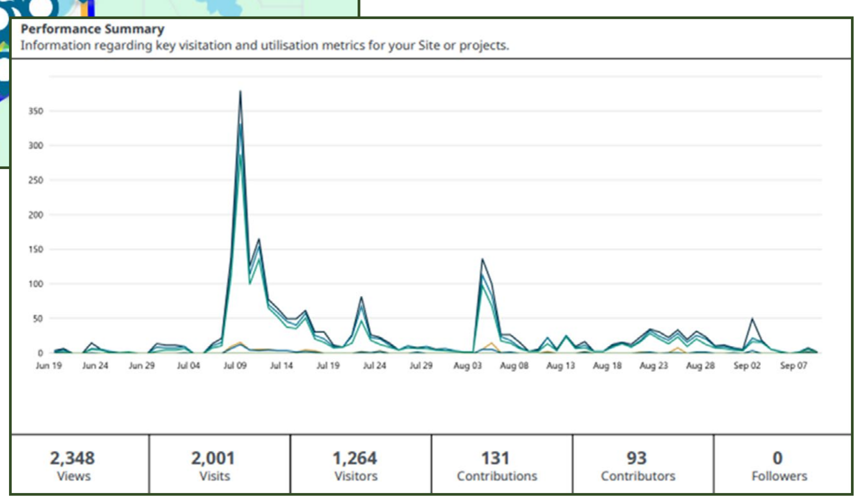
As an initial step in the planning process, the SAT developed a list of trail alternatives. This list represented a range of potential route options that could reasonably serve for the Heartland Trail. The purpose of creating this comprehensive list was to ensure that all feasible routing possibilities were considered before moving into a more detailed evaluation. These identified alternatives provided the foundation for further analysis, public discussion, and eventual screening to determine which routes best aligned with project goals and community priorities.

V. VIRTUAL PUBLIC ENGAGEMENT

Following the development of the trail universe of alternatives, the public was invited to provide input to help identify which routes were most preferred. To support this effort, an virtual interactive map was made available on the project website. This tool allowed participants to drop comment pins directly on the map, highlighting specific areas of interest, challenges, or opportunities related to the proposed routes. The online engagement generated significant participation, with the project website receiving 2,001 total visits from 1,264 unique users. Through the interactive map, community members submitted 105 pinned comments that offered location-specific feedback to guide the evaluation of alternatives.
The major themes from the public comments include:

- Preference for routes along the east sides of Lake Sallie and Lake Melissa, reflecting higher public interest in those alignments.
- Desire for more scenic trail routes that highlight natural features and recreational amenities.
- Concerns about limited roadway space in areas such as Shoreham and Woodland Lane, where trail alignment may create safety or design challenges.
- General interest in ensuring final trail concepts are connected to existing trail systems and community destinations.
- Emphasis on balancing accessibility with safety, particularly where trails would share space with roadways or pass through developed areas.



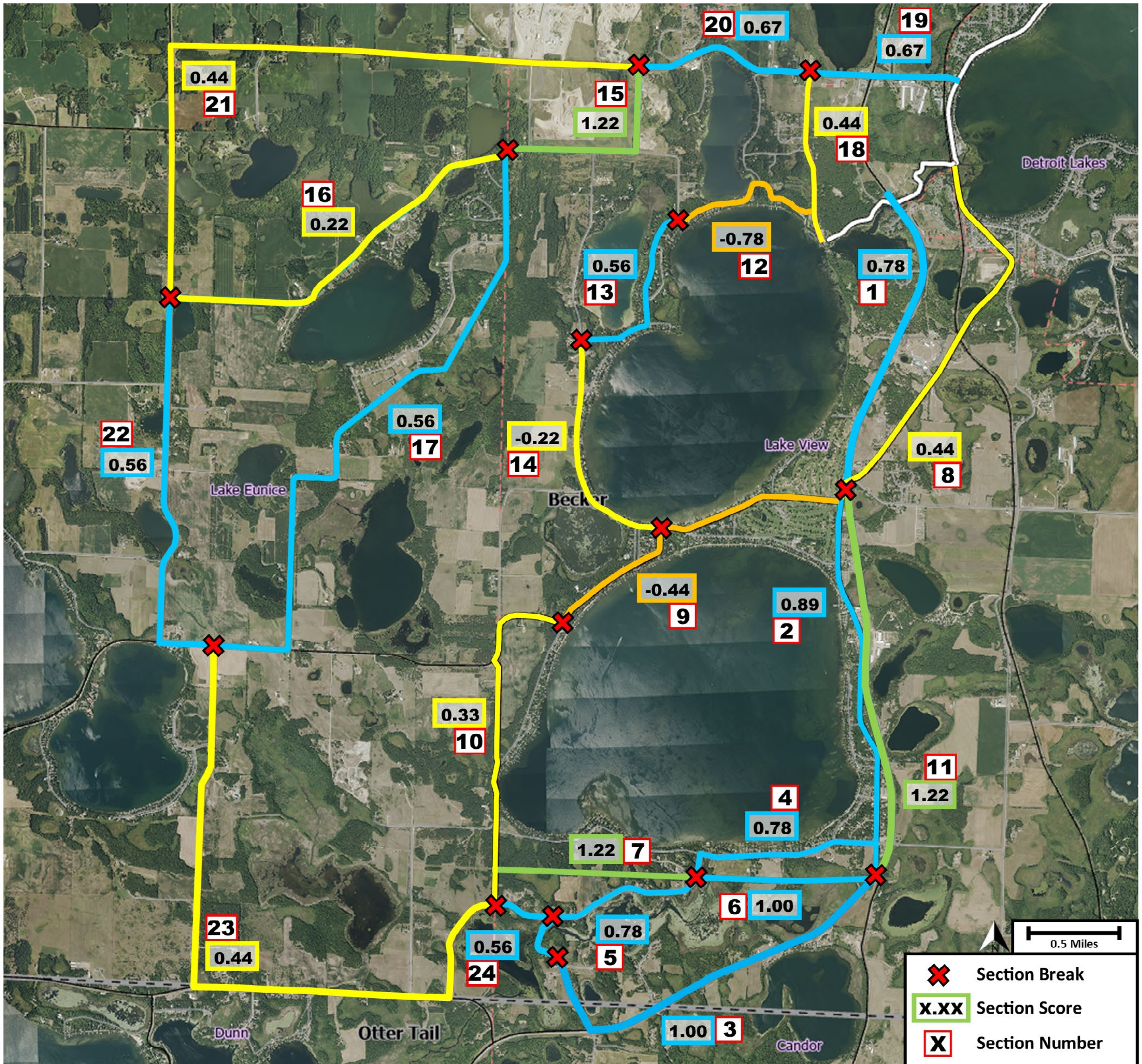


VI. TRAIL SELECTION SCREENING

Each of the 24 potential trail sections was screened and scored using a consistent evaluation framework. Sections were assessed against multiple criteria, including available right-of-way and roadway corridor space, presence of encroachments, parcel density and driveway frequency, grading needs, degree of separation from the roadway, safety factors such as traffic conflicts and highway crossings, anticipated public acceptance, potential environmental impacts, and the directness of the route to destinations and points of interest. Each criterion was scored on a scale from -2 to +2, with -2 representing the least favorable condition and +2 the most favorable. Scores were totaled and averaged to produce a final value for each section, which is shown in the corresponding map. Results were categorized into five ranges: not recommended (-2.0 to -1.2, red), low recommendation (-1.19 to -0.4, orange), possible trail facility (-0.39 to 0.49, yellow), good trail facility (0.5 to 1.2, blue), and great trail facility (1.21 to 2.0, green).

The trail sections along the east and south sides of Lake Sallie and Lake Melissa received the highest scores in the evaluation. These alignments stood out due to strong public preference, scenic value, and greater opportunities for roadway separation and safety. As a result, they are considered the most favorable trail facility options for advancing into the final concept development.

Heartland Trail Routing Study: Section Score Map



Trail Screening Criteria Area	-2	-1	0	1	2
ROW/Roadway corridor area	Less than 40 feet	40-50 feet	50-65 feet	66 feet to 100 feet	Over 100 feet
Encroachments in ROW/Roadway corridor area	Utility Poles	Many/no utility poles	several/no utility po	Only a few	None
Parcel Density (Driveways)	over 40/mile	25-40/mile	15-25/mile	10-15/mile	less than ten/mile
Grading Needs – amount of work to develop a trail bench	High	Mod/High	Moderate	Moderate/Low	Low
Roadway separation – the more separated the more comfortable and trail like	Shared Street	Shoulder	Curb-side	5-10 feet	more than 10 feet
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety	High	High/Moderate	Moderate	Moderate/Low	Low
Public Acceptance	Mostly Negative	General Negative	Neutral	General Positive	Mostly Positive
Environmental conflicts – wetlands, etc	Many Conflicts	Some Conflicts	Limited	Minor conflicts	No conflicts
Directness of trail to Destinations/Points of Interest	None	Limited	Some	Good	Great
Overall Average	Not Recommended	Low Recommendation	Possible trail facility	Generally a good trail facility	Great trail Facility

- -2.0 to -1.2 (Not Recommended)
- -1.19 to -0.4 (Low Recommendation)
- -0.39 to +0.49 (Possible trail facility)
- +0.5 to +1.2 (Generally a good trail facility)
- -1.21 to +2.0 (Great trail facility)

Each trail section was individually scored in each category and then averaged for an overall score. Please see the link below or packet to view corresponding section scoresheets.

VII. OPEN HOUSE

A public open house was held on from Monday August 25th from 4:30 PM to 6:30 PM at the Detroit Lakes Pavilion. Approximately 50 people attended the Open House where there were information boards and maps provided for people to discuss with consultant and county staff. In addition, a presentation was provided with a question-and-answer session afterward. The Open House allowed for attendees to provide their input and to have a conversation about the trail routing study. Comments that were received during the Open House included the following.

- There were many attendees concerned about the trail options in the Shoreham and Woodland Trails alternatives.
- A few attendees did discuss the benefits of trails on the west side of Lake Sallie and Lake Melissa.
- **North Section:** General preference for Highway 59 although some were concerned about traffic along Highway 59. Discussion included finding ways to take the trail off Highway 59 where possible and utilizing the WE Fest campground area for a trail option.
- **Middle Section:** There was a split among participants on whether using Highway 17 or 59 would be best along this section.
- **South Section:** Most people at the Open House preferred the Electrical Highline section on the east portion of the route while most attendees seemed to prefer Mill Pond Road on the west section of this section.

Photos Courtesy of Detroit Lakes Tribune

VIII. RECOMMENDED TRAIL CORRIDORS

The recommended trail route options were developed by combining public feedback, section scoring results, input from open house participants, and guidance from advisory committees and the county commission. These recommendations reflect both the technical evaluation of trail feasibility and the community's priorities for scenic quality, accessibility, and safety. The Becker County Trail Routing Feasibility Study recommendations are broken down into three sections as explained fully below. The accompanying maps illustrate the general locations of the recommended routes and highlight key opportunities and challenges associated with each corridor.

VIII. RECOMMENDED TRAIL CORRIDORS

North Trail Section

Recommended Route along Highway 59

The recommended route for the north section follows Highway 59, running along the west side of the roadway. This alignment begins at the existing trail in Dunton Locks Park and extends north to the roundabout at the intersection of Highway 59 and Highway 22. This trail corridor will have at least thirty feet of separation from the roadway and has the opportunity to weave through the WE Fest grounds when slope and wetland concerns arise. The corridor was identified as the preferred option due to its directness, available space, and potential to provide a continuous, safe connection. The following opportunities and challenges were documented as part of the evaluation.

Opportunities

- **Generally flat terrain:** The relatively level ground along this corridor minimizes the amount of grading required, reducing construction costs and simplifying trail design.
- **Wide right-of-way:** A broader roadway corridor provides flexibility for trail placement, allowing for safer separation from vehicle traffic and more consistent trail width.
- **Direct route:** By following Highway 59, the trail offers a straight and efficient connection between destinations, which strengthens its appeal for both recreational and transportation use.
- **Fewer intersections and driveways:** Limited driveway and intersection conflicts improve user safety, reduce crossing delays, and maintain a more continuous trail experience.

Challenges

- **Slope and wetland concerns:** Certain areas may require additional engineering and environmental review due to potential wetlands and minor slope adjustments, which could increase project complexity and cost.
- **Higher traffic speeds:** Highway 59 carries higher-speed traffic, which may require enhanced design treatments such as greater trail separation, barriers, or landscaping to ensure user comfort and safety.
- **Less scenic environment:** Compared to lakefront or wooded alignments, this corridor has fewer natural or recreational features along the route, which may reduce its appeal for users seeking a more scenic trail experience.
- **Crossing the water channel and navigating the WE Fest entrance:** Just south of the existing trail, the alignment must cross a water channel and then continue through the area near the WE Fest event entrance and underpass. This presents design and safety challenges related to both waterway crossing and managing potential traffic congestion during large events.

County 22 Section – Secondary Recommended Route

As a secondary option, the recommended route along County Highway 22 would run along the west side of the roadway from the current trail to the roundabout. This segment would maintain a four- to six-foot separation from the roadway, with curb and gutter features similar to the existing trail section that runs on the west side of Detroit Lake. This alignment is considered an alternative to the Highway 59 route should issues arise with its implementation. The following opportunities and challenges were identified for the County 22 corridor.

Opportunities

- **Positive public perception:** Public feedback indicates that this corridor is viewed favorably, reflecting support for a trail alignment that serves both residents and recreational users.
- **Less traffic compared to Highway 59:** County 22 carries lower traffic volumes and slower speeds than Highway 59, making it a quieter and more attractive option for users seeking a safer and less stressful riding or walking environment.

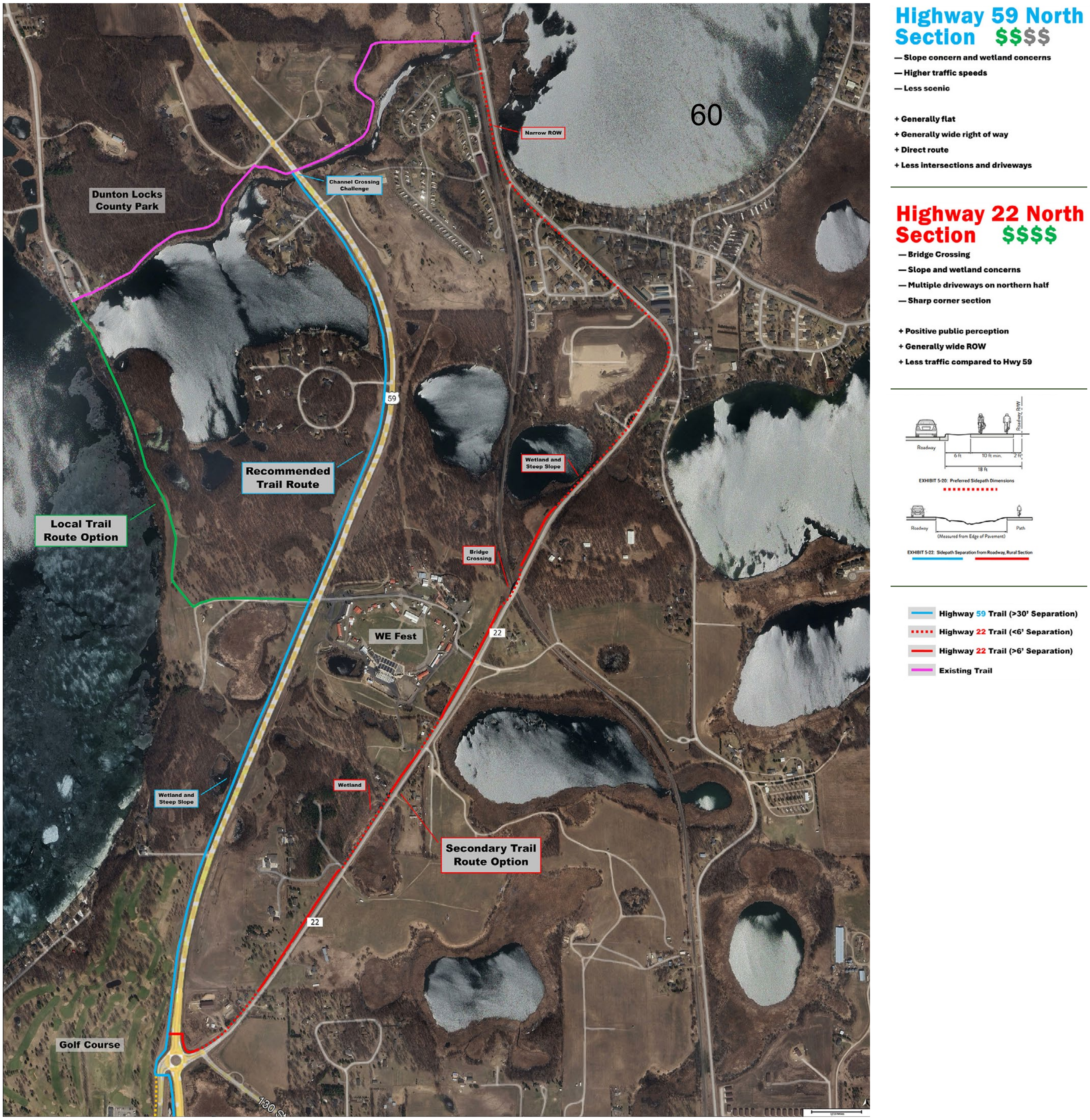
Challenges

- **Bridge crossing:** Extending the trail along this corridor would require addressing a bridge location, which may involve structural modifications or new construction to safely accommodate trail users.
- **Slope and wetland concerns:** Certain areas may present grading difficulties or potential conflicts with wetlands, increasing permitting requirements and construction effort.
- **Multiple driveways on the northern half:** Numerous residential and commercial driveways in the northern portion create potential trail conflicts, frequent crossings, and reduced continuity for users.
- **Sharp corner section:** A tight curve along the corridor presents both design and safety challenges, requiring careful alignment and additional treatments to maintain visibility and trail user comfort.

Lake Sallie Campground Section (WE Fest)– Local Route Option

A trail alignment through the WE Fest Lake Sallie Campground was strongly considered because of its scenic value and potential to provide an attractive experience for trail users. However, this corridor presents two significant challenges: the trail would need to be closed during events on WE Fest property, and its use would rely on a revocable lease agreement that could be terminated if the landowner pursued future development. Due to these limitations, this alignment is recommended only as a local trail option rather than as part of the formal Heartland Trail route.

Heartland Trail North Section Concept



Middle Trail Section

Middle Section – Recommended Route along Highway 17

The recommended route for the middle section follows Highway 17, extending from the roundabout at the intersection of Highway 59 and Highway 22 south to South Melissa Drive. The alignment would run along the west side of the roadway until North Melissa Drive, where it would cross to the east side of the highway for the remainder of the segment. This section will have around four to six feet of separation with curb and gutter. This corridor was identified as the preferred option based on its directness, lower traffic volumes, and availability of nearby points of interest. The following opportunities and challenges were identified for the Highway 17 segment.

Opportunities

- **Lower traffic:** Highway 17 experiences less traffic compared to Highway 59, creating a safer and more comfortable trail environment for users.
- **Ability to interact with Highway 59 right-of-way:** The corridor connects directly to Highway 59, allowing for flexibility in alignment planning and an option to cross over the Highway 59 ROW if issues arise in final design.
- **Direct route:** The alignment provides a straightforward north-south connection, supporting efficient travel for both recreational and transportation purposes.
- **Points of interest:** The route passes by several attractions, such as a golf course and flea market, which enhance the trail's appeal and provide destinations for users.

Challenges

- **Utility conflicts:** Existing underground and overhead utilities along the corridor may require relocation or design accommodations, increasing project cost and complexity.
- **Narrow right-of-way:** Portions of Highway 17 have limited roadway corridor width, creating challenges for placing the trail with sufficient separation from traffic.
- **Multiple driveways on the southern half:** A higher concentration of driveways in the southern portion of the corridor introduces safety concerns and reduces the continuity of the trail experience.

Middle Section – Secondary Route along Highway 59

As a secondary option, the trail could follow Highway 59 from the roundabout at the intersection of Highways 59 and 22 south to South Melissa Drive. This alignment would remain on the west side of the highway, with at least 30 feet of separation from vehicle traffic to provide user comfort and safety. While considered a feasible alternative, this option is less favored compared to Highway 17 due to traffic conditions and scenic considerations. The following opportunities and challenges were identified for the Highway 59 corridor.

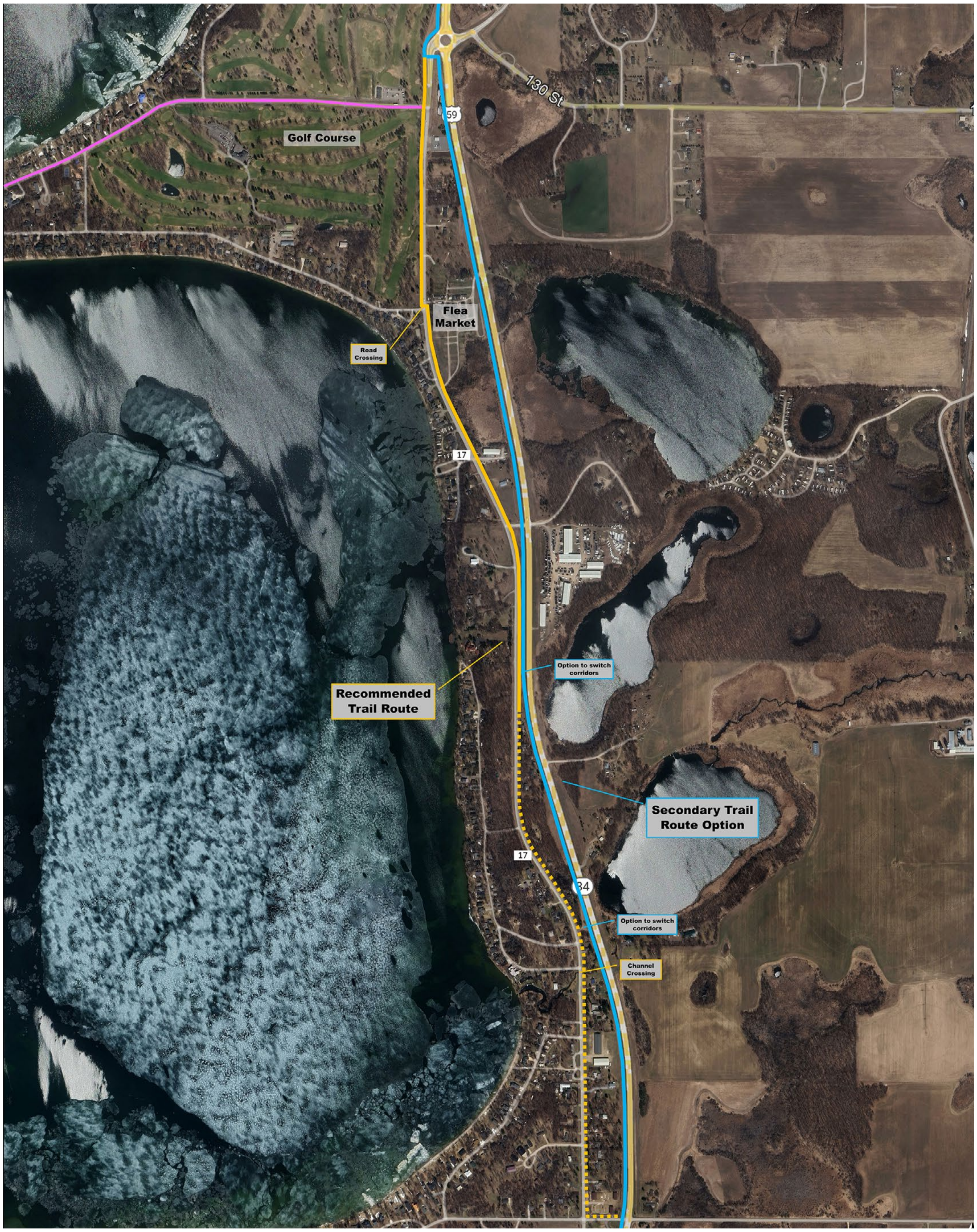
Opportunities

- **Generally flat terrain:** The corridor has few grading concerns, allowing for simpler construction and alignment with reduced need for extensive earthwork.
- **Wide right-of-way:** The availability of roadway corridor space provides flexibility for trail placement and supports safer separation from adjacent traffic.
- **Direct route:** Following Highway 59 offers a straight connection through the area, supporting convenience and efficiency for trail users.
- **Fewer intersections and driveways:** Compared to other options, this corridor has fewer crossing points, which reduces conflict areas and creates a more continuous trail experience.

Challenges

- **Higher traffic speeds:** Highway 59 carries fast-moving traffic, which may reduce user comfort and require design measures such as greater trail separation, barriers, or landscaping.
- **Less scenic environment:** Unlike routes closer to natural or recreational features, this corridor offers fewer scenic amenities, which may limit its appeal for users seeking a more recreational experience.

Heartland Trail Middle Section Concept



Highway 59 Middle Section $$$$

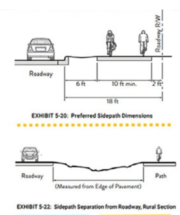
— Higher traffic speeds
— Less scenic

+ Generally flat
+ Generally wide right of way
+ Direct route
+ Less intersections and driveways

Highway 17 Middle Section $$$$

— Utility conflicts
— Narrow ROW
— Multiple driveways on southern half

+ Lower traffic
+ Ability to interact with Hwy 59 ROW
+ Direct route
+ Contains points of interest (Golf course, flea market, etc.)



- Highway 59 Trail (>30' Separation)
- Highway 17 Trail (<6' Separation)
- Highway 17 Trail (<6' Separation)
- Potential Bicycle Enhancements to Shoreham (On Street)

VIII. RECOMMENDED TRAIL CORRIDORS

South Trail Section

South Trail Section Recommended Route - South Melissa Drive/Mill Pond Drive

The recommended route for the south section follows South Melissa Drive and Mill Pond Drive, extending from Highway 17 east to Bucks Mill Drive. The alignment would run along the south side of the roadway with a separation of four to ten feet between the trail and vehicle traffic. This corridor was identified as the preferred option due to its favorable conditions and ability to create a direct connection in the southern portion of the project area. The following opportunities and challenges were identified for the South Melissa/ Mill Pond Drive segment.

Opportunities

- **Generally clear and flat terrain:** The corridor requires minimal grading or complex construction, reducing costs and simplifying design.
- **Lower traffic volumes:** Compared to major highways, the roadway experiences less traffic, creating a safer and more comfortable environment for trail users.
- **Direct route:** The alignment provides a straightforward east-west connection that efficiently links users between Highway 17 and Bucks Mill Drive.

Challenges

- **Crossing narrow culvert:** The trail alignment must address a narrow culvert crossing, which may require structural improvements or replacement to safely accommodate users.
- **Narrow right-of-way:** Some portions of the corridor have limited space between the roadway and property boundaries, creating challenges for maintaining consistent separation from traffic.
- **Driveway conflicts:** While fewer than in other corridors, the presence of some driveways still introduces potential trail interruptions and points of conflict that must be managed through design.

South Section Secondary Route - Highway 59

As a secondary option, the south section of the trail could follow Highway 59, extending from South Melissa Drive to Bucks Mill Drive and then north to connect with Mill Pond Drive. The alignment would remain on the west side of the highway with a minimum of 30 feet of separation from the roadway to improve user comfort and safety. While this corridor provides strong regional connectivity potential, it is less favored compared to the South Melissa Drive/Mill Pond Drive route due to traffic and roadway conditions.
The following opportunities and challenges were identified for the Highway 59 alignment.

Opportunities

- **Generally flat terrain:** Minimal grading would be required, simplifying construction and design.
- **Wide right-of-way:** Adequate corridor space provides flexibility for alignment and safer trail placement away from traffic.
- **Direct route:** The alignment offers a straight connection across the southern section, supporting efficiency and ease of use.
- **Fewer intersections and driveways:** Reduced conflict points improve both trail continuity and safety for users.
- **Regional connectivity:** This route provides a logical southern connection toward Pelican Rapids and the Heart of the Lakes Trail, strengthening regional trail system integration.

Challenges

- **Gravel section between Highway 59 and Mill Pond Drive:** Portions of this corridor are not fully paved, requiring improvements and potentially higher costs to bring conditions up to trail standards.
- **Higher traffic speeds:** Highway 59 carries fast-moving vehicles, which may reduce trail user comfort and require additional separation, barriers, or landscaping treatments for safety.
- **Crossing at Bucks Mill Dam culvert:** A new culvert crossing at Bucks Mill Dam is expected to begin construction soon, and routing the trail in this area may require additional coordination and design modifications to safely integrate the trail crossing with the new structure.

South Section – Third Option along Power Line Easement

A third potential option for the south section would utilize the existing power line easement to create a trail corridor extending from Highway 59 to Mill Pond Drive. This alignment would provide a more natural experience in a wooded setting, away from traffic and roadway constraints. However, significant design and coordination challenges limit its feasibility compared to other alternatives. The following opportunities and challenges were identified for this alignment.

Opportunities

- **Wooded/natural setting:** The alignment offers a scenic, natural trail environment with fewer roadway distractions, enhancing the recreational experience.
- **Positive public perception:** Initial community feedback indicates strong support for this alignment, largely due to its natural character and separation from busy roadways.
- **No traffic or driveway conflicts:** Unlike road-adjacent corridors, this route avoids vehicle crossings and driveways, promoting continuous and safe trail use.
- **Direct route:** The alignment provides a straightforward connection from Highway 59 to Mill Pond Drive, serving both recreational and transportation purposes effectively.

Challenges

- **Required easements:** Trail development would depend on securing permission and legal agreements from the utility company and private landowners within the easement area.
- **Conflicting public property:** Coordination may be required with existing uses or restrictions within the corridor, especially where land ownership overlaps with public or utility interests.
- **Wetland crossing and higher cost:** The route would intersect a wetland that requires a boardwalk structure for trail passage, significantly increasing construction costs and long-term maintenance needs.
- **Slope concern:** Certain portions of the corridor include uneven terrain that may require grading, stabilization, or other design treatments to create a safe and accessible trail.

Heartland Trail South Section Concept

South Melissa Dr. and Mill Pond Dr.

— Crossing narrow culvert
— Narrow ROW
— Few conflicting driveways

+ Generally clear and flat
+ Lower traffic
+ Direct route

$$$$

Power Line Trail

— Required easements
— Conflicting public property
— Wetland crossing
— Slope concern

$$$$

+ Wooded/natural setting
+ Positive public perception
+ No conflicting traffic or driveways
+ Direct route

Highway 59 South Section

— Gravel section (Hwy 59 to Mill Pond Dr.)
— Higher traffic speeds

$$$$

+ Generally flat
+ Generally wide right of way
+ Direct route
+ Less intersection and driveways
+ General direction to Pelican Rapids and Heart of the Lakes Trail

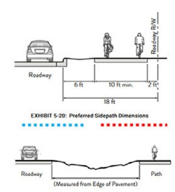


EXHIBIT 5-20: Preferred Sidepath Dimensions

EXHIBIT 5-22: Sidepath Separation from Roadway, Rural Section

- Highway 59 Trail (<6' Separation)
- Highway 59 Trail (>30' Separation)
- Melissa/Mill Pond Trail (6'-10' Separation)
- Melissa/Mill Pond Trail (<6' Separation)
- Highway 17 Trail (<6' Separation)
- Powerline Trail (No Adjacent Roadway)

Minnesota Active Transportation Program

The Minnesota Active Transportation Program (AT Program) is a state-funded initiative that supports communities in expanding infrastructure for walking, biking, and rolling. This grant serves projects that make neighborhoods safer and more accessible for all ages, directly benefiting the Heartland Trail's aim to connect people to destinations via improved multi-modal pathways and amenities.

- **Matching requirement:** 20% local funding match required
- **Award range:** Estimated annual statewide appropriation is $24 million; individual awards range based on project scope and annual solicitation guidelines
- **Eligible applicants:** Cities, counties, school districts, tribal governments, and park authorities
- **Eligible projects:** Trail construction, pedestrian and bicycle facilities, Safe Routes to School infrastructure, planning assistance for active transportation networks, and demonstration projects
- **Deadlines:** Solicitation timeline typically includes webinar in October, application due by late November, award announcements in January, project startup in spring, with project completion within up to four years

Minnesota DNR Recreational Trails Program

The Minnesota Department of Natural Resources (DNR) Recreational Trails Program, funded by the Federal Highway Trust Fund, offers financial assistance for the maintenance, development, and acquisition of recreational trails for motorized, non-motorized, and diversified uses. This grant is highly suitable for creating and restoring trail connections, building new segments, and developing facilities that support trail users along the Heartland Trail corridor.

- **Matching requirement:** 25% cash or in-kind match required for eligible project elements
- **Award range:** $2,500 minimum, up to $200,000 maximum for trail grants; equipment grant maximum is $75,000
- **Eligible applicants:** Units of government (cities, counties, park authorities), preferably in partnership with local trail organizations
- **Eligible projects:** Construction, restoration, and maintenance of motorized and non-motorized trails; development of trail linkages, trailheads, and accessible facilities; acquisitions of land or easements for trail use; and trail-related education and safety programs
- **Deadlines:** Applications due February 28, 2025; grant awards announced in summer 2025; funds available October 2025

Projects must be completed by June 30, 2027. This program prioritizes trail linkages and collaborative projects that serve both motorized and non-motorized users and encourages partnerships with youth corps for labor and stewardship work.

IX. FUNDING

Minnesota Transportation Alternatives Program

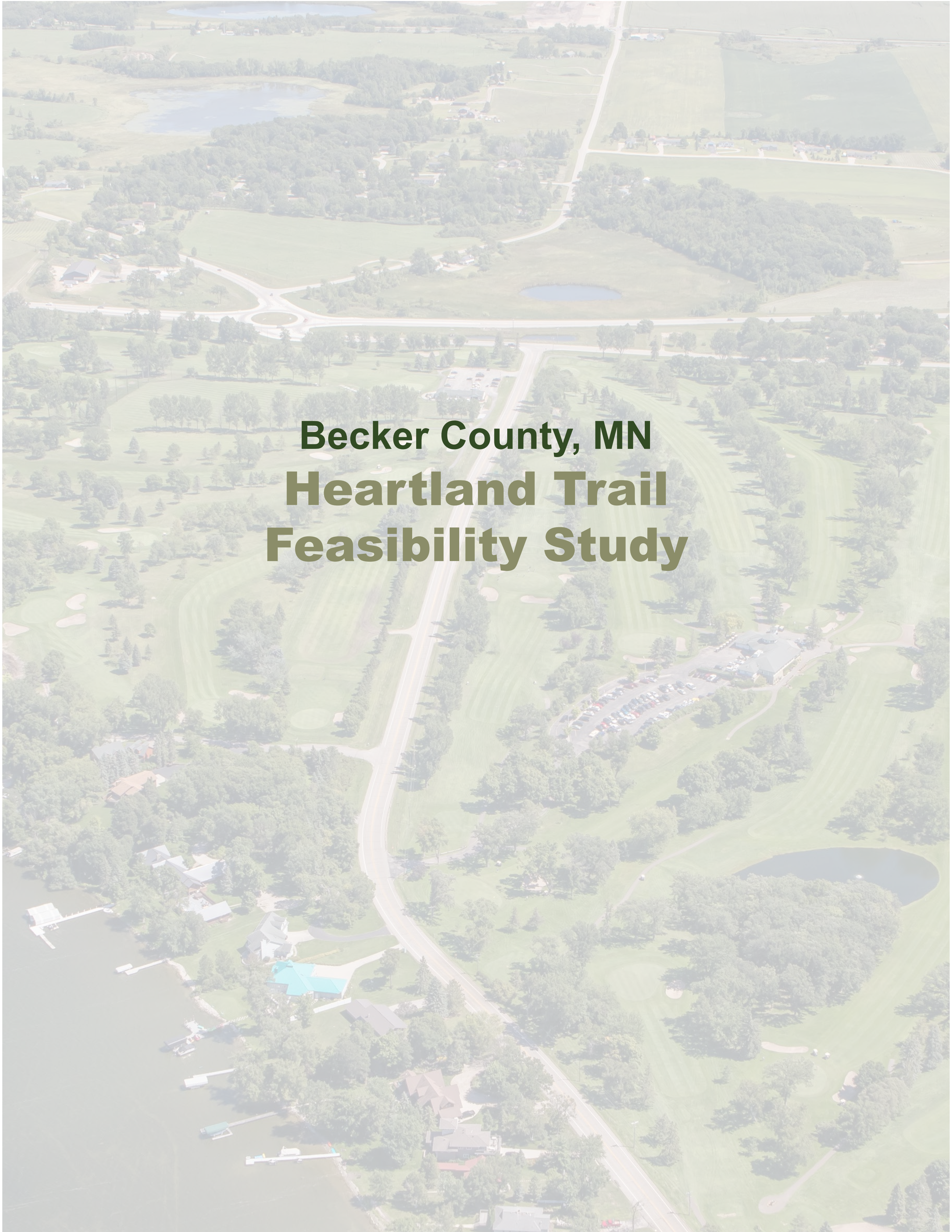
The Minnesota Transportation Alternatives Program (TAP) is a federal funding initiative administered by MnDOT that supports projects enhancing pedestrian, bicycling, and Safe Routes to School infrastructure. The program is ideal for the Heartland Trail as it funds trail construction, safety improvements, and community connectivity projects that promote active transportation and reduce reliance on automobiles.

- **Matching requirement:** 20% local or state funding match required
- **Award range:** Typically $100,000 minimum to $1,000,000 maximum per project
- **Eligible applicants:** Local governments, school districts, transit agencies, tribal governments, nonprofits with transportation authority, and regional transportation planning organizations
- **Eligible projects:** Construction and planning of pedestrian and bicycle facilities, recreational trails, Safe Routes to School programs, infrastructure related to historic preservation and environmental mitigation, and streetscape improvements
- **Deadline:** Annual solicitation with Letters of Intent due by early November and full applications due by mid-January; awards announced in spring

X. IMPLEMENTATION & COST ESTIMATES

It is recommended that the Heartland Trail Feasibility Study be a guide for final design and construction of a trail from Dunton Locks to Bucks Mill. These cost estimates are based off material cost, grading, tree removal, and address larger challenges that include culvert extensions, bridge widening, etc. These cost estimates also include a range of 10%-35% contingency.

Highway 59 North Section	$700,000 – $850,000
Highway 22 North Section	$2,750,000 – $3,400,000
Lake Sallie Campground North Section	$300,000 - $400,000
Highway 59 Middle Section	$650,000 - $800,000
Highway 17 Middle Section	$900,000 - $1,100,000
South Melissa Dr/Mill Pond Dr South Section	$850,000 - $1,050,000
Powerline South Section	$2,400,000 - $3,000,000
Highway 59 South Section	$1,100,000 - $1,400,000



Becker County, MN

Heartland Trail Feasibility Study

Sales Quote

KIESLER POLICE SUPPLY
2802 SABLE MILL RD
JEFFERSONVILLE, IN 47130

Bill-to Customer
BECKER COUNTY SHERIFF'S OFFICE
925 LAKE AVE
DETROIT LAKES, MN 56501

Ship-to Address
BECKER COUNTY SHERIFF'S OFFICE
Cody Bouchie 218-847-2661 cody.bouchie@co.becker.mn.
925 LAKE AVE
DETROIT LAKES, MN 56501

Your Reference	
Bill-to Customer No.	L76096
Tax Registration No.	
No.	Q165714
Document Date	July 29, 2025
Due Date	August 28, 2025
Payment Terms	
Payment Method	
Tax Identification Type	Legal Entity
Shipment Method	Standard

Salesperson	KJELL BJORGEN
Email	
Home Page	
Phone No.	

Cody Bouchie
218-847-2661
cody.bouchie@co.becker.mn.us

No.	Description	Quantity	Unit of Measure	Unit Price Excl. Tax	Line Amount Excl. Tax
GLOCPA455SB02MO S8A3	GLOCK 45MOS8 GEN5 9MM PISTOL BLACK, FRONT SERRATIONS, AMERIGLO NON-TRITIUM FRONT/REAR STANDARD HEIGHT SIGHTS, W/ AIMPOINT COA OPTIC, 5.5LB TOAKE	33	EACH	732.00	24,156.00
KIESLER NOTE	Trade in G17 Gen 4 MOS w/Night Sights	21	EACH	-280.00	-5,880.00
KIESLER NOTE	Trade in G17 Gen 4 Non-MOS w/Night Sights	5	EACH	-255.00	-1,275.00
KIESLER NOTE	Trade in G19 Gen 4 MOS w/Night Sights	8	EACH	-290.00	-2,320.00
KIESLER NOTE	Trade in Advantage Arms .22 Conversion kit forG17/G22	3	EACH	-25.00	-75.00
KIESLER NOTE	Trade in Kimber Conversion kit for 1911 pistol	1	EACH	-25.00	-25.00
KIESLER NOTE	Trade in Remington 870 Wingmaster	1	EACH	-90.00	-90.00
KIESLER NOTE	Trade in Smith&Wesson AR-22 M&P 15/22	1	EACH	-100.00	-100.00
SHIPPING	SHIPPING CHARGE Trades will be transported by Kjell	1	EACH	0.00	0.00
KIESLER DISCLAIMER	THIS QUOTE/ORDER IS BASED ON CURRENT MARKET CONDITIONS AND TARIFF RATES AS OF THE DATE LISTED ON QUOTE. WE RESERVE THE RIGHT TO ADJUST THE FINAL PRICE TO REFLECT ANY UNFORESEEN CHANGES IN TARIFFS OR OTHER APPLICABLE TAXES THAT MAY OCCUR	1	EACH	0.00	0.00

No.	Description	Quantity	Unit of Measure	Unit Price Excl. Tax	Line Amount Excl. Tax
	BETWEEN THE DATE OF THIS QUOTE AND THE DATE OF DELIVERY. WE WILL NOTIFY YOU OF ANY SUCH PRICE ADJUSTMENTS AS SOON AS POSSIBLE.				
FORMAT KJELL	QUOTED BY KJELL BJORGEN KIESLER POLICE SUPPLY 2802 SABLE MILL ROAD JEFFERSONVILLE, IN 47130 THIS QUOTE IS VALID FOR 30 DAYS. KBJORGEN@KIESLER.COM	1	EACH	0.00	0.00
KIESLER SIGNATURE	SIGN/DATE TO APPROVE PURCHASE X____________________________________ SIGNATURE REQUIRED X____________________________________ DATE X____________________________________ PHONE# FOR FED X QUESTIONS	1	EACH	0.00	0.00

Amount Subject to Sales Tax	0.00
Amount Exempt from Sales Tax	0.00

Subtotal	**14,391.00**
Total Tax	0.00
Total $ Incl. Tax	**0.00**
Tax Amount	**0.00**

KIESLER POLICE SUPPLY FFL# 4-35-019-11-7M-08220

RETURNED GOODS POLICY

No returned goods will be accepted without prior consent. Any packages returned without properly displaying a return authorization number will be refused. Returns subject to up to 25% restocking fee

DEFECTIVE MERCHANDISE POLICY

We are not a warranty repair station for any manufacturer. Returns of defective merchandise must be made directly to the manufacturer for repair or replacement.

DAMAGED GOODS POLICY

Claims of shortages or damaged shipments must be made immediately upon receipt of shipment.

Holster: 33 @ $125.00 =	$ 4,125.00
Light: 33 @ $160.00 =	$ 5,280.00
Accessory Total:	$ 9,405.00
Overall Total:	$23,796.00

Cellebrite Inc.
8065 Leesburg Pike,
Suite T3-302
Vienna, VA 22182
USA

Tel. +1 800 942 3415
Fax. +1 201 848 9982
Tax ID#: 22-3770059
DUNS: 033095568
CAGE: 4C9Q7
Company Website:
http://www.cellebrite.com

Quote

Quote#: Q-451590-1
Date: Apr 03, 2025

Billing Information
Becker County Sheriff's Office
925 LAKE AVE
DETROIT LAKES, Missouri 56501-3403
United States

Contact: Brennan Kurtti
Phone: (218) 847-2661

Delivery Information
Becker County Sheriff's Office
925 LAKE AVE
DETROIT LAKES, MO 56501-3403
United States

Contact: Brennan Kurtti
Phone: (218) 847-2661

Wire To:
Bank Routing Number: 021000021
Account Number: 761020590
Account Name: Cellebrite Inc.

Check Remittance (Only for NA):
Cellebrite Inc. ,
PO BOX 23551
New York, NY, 10087-3551

End Customer: Becker County Sheriff's Office
Click here to process with Credit Card payment
By clicking the link above and accepting this quote,
You are expressing your agreement and compliance to and with the terms contained on this quote.

Customer ID	Good Through	Payment Terms	Currency	Sales Rep
SF-00078484	Nov 16, 2025	Net 30	USD	Sean Leahy

#	Product Code	Product Name	Qty	Start Date	End Date	Net Price\Unit	Net Price
1	S-AIS-20-001	Inseyets Online Limited Unlocks subscription	15	Dec 01, 2025	Nov 30, 2026	371.00	5,565.00

SubTotal	USD 5,565.00
Shipping & Handling	USD 0.00
Sales Tax	USD 0.00
Total	USD 5,565.00

Comments:

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- This Quote/Proforma Invoice/Tax Invoice, together with the terms and conditions and license agreement listed below that are incorporated by reference to this Quote/Proforma Invoice (together, the “Agreement”), constitute an offer by Cellebrite. By signing this the Quote/Proforma Invoice, issuing a purchase order (or other ordering document) in connection with this the Quote/Proforma Invoice, or downloading and/or using the products identified in this the Quote/Proforma Invoice/Tax Invoice, the customer agrees to be bound by the terms of this Agreement. Any additional or different terms or conditions contained in any customer document, purchase order or other ordering document will not be binding upon Cellebrite unless expressly accepted in a document signed by a Cellebrite authorized signatory.
- Quote is subject to regulatory approval.

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- Premium and Inseyets Unlocks: The following terms shall apply only to Cellebrite Premium and Inseyets Unlocks at http://legal.cellebrite.com/intl/PremiumUS.htm
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Please indicate the invoice number when remitting payment

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Please include the following information on your PO for Cellebrite UFED purchase:
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- E-MAIL ADDRESS of END USER for monthly software update as this is critical for future functionality

I, the undersigned, hereby confirm that I am authorized to sign this Quote/Proforma Invoice on behalf the customer identified above , and I hereby approve that my signature is legally binding upon the customer identified above.

Customer Name: Becker County Sheriff's Office

Signature: ______________________ **Effective Date:** _____/_____/_____

Name (Print): ______________________ **Title:** ______________________

Please sign and email to Sean Leahy at sean.leahy@cellebrite.com

HOLY ROSARY
CATHOLIC CHURCH & SCHOOL

1043 LAKE AVENUE • DETROIT LAKES, MINNESOTA 56501

Tuesday, October 28, 2025

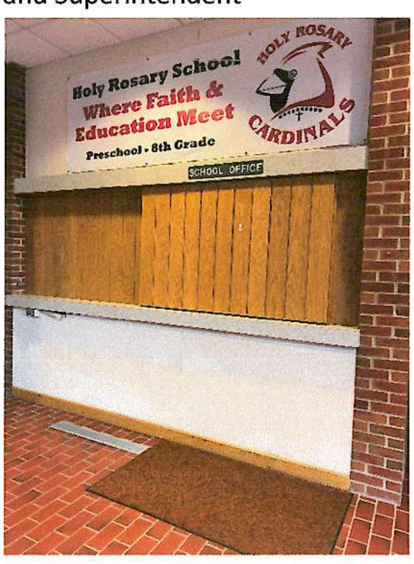
To whom this may concern:

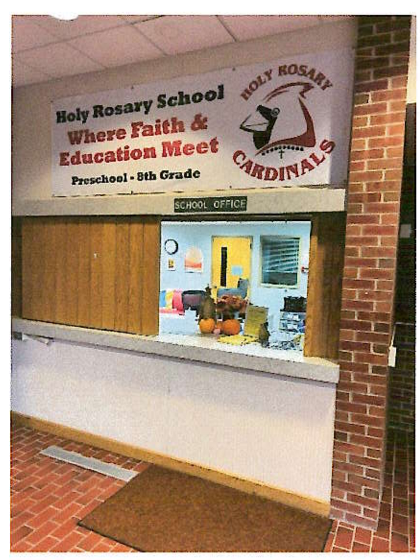
Thank you for the opportunity to apply for a window that would assist Holy Rosary Catholic School in making for a more secure entrance. Our main desk and entrance for the school is by way of the south entrance of the campus. At this main desk is the entry point for anyone who wishes to enter the school. This main desk is the location for volunteers to check in, and for deliveries to be dropped off. We have locked doors on each side of the main desk, but we do not have a way of preventing someone from entering the office by jumping through the opening. Once someone is into the office, they would then have access to the rest of the school.

Our plan is to remove the current wood door that slides open and shut, and then we would expand the opening to the width of the window. On one end, we would build a small pass-through door that would be used for smaller drop-offs and for signing in. This pass-through door could be locked from inside the office. It is our thought that this window would provide visibility between the desk and entrances to the school, and it would provide a barrier from someone entering the school that should not be entering.

Thank you for considering us, and if you have any further questions please feel free to contact Fr. Nate: 218-847-1393 or by email: nbrunn@crookston.org. Have a wonderful day!

--Fr. Nate Brunn
Pastor and Superintendent






FIRST AID
KIT
SAVE

Becker County Planning Commission
October 29th, 2025

An audio recording of the meeting is available at:
https://www.co.becker.mn.us/government/meetings/planning_zoning/planning_commission/

Members Present: Chairman Dave Blomseth, Commissioner Phil Hansen, Kim Mattson, Tommy Ailie, Kohl Skalin, Jeff Moritz, Commissioner Erica Jepson, Harvey Aho, Nancy Bachmann, Tom Disse, and Zoning Administrator Kyle Vareberg. **Members Absent:** Craig Hall, Mary Seaberg, and John Okeson.

Chairman Dave Blomseth called the Planning Commission meeting to order at 6:00 pm. Becker County Zoning Technician Nicole Bradbury recorded the minutes.

Harvey Aho made a motion to approve the minutes from the September 24, 2025, meeting. Ailie second. All members in favor. Motion carried.

Chairman Dave Blomseth explained the protocol for the meeting and stated that the recommendations of the Planning Commission will be forwarded to the County Board of Commissioners for final action. Applicant one (1) will be forwarded to Lake View Township for final action.

New Business:

1. **APPLICANT: Soo Pass Ranch Inc & Lake Sallie Homes, LLC** 900 Wayzata Blvd E Suite# 130 Wayzata, MN 55391 **Project Location:** TBD Lake Ridge Ln Detroit Lakes, MN 56501 **LEGAL LAND DESCRIPTION:** Tax ID Numbers: **19.0320.000, 19.0338.002, 19.0338.001, & 19.1433.000** Sections 16 & 17 Township 138 Range 041; 16-138-41 GOVT LOT 5. GOVT LOT 6 LESS S 34.75'. LESS 1.06AC (PT 19-321-1).; PT GOVT LOT 1; BEG AT MOST WLY COR OUTLOT A OF LAKERIDGE PLAT TH N 24.56', NW 164.85' TO LK, SWLY AL LK 100', & E 200.62' AL N LN OF OUTLOT A TO POB; N 600 FT OF LOT 1 EX .40 AC TR; & LAKERIDGE Block 001 OUTLOT A. **APPLICATION AND DESCRIPTION OF PROJECT:** Request a Final Plat for Common Interest Community Number 108 consisting of sixteen (16) lots to be known as LAKE SALLIE BLUFFS.

One letter was received in regard to this application and is on file with the Becker County Planning and Zoning office and available upon request.

MOTION: Ailie motioned to approve the application. Moritz second. Roll Call; All in favor. None opposed. Skalin abstained from voting. Motion carried.

2. **APPLICANT: Sunny's Dock and Lift LLC on behalf of Jason Askelson & Whitney L Askelson** 625 Main Ave Unit 169 Moorhead, MN 56560 **Project Location:** TBD Co Hwy 1 Lake Park, MN 56554 **LEGAL LAND DESCRIPTION:** Tax ID Number: **18.0217.002** Section 32 Township 139 Range 043; 32-139-43 PT NE1/4 SE1/4: BEG E QTR COR SEC 32 S 481.72', W 452.15', N 481.72', E 452.15' TO POB. TRACT C-1. **APPLICATION AND DESCRIPTION OF PROJECT:** Request a Conditional Use Permit to operate a dock and lift company to include storage.

Two (2) letters were received in regard to this application and are on file with the Becker County Zoning office and available upon request.

MOTION: Ailie motioned to approve the application with the stipulation that they will have to come back if they want to do retail sales. Skalin second. Roll Call; All in favor. None opposed. Motion carried.

3. **APPLICANT: Devon Green** PO Box 188 Ogema, MN 56569 **Project Location:** 38173 Co Hwy 34 Ogema, MN 56569 **LEGAL LAND DESCRIPTION:** Tax ID Number: **20.0527.001** Section 17 Township 142 Range 040; R MELBY ESTATES PT LOT 1 BLK 1 R MELBY ESTATE BEG 30' SE OF SW COR LOT 1, TH 220' SE AL LOT LN, NE 150.24', N 127.33' TO LK, W AL LK TO PT 30' E OF W LOT LN LOT 1, S TO POB. **APPLICATION AND DESCRIPTION OF PROJECT:** Request a Conditional Use Permit for a retaining wall.

MOTION: Aho motioned to approve the application. Skalin second. Roll Call; All in favor. None opposed. Motion carried.

Other Business:

I) **Tentative Date for the Next Informational Meeting: November 12th, 2025**; 8:00 am; 3rd Floor Meeting Room in the Becker County Courthouse, Detroit Lakes, MN.

Since there was no further business to come before the Board, Ailie made a motion to adjourn. Disse second. All in favor. Motion carried. The meeting adjourned at 6:25 pm.

______________________________ ______________________________

David Blomseth, Chairman **Jeff Moritz, Secretary**

ATTEST

____
Kyle Vareberg, Zoning Administrator