

FEDERAL RECREATIONAL TRAIL PROGRAM 2014 Trail Grant Application

1) GENERAL CONTACT INFORMATION:

Grant Applicant (Unit of	
Government Required):	Cook County
Contact Person:	Jim Wiinanen
Contact Title:	Emergency Management Director
Mailing Address:	143 Gunflint Trail
	Grand Marais, MN 55604
Phone:	218-387-3059
E-mail address:	jim.wiinanen@co.cook.mn.us
If the project has a trail clu	b, organization, or project partner, please include below:
Organization/Club Name:	Cook County Ridge Riders Snowmobile Club
Contact Person:	Forrest Parson
Contact Title:	President
Mailing Address:	Hungry Jack Lodge
	372 Hungry Jack Road
	Grand Marais, MN 55604
Phone:	218-388-2265
E-mail address:	hungryjacklodge@gmail.com

2) GENERAL PROJECT INFORMATION:

/ =	
Project Name:	Cook County Emergency Response Trail Marker Project
Project Summary	This project will improve safety and emergency response along 295
(30 words or less):	miles of multi-use trails in Northern Minnesota by adding
	emergency location signage utilizing the US National Grid
	emergency location standard
Project Completion Date:	June30, 2016

3) FINANCIAL INFORMATION:

Grant Request:	\$18,100	Source of Cash Match (describe below in the box next	hAre these match fundsie box nextsecured? (Check below):	
		to \$ amount):	YES	NO
Matching Funds (25% match required):	\$9408	Volunteer labor from local club enthusiasts and volunteer search and rescue personnel	X	
	\$1500	Consultation and engagement of nationally recognized USNG expert	X	
	\$			
Total Project Cost:	\$29,008	(Grant Request + Matching Fund Cost)	s must = Total	Project
If this project has re- or Transportation Al	ceived federal f	unding through the Enhancements am, please indicate which year the	Program F.	FY:

programmed for construction?	

4) **PROJECT LOCATION:**

·/ · · · · · · · · · · · · · · · · ·	
County Project is Located:	Cook County
State Legislative (House) District:	03A
State Senate District:	03
State House Representative:	David Dill
State Senator:	lTom Bakk
Congressional District:	8

5) MEASURABLE TARGETS/OUCOMES:

It is now required that measurable targets and outcomes be collected for your project. Complete the boxes below on the right with exactly how many miles of trail that will be acquired, newly developed or existing trail miles improved, along with the number of trailhead facilities, bridges, and/or culverts that will be developed or restored as part of the project. After the project is complete the measurable outcome will be compared with the target you include here.

Trail Miles to be Acquired:	
New Trail Miles to be Developed/Created:	
Existing Trail Miles to be Restored or Improved:	295
Number of Trailhead Facilities to be Developed or Restored:	
Number of Trail Bridges/Culverts to be Developed or Restored:	
Existing Trail Miles to be Maintained:	

6) RECREATIONAL USES FOR PROJECT:

6A) Below, indicate which primary and secondary recreation uses will directly benefit from the proposed project:

proposed project.		
Primary Use	Secondary Use	
Х		Walking/Hiking
		Bicycling
Х		Mountain Bicycling
		Horseback Riding
Х		Cross-Country Skiing
		In-Line Skating
Х		Snowmobiling
		ATV Riding
		Off-Highway Motorcycling
		Off-Road Vehicles (4x4, Jeep, etc.)
		Other (specify):

6B) Describe/Justify how <u>each</u> of the above identified primary and/or secondary trail user groups will benefit from the project. Response required for each identified use above. Letters of support attached to this application for both primary and secondary usage strongly encouraged. See manual for secondary usage criteria.

All trails indicated below are multi-use trails, frequented for a variety of purposes throughout the year, with primary purpose established by season. Emergency response benefit extends to all users year-round.

Pincushion Single Track Bike Trail– primary use: Mountain Bike, secondary use: hiking, snowshoeing and hunting

Pincushion Cross Country Ski Trail – primary use: cross country skiing, secondary use: mountain bike, hiking, trail running, and hunting

C.J. Ramstad North Shore State Trail – primary use: snowmobiling, secondary use: hiking, trail running, horseback riding and hunting

Gunflint Snowmobile Trails - primary use: snowmobiling, secondary use: hiking, trail running, horseback riding and hunting

Tofte/Lutsen Snowmobile Access Trails – primary use: snowmobiles, secondary use: hiking, trail running, horseback riding and hunting.

6C) Will this project provide year round trail use? If it is planned to provide year round use, outline which users indicated above will benefit and how the facility will be maintained for those uses.

All users identified above would benefit from this project year round. The installation of emergency location markers would encourage year-round and secondary use of recreational trails. All signage is intended to stay in place year round. No permanent signs would be placed on private property without owners consent.

7) **PROJECT DESCRIPTION:**

Provide a description sufficient enough to understand the project. Indicate prominently whether this is primarily a new trail or facility development request, an enhancement to an existing trail or facility, or an acquisition. Make sure to include the design specifics of the project, such as the trail width (paved multi-use bicycle/pedestrian trails must be at least 10 feet wide). Include how this project will be immediately available for use by the general public. If this project is a phase of a larger project, <u>very briefly</u> describe how it fits into the larger plan, however, focus specifically on how the grant funds will be used for this project. Also, briefly explain why it is important for this project to be funded. Use the box below.

Cook County respectfully requests funds to support trail enhancements in the form of safety signage along 295 miles of multi-use, multi-season trails in Northern Minnesota.

This proposal is in response to community requests to improve safety along 295 multiseason, multi-use trails in Northern Minnesota. This project would support the installation of emergency trail markers/signs to aid in emergency response and rescue. This project would greatly enhance safety along the trails by providing consistent location information for trail users and search and rescue operations in case of emergency. The location signage would employ the US National Grid system, a federally endorsed system for guiding emergency response personnel. USNG Emergency Location Markers (ELM's) offer a way for communities to mark locations such as trail heads, trail intersections, kiosks, overlooks, known hazardous areas and other response locations with a marker that works with GPS, is location specific, unique across jurisdictions, and is nationally consistent. See attached brochure: U.S. National Grid, TRAIL MARKERS, Arrowhead Region, MN.

Cook County Search and Rescue adopted the US National Grid as the primary location system in 2012 to guide emergency response requests and this project extends this effort to public trails. This signage is necessary to aid emergency response personnel in the case of an accident or injury along a trail. The US National Grid location signage would enable quick and accurate location information, often a challenge, along several well-used and multi-purpose trails in Cook County.

This project has the support of several local trail enthusiast groups. In addition the project will be coordinated with several project partners including Ridge Riders Snowmobile Club, Superior Cycle Association, North Superior Ski and Run Club, Lutsen Trailbreakers Snowmobile Club the Minnesota DNR and the US Forest Service.

In addition to sign acquisition and installation funds are requested to support local collaborative efforts to include all trail users and ensure trail markers are placed in the most convenient and conspicuous locations to be as effective as possible. In addition funds are requested for educational materials to help local groups, dispatchers and individuals better understand and use the US National Grid trail marking system and signage.

Signs have been carefully designed to accommodate a variety of trails and match Minnesota Department of Natural Resources specifications for posting in/on structures such as trail shelters, to conform with OHV trail marking standards and smaller signs designed to reduce sign "pollution" for hiking, cross country ski and bicycle trails.

Thousands of people use the recreational trails in Cook County each year. (See the letter

from Cook County Emergency Management). After installation of signs in Lake County in 2012-2013, Lake County Rescue reported 3 three incidents where the markers were very helpful in providing a timely response.

This project is considered a pilot project and would enable emergency sign placement along the more heavily used trail segments. Eventually Cook County intends to add emergency location signage (US National Grid) along other trails within the County. Additional trails include over 300 km of cross-country ski trails which are also used for hiking and hunting; an additional 150 miles of hiking trails which are also used for hunting; 12 miles of mountain biking trails, some of which are used by ATV enthusiasts; and an additional 100+ miles of snowmobile trails at Grand Portage and non-GIA trails

8) PROJECT COST BREAKDOWN:

Identify each recreational trail/facility being proposed for funding. Provide a short quantitative description of the facility (linear feet, dimension of structures, number of components, etc.), the total estimated cost and the expected completion date for each. Include materials, landscaping, design/engineering services, contract service, etc. Add or delete rows in the text boxes below as appropriate. For acquisition projects, fill out the acquisition table.

Trail/Facility	Description	Estimated Cost	Expected Completion
Centennial Trail, Honeymoon Bluff and Blueberry Hill hiking/walking trails (7 miles)	6 ELM signs @ 1 sign per mile average @ 50 per sign/pole	\$300.00	Date June 30, 2016
Pincushion Bike Trial (8 miles)	8 ELM signs @ 1 sign per mile average @ 50 per sign/pole	\$400.00	June 30, 2016
Pincushion XC Ski Trail (15 miles)	15 ELM signs @ 1 sign per mile average @ 50 per sign/pole	\$750.00	June 30, 2016
Gunflint Snowmobile Trail (125 miles) CJ Ramstad North Shore State Snowmobile Trail (50 miles), Tofte/Lutsen Access Snowmobile Trails (90 miles)	265 ELM signs @ 1 sign per mile average@ 50 per sign/pole	\$13,250.00	June 30, 2016
Sign installation (Based on estimate provided by Lake County from their ELM installation project)	Labor to install 294 signs @ 2 hours per sign @ \$16.00 per hour	\$9408.00	June 30, 2016
Local engagement- Community collaboration, education and outreach.	 Project partners and stakeholders workshop Education session at spring emergency services conference Information table at summer festival Information table at winter festival 	\$400.00	September 30, 2015
Educational materials and or/supplies	Pamphlets, trail maps and other printed education materials for distribution, training and outreach.	\$3000.00	June 30, 2016
Professional consultation by federally recognized USNG expert	30 hours @ \$50.00 per hour	1500.00	September 30, 2015
	Total	\$29,008	

ACQUISITION (if applicable):			
Description of Parcel	Acres or Miles of Trail	Reasonable Market	Expected Acquisition

	Value Estimate	Date
Total	\$	

Map 1: Cook County, Minnesota





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20 Miles

Service Layer Credits: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp. Map Projection:UTM Zone 15N NAD 83; Map Date: 2/26/2014

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Map 2: Trails for Proposed USNG Markers in Cook County

Map 3: Trails for Proposed USNG Markers in Cook County



Trail Data: Minnesota DNR, Cook County; Service Layer Credits: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp. Map Projection: UTM Zone 15N NAD 83; Map Date: 2/26/2014

11) SITE AND PROJECT QUALITY:

What considerations have been given to the needs of the intended trail user groups and are they appropriate for the location? What attractive features exist on site or within view of the proposed project that may bring in potential user groups to this project location? What other facilities (if any) are on site or within the trail corridor that enhances this project? Describe what attractive features exist on the site or within view. Use the box below.

This project intends to solicit the input of a variety of organized trail user groups to assure adequate coverage and placement of emergency signage to enhance trail usage and safety. Trail users have responsibility for their own safety while on the trail. As the use of the emergency trail marker program becomes more well known the user has a greater sense of well being knowing that local rescue resources will be able to locate the user in an emergency.

Signs are placed at chosen locations including trail heads, intersections / junctions, popular stopping / gathering places such as shelters and vistas, and locations with high potential for confusion, accident or injury. The primary purpose of the markers is to aid timely emergency response, but secondary benefits include improved location information, education and enjoyment for all trail visitors.

12) PROJECT READINESS:

What is the current status of the project? Can the project begin immediately? What major activities must still be accomplished before the project can begin? Will the project be completed within the appropriation timelines? At a minimum, please reference land acquisition requirements, status of engineering/design, and relevant permits and approvals that have/have not been obtained for the project. Is there urgency to move ahead with this project now, and what consequences are looming if it is not funded? Use the box below.

The project can begin as soon as funds are awarded. The stakeholder workshop and Trail Marker Committee planning will be conducted during the winter and signs installed in stages during summer construction season 2015 and spring 2016.

13) ACCESSIBILITY (ADA):

All facilities that are developed, or portions thereof, using these funds must be accessible for persons with disabilities or be eligible for an exemption. The Americans with Disabilities Act (ADA) has developed guidelines for outdoor developed areas, buildings and facilities and is available at www.access-board.gov. Will the project facilitate and/or improve ADA access to existing trails or trail related facilities? Describe how the trail or facility is designed for use by persons of all abilities and takes into consideration ADA design standards. If your project will not be ADA accessible, list the specific exemption permitted in ADA guidelines. Use the box below.

Signs conform to Minnesota Department of Transportation and Minnesota Department of Natural Resources signage standards and meet all ADA design requirements.

14) CONNECTIVITY (If applicable):

14A) Describe how the trail project will connect multiple destinations and/or communities. Use the box below.

This project will provide connectivity in a broader sense by implementing a uniform emergency sign configuration utilizing the US National Grid locator standard. The signs will be installed on existing trails at trail heads, kiosks, overlooks, intersections and known hazard areas.

14B) Does the trail project connect directly to an		Connects to Designated and	Vos	
existing state or regional trail? Check all that		Existing State Trail:	165	
apply to the right and describe in the bo	ox below	Connects to Designated and	Var	
if applicable.		Existing Regional Trail:	res	
.J. Ramstad North Shore State Trail				
Tofte/Lutsen Snowmobile Access Tra	nils			
Gunflint Trail Snowmobile Trails				
14C) Does the trail project connect	Connects	Directly to a State Park or		
directly to an existing state park, state	State Reci	reation Area: Cascade River	Yes	
recreation area, regional park, high	State Par	k		
quality natural resource, local	Connects Directly to a Regional Park		Vag	
recreation area, or local park? Check	or Regional Recreation Area:		res	
all that apply to the right and describe	Connects Directly to a Local Park or			
in the box below if applicable.	Recreation Area: Tofte, Lutsen and		Yes	
	Grand M	arais		
	Connects	Directly to a High Quality		
	Natural Resource (not included above):		Yes	
	Superior	National Forest trail assets		
C.J Ramstad State Snowmobile Trail	connects t	to Cascade River State Park.		
Pincushion Trail system connects to	Grand Ma	rais		
Tofte/Lutsen Snowmobile Access Trails connect to the communities of Lutsen and Tofte				
Blueberry Hill hiking Trail, Centennial Hiking trail and Honeymoon Bluff Hiking trail				
connect to overlooks and historical a	reas within	the Superior National Fores	t.	

14D) Describe how the trail project contributes to the overall connectivity of the trail system in the area. Specifically, how well does the project connect existing trail networks or fill critical gaps within the trail system? How well does the project help promote connectivity among trail networks statewide? Use the box below.

Trail markers are already in place on The C.J. Ramstad State Snowmobile Trail in Lake County. This project would extend this uniform emergency location marker standard to the most heavily frequented trail segments in Cook County and, over time, would continue to be added to connecting trails in the region.

15) NATURAL RESOURCE IMPACT:

Describe the potential impact to natural resources by the project and efforts to avoid or mitigate adverse effects. This includes considerations for trail design and construction practices, noise, odors, dust control measures, surface erosion, fish and wildlife populations, damage to wetlands or other ecologically sensitive natural resources, landscaping that includes native planting, and historical/archaeological sites. Also, demonstrate the compatibility of the proposed project with existing adjoining land uses. To the extent possible, all landscaping or plantings that are done in the project area must be native to Minnesota and preferably of the local ecotype, and describe below how this project will comply with this requirement.

Sign placement would not affect or disrupt natural resources along the trail corridor.

16) COMMUNITY COMMITMENT TO TRAIL USE:

Identify steps that your community has taken to improve the conditions for trail users accommodated by this proposed trail development or enhancement project. Examples would include safety education, enforcement, signing, fund raising, comprehensive barrier identification/removal, trail vehicle parking opportunities, etc.

This project for enhanced signage on select trails has the support of local groups that use the trail system. All trail user groups will be invited to participate in trail location marker planning. This project improves the conditions for all trail users by providing both safety education and safety signage to aid emergency response.

ATTACHMENT CHECKLIST

REQUIRED	ATTACHMENTS (All attachments MUST be 8 ½ by 11 ONLY)
	Attachment A – Required Certifications
	The first signature block is to be signed by the proper authority for the grant
	applicant. The specific manager of the facility that is being rehabilitated, enhanced
Х	or developed should sign the second section. If the proposed project will utilize
	public land that is not under the jurisdiction of the grant applicant, the proper
	authority must sign the final section in order to assure that they are both aware and
	supportive of the project.
	Attachment B – Resolution Supporting Application
	The application must be accompanied by either a copy of a resolution, council
	minutes or some other official documentation that demonstrates that the local unit
	of government supports the proposed project and the consequent application. The
	resolution does not need to have a specific form or specific language, as long as it
V	satisfies what was outlined in the previous sentence. A sample resolution has been
X	included. The sample resolution is a combination type resolution example. It
	shows support of the grant application (as required above), and if the project is
	awarded, it includes language to support accepting the grant award, names the
	fiscal agent, and states that the facility or trail will be maintained for no less than
	twenty years. This combination resolution helps eliminate the need for an
	additional resolution for this project in the future, if awarded a grant.
	Attachment C – 20 Year Operations and Routine Maintenance Plan
X	Outline how this project will be maintained after the grant is completed. How often
	will maintenance occur? What funding sources will be used to ensure that this
	project is available for public use for the next 20 years?
ADDITION	AL ATTACHMENTS (if applicable)
	Attachment D – Letters of Support
	Letters of support are an important factor for reviewers when selecting projects.
	There should be an effort to solicit letters from specific groups that will derive a
Х	direct benefit from the project, especially from the primary and secondary user
	groups you identify in Question 6. The applicant is also welcome to provide letters
	of support from all other sources as well. There is no limit on how many letters
	may be submitted, and diversity is favorable.
	Attachment E – Transportation Funding Award Letter
	If this project is scheduled to receive Federal Transportation funds, then your local
N/A	MnDOT district should have notified you in some manner. Please attach this
	notification and fill in the year in which you are scheduled to receive the funding
	under question 3.
	Attachment F – Grant-in-Aid Award Letter
	If the proposed project is also receiving funding from one of the DNR grant-in-aid
N/A	programs (snowmobile, cross-country ski, all-terrain vehicle, off-highway
	motorcycle, or off-road vehicles), typically the recipients are notified by the DNR,
	Parks and Trails Area Supervisor with an award letter. Copy the letter and provide
	as attachment F if applicable.

Complete the Required Certifications form below with original signatures.

For Grant Applicants:

"I hereby certify that all of the information provided in this application is true and accurate to the best of my knowledge. I recognize that in the event of the proposed project being funded, this document will be used as an addendum to the agreement between the sponsoring unit of government and the state to guide project scope and reimbursement. I also acknowledge that all work must be completed by **June 30, 2016**, and no reimbursement will be sought for an in-house labor services and/or to meet existing payroll. I also preliminarily agree with plans to develop the proposed trail related project on land administered by my agency."

Name:	See Attached	Title:		
Unit of G	overnment:			
Signature	:		Date:	

For Trail and Park Administrators (if applicable):

"I substantially agree that the proposed trail related project will be mutually beneficial to the local community, as well as to the goals and purposes for which this recreation unit was established. I will cooperate in its provision if the project proposal should be funded."

Name:	See Attached	Title:		
Unit of G	overnment:			
Signature	:		Date:	

For All Administrators of Public Lands Crossed/Utilized in the Proposed Linkage

(Required only if the proposed project will utilize public land that is not under the jurisdiction of the grant applicant):

Name:	See Attached	Title:			
Unit of Government:					
Signature				Date:	

Complete the Required Certifications form below with original signatures.

For Grant Applicants:

"I hereby certify that all of the information provided in this application is true and accurate to the best of my knowledge. I recognize that in the event of the proposed project being funded, this document will be used as an addendum to the agreement between the sponsoring unit of government and the state to guide project scope and reimbursement. I also acknowledge that all work must be completed by **June 30, 2016**, and no reimbursement will be sought for an in-house labor services and/or to meet existing payroll. I also preliminarily agree with plans to develop the proposed trail related project on land administered by my agency."

Name:	Title:	
Unit of Government:		
Signature:]	Date:

For Trail and Park Administrators (if applicable):

"I substantially agree that the proposed trail related project will be mutually beneficial to the local community, as well as to the goals and purposes for which this recreation unit was established. I will cooperate in its provision if the project proposal should be funded."

Name:	Title:
Unit of Government:	
Signature:	Date:

For All Administrators of Public Lands Crossed/Utilized in the Proposed Linkage

(Required only if the proposed project will utilize public land that is not under the jurisdiction of the grant applicant):

fN	lancy.	5 Larson	Title:	District Ranger	
Unit of Gove	rnment:	USDA Forest Ser	vice	, Superior National Fores	+
Signature:	Nan	4 A fair	-ij-	Date: 2/24/1	4

Complete the Required Certifications form below with original signatures.

For Grant Applicants:

"I hereby certify that all of the information provided in this application is true and accurate to the best of my knowledge. I recognize that in the event of the proposed project being funded, this document will be used as an addendum to the agreement between the sponsoring unit of government and the state to guide project scope and reimbursement. I also acknowledge that all work must be completed by **June 30, 2016**, and no reimbursement will be sought for an in-house labor services and/or to meet existing payroll. I also preliminarily agree with plans to develop the proposed trail related project on land administered by my agency."

Name:	Braidy	Powers	Title:	AUDITOR-Trea	surer
Unit of G	overnment:	Cook cou	NTY		<i></i>
Signature	B	1 Por		Date:	2-27-14

For Trail and Park Administrators (if applicable):

"I substantially agree that the proposed trail related project will be mutually beneficial to the local community, as well as to the goals and purposes for which this recreation unit was established. I will cooperate in its provision if the project proposal should be funded."

Name:	Title:
Unit of Government:	
Signature:	Date:

For All Administrators of Public Lands Crossed/Utilized in the Proposed Linkage

(Required only if the proposed project will utilize public land that is not under the jurisdiction of the grant applicant):

Name:	Title:	
Unit of Government:		
Signature:		Date:

Complete the Required Certifications form below with original signatures.

For Grant Applicants:

"I hereby certify that all of the information provided in this application is true and accurate to the best of my knowledge. I recognize that in the event of the proposed project being funded, this document will be used as an addendum to the agreement between the sponsoring unit of government and the state to guide project scope and reimbursement. I also acknowledge that all work must be completed by **June 30, 2016**, and no reimbursement will be sought for an in-house labor services and/or to meet existing payroll. I also preliminarily agree with plans to develop the proposed trail related project on land administered by my agency."

Name:	Title:
Unit of Government:	
Signature:	Date:

For Trail and Park Administrators (if applicable):

"I substantially agree that the proposed trail related project will be mutually beneficial to the local community, as well as to the goals and purposes for which this recreation unit was established. I will cooperate in its provision if the project proposal should be funded."

Name:		Title:	· ·		
Unit of Gove	rnment:				
Signature:				Date:	

For All Administrators of Public Lands Crossed/Utilized in the Proposed Linkage

(Required only if the proposed project will utilize public land that is not under the jurisdiction of the grant applicant):

Name:	Kurtis	E Steele	Title:	Distric	L Ran	ger (Tofke)
Unit of G	overnment:	USDA Fo	rest	Service	2	
Signature		E E-Sul			Date:	2/25/14

CERTIFIED COPY OF RESOLUTION OF COUNTY BOARD OF COOK COUNTY, MINNESOTA

RESOLUTION #2014-18

ADOPTED

February 18, 2014

By Commissioner Hakes :

RESOLUTION # 2014-18

WHEREAS, Cook County supports the grant application made to the Minnesota Department of Natural Resources for the Federal Recreational Trail Program. The application is to implement the USNG Emergency Trail Marker Program over Cook County cross country ski, hiking, biking, snowmobile, and ATV trails. Implementation of this program includes the marker location planning, manufacture of signs compliant with signing standards, installation and maintenance of signs to include necessary posts, hardware and tools and creation of map products for emergency response organizations.

WHEREAS, Cook County recognizes the twenty-five (25) percent match requirement for the Federal Recreational Trail Program, and has secured the matching funds,

NOW, THEREBY BE IT RESOLVED, if Cook County is awarded a grant by the Minnesota Department of Natural Resources, Cook County agrees to accept the grant award, and may enter into an agreement with the State of Minnesota for the above referenced project. Cook County will comply with all applicable laws, environmental requirements and regulations as stated in the grant agreement, and

BE IT FURTHER RESOLVED, the Board of Commissioners of the County of Cook names the fiscal agent for this project as: Braidy Powers, Cook County Auditor-Treasurer, 411 W 2nd St, Grand Marais, Minnesota 55604.

Commissioner Doo-Kirk seconded the motion for the adoption of the resolution and it was declared adopted upon the following vote:

Ayes: Doo-Kirk, Hakes, Gamble, Martinson Nayes: none Absent: Hall

STATE OF MINNESOTA)County of Cook) ss.Office of County Auditor,)

I, Braidy Powers, certify that the foregoing resolution was passed and adopted by the Cook County Board of Commissioners this 18th day of February, 2014.

County Auditor R./Por By_____ Deputy

Cook County Emergency Trail Location Marker Sign Program Operations and Maintenance Plan Updated Feb 2014

Trail Location Marker Signs may be installed on off road trails of all kinds: motorized snowmobile and ATV trails, and non-motorized hiking, cross-country skiing trails, etc. Signs are placed at chosen locations including trail heads, intersections / junctions, popular stopping / gathering places such as shelters and vistas, and locations with high potential for confusion, accident or injury. The primary purpose of the markers is to aid timely emergency response, but secondary benefits include improved location information, education and enjoyment for all trail visitors.

1. Sign Design

- a. Signs will be designed according to SharedGeo Best Practices, available at <u>www.usngcenter.org</u>, including the use of US National Grid (USNG) coordinates as the geo-referencing system, based upon the US and Minnesota standard for land-based search and rescue.
- b. Signs may be of metal or plastic. With an estimated life expectancy of 10 years, the metal sign is factory made using engineer grade reflective laminate over .081 aluminum. With an estimated life expectancy of 7 years, the plastic sign is factory made using engineer grade laminate over .05 rigid plastic.
- c. Signs may be 12 x 12", 9 x 12", or 6 x 9", determined by MN DNR standard, or by preference for use on motorized (9 x 12") or non-motorized (6 x 9") trails.
- d. Funding for location marker signs may be provided by responsible organizations, or partnerships with other funders, including local governments, non-profit organizations, grant providers, etc.

2. Installation

- a. Signs will, whenever possible, be placed on existing posts.
- b. Posts may be of metal or wood.
- c. Posts installation will be the responsibility of the organization responsible for trail maintenance. This may be DNR Parks and Trails, local government agencies, trail clubs, or other organizations. These organizations may make use of volunteer labor or agreements with other organizations to install sign posts.
- d. Signs may be placed on the posts by responsible organizations, or in agreement with other partners (local government's work crews, search and rescue, volunteers, etc.)

3. Monitoring

- a. Regular monitoring of sign condition will be done (at least annually) by the responsible trail organization (ie. state or local government, trail clubs, etc.) In addition, each organization will include a process to receive information from public trail users regarding sign conditions.
- 4. Sign Repair
 - a. A sign repair process will be identified by each responsible organization. This may include a partnership with local government to provide (print or purchase) replacement numbers, stickers and/or QR codes. Installation of stickers will be outlined in the agreement (whether organization or partner).

5. Sign Replacement

Sign replacement may be necessary to due disappearance or damage beyond repair. The Sheriff's Office will use Snowmobile Safety Enforcement Grant funds for purchase of replacement signs on snowmobile trails.

a. Responsible organizations will have an agreement with local jurisdictions on funding sources, purchasing, and installation of replacement signs. Signs will be replaced on the trail within one year from determination of need of replacement.

Jim Wiinanen Emergency Management Director Cook County 143 Gunflint Trail Grand Marais, MN 55604

Dear Mr Wiinanen,

I am writing to convey our support for the RTP grant for the purchase of trail signs related to the US National Grid Emergency Trail Marking Program.

We feel the US Grid based signing program will greatly enhance the safety of our trail system. Much of Cook County's trails are in remote areas, with long distance between roads, towns, and other landmarks. Many of the riders in this area are not local and not familiar with the area. Should they have an emergency we think it is important for them to be able to direct emergency responders to their exact location.

Based on the program already in place in neighboring Lake County, we know this grid system works. Please support our efforts to have our trail system as safe as possible.

Thank You, Greg Sorenson Minnesota United Snowmobilers Association Region Seven Director 5971 St Louis River Rd Proctor, Mn 55810 218-393-0413



Emergency Management

BJ Kohlstedt, Director 99 Edison Boulevard Silver Bay, MN 55614 Office: 218.226.4444 Cell: 218.220.7811 Fax: 218.226.3916 bj.kohlstedt@co.lake.mn.us

Feb. 21, 2014

Dear MN Trail Grants Committee members,

I'm happy to submit this letter in support of Cook County's application for multiple use Emergency Trail Marker signs.

In January 2013, soon after Lake County implemented our Trail Marker sign program, the Sheriff's office received a 911 call from a Twin Cities woman who was lost after dark, alone and cold, "somewhere on the ski trails outside of Silver Bay." She told the dispatcher she was looking at a blue sign that had some numbers with the instructions "For Help Dial 911." So she did, and read the numbers 2766 3955 off the sign to the dispatcher. As soon as the Rescue Squad checked their maps, they knew exactly where to pick her up. It worked well and saved considerable time covering the maze of ski trails in the dark.

Several states, including Minnesota, have adopted the US National Grid (USNG) as their preferred coordinate system, and Lake County has become a national model for placing standardized emergency location signs on our snowmobile trails. Our hope is to see it expand in adjacent areas like Cook County so that snowmobilers and others will become familiar with consistent signage in this and other regions.

The MN DNR, US Forest Service, and local trail clubs have all joined in the efforts to develop these consistent signs and maps, along with training for dispatchers, responders and the public to become familiar with the system. In fact, FEMA's National Emergency Training Center in Maryland has adopted Lake County's sign format as a template. You can learn more at <u>www.usngcenter.org</u>.

The USNG location marker signs not only help in emergencies, but also make it easier for anyone on the trails to know where they are. Current maps show icons where each sign is located, and have USNG grid marks on the margins to help determine coordinates anywhere on the trails. USNG maps and brochures are now available to all our trail visitors. And when something does go wrong, 911 help can get there a little sooner.

This is a valuable project, with multiple partners and supporters, that improves the experience for all trail users as well as emergency responders, and I encourage you to support it. Thank you.

Sincerely,

Ina Kehlsted

BJ Kohlstedt Lake County Emergency Management



February 24, 2014

MN Trail Grants Committee,

Cook County GIS offers this letter in support of the request for funds to produce and install USNG emergency trail marker signs on recreational trails in Cook County, MN. This project complements the work by Cook County GIS to put USNG to action in Cook County and shares the same interest in improving emergency response in our heavily visited recreational region.

Following approval by the Minnesota Governor's Council on Geographic Information in 2009, Cook County GIS has been actively implementing the US National Grid coordinate system through the production of printed and digital map products, the development of critical datasets, and through database design changes all that support USNG.

In April of 2010 as part of the annual Cook County Emergency Services Conference Cook County GIS produced large format fire district maps for area volunteer fire departments employing the USNG cartographic standard developed by the Federal Geographic Data Committee (FGDC). In addition to providing both hard copy wall maps for fire halls and a digital GeoPDF version that supports USNG coordinate readout, fire departments received USNG map readers and other resources explaining the background, benefits and practical application of USNG.

Since that time Cook County GIS has begun work on a collaborative project with the US Forest Service and MN Department of Natural Resources to produce emergency response map books that aim to leverage the critical advantages to interoperability and coordinate consistency that USNG makes possible. There has also been considerable work to develop data content layers that include USNG references to critical infrastructure identified in the local community. Emergency trail marker signs locations would integrate seamlessly into existing GIS datasets enabling their display on new and existing GIS maps and applications like the ones mentioned above.

Well aware of the successful implementation in neighboring Lake County, Cook County GIS supports the USNG Emergency Trail Marker Project in Cook County. It is further recognized that by identifying USNG locations on the ground the state of Minnesota's overall mission to establish a consistent and reliable location information system can be more completely accomplished.

Sincerely,

Kyle C. Oberg

Kyle Oberg



143 Gunflint Trail Grand Marais, MN 55604

Phone 218-387-3030

Fax 218-387-3032

February 21, 2014

Trail Grant Committee:

In the State of Minnesota the county sheriff has the statutory obligation and responsibility to search and look for lost persons. This is according to Minnesota Statutes 387.03. Throughout the year we frequently fulfill that obligation responding to calls of missing and or lost persons.

It is not unusual for missing or lost person calls to originate from someone getting lost on one of the many recreational trails we have in Cook County. The nature of these calls can be very time consuming, require a lot of local resources and can be very taxing.

I fully support the implementation of the Emergency Trail Marker program on Cook County recreational trails. This grant will provide for important signage that can affect the outcome of searches and rescues on motorized and nonmotorized recreational trails. This will not only minimize the impact on our local resources, but more importantly it will significantly increase the chances of a timely, safe, and positive ending for those in need of help.

If you need to reach me for further comments, please feel free to contact me at 218-387-3030.

Sincerely, Mark R. Falk

Cook County Sheriff



Cook County Search & Rescue

145 Gunflint Trail, Grand Marais, MN 55604 15T YN 00359 92794 U.S. National Grid

February 26, 2014

MN Trail Grant Committee;

I am the Captain of Cook County Search and Rescue. I would like to give my support to the trail marker sign program. I do believe that it is a very important safety tool.

We have had instances of persons and/or parties becoming lost or injured on the many trails we have throughout the county. At times it is very difficult to pin-point where these persons are on the trail system. People who are not familiar with the area, would most likely be more confident in knowing that they could relay a coordinate to the dispatch center or 911, if the need arose, and agencies responding could be better informed as to how to assist them. With this sign system in place it would give the responding EMS personnel a better more precise location to which they can respond. This would cut down on response time which in turn could possibly save lives.

Cook County now has CAD (computer aided dispatch), combining CAD and the U.S. National Grid System would be a great link to assist in any future emergency response.

We also provide mutual aid with Lake County Rescue. They have experienced success with this sign system and we look forward to training with them on new sign system.

With multiple agencies working together I believe we can make this sign system a success in Cook County.

Sincerely,

Willie Olin

Captain Welle O-l



February 26, 2014

MN Trail Grants Committee

While holding several jobs in Cook County over the years I have been a member of Cook County Search and Rescue for over twenty years.

I have supported the implementation of the pilot program in Lake County over the last couple years as a model for other jurisdictions to learn from and follow.

Cook County is planning to implement the emergency location marker program on several trails in the county. Trail Location Marker Signs may be installed on a variety of off road trails such as motorized snowmobile and ATV trails, and non-motorized hiking, cross-country skiing trails, etc. Signs are placed at chosen locations including trail heads, intersections / junctions, popular stopping / gathering places such as shelters and vistas, and locations with high potential for confusion, accident or injury.

In March of 2013 a party reported by cell phone that their car was stuck on a trail. They had attempted to drive on a snowmobile trail. If they would have been able to provide information from an emergency location marker, the response would have been quicker and more effective. Instead several responding units were tracking several leads before randomly coming across the lost party.

In January of 2014 a party reported being lost on a trail. Again responding units, lacking location information, needed to stage equipment at two different areas and check out several areas before locating the party.

Emergency Trail Markers could have made a difference in these instances and provided for a more efficient, timely response.

From a broader perspective, although the primary purpose of the markers is to aid timely emergency response, secondary benefits include improved location information, education and enjoyment for all trail visitors.

Sincerely,

Jun Wiinsnen

Jim Wiinanen



Superior Cycling Association -- Cook County's Cycling Advocates!

President: Tim Kennedy

Vice President: Paul Nordlund

Secretary: Cory Berg

Treasurer: Jeff Stoddard

Board Members: Jerry Hiniker Mark Spinler Jeff Lynch Jay A. De Coux

Trail Builder: Adam Harju February 18, 2014

Dear Jim,

The Superior Cycling Association supports the efforts of Cook County to seek grant funding to provide Emergency Trail Signage for recreational trails in Cook County. Trail users are much more comfortable knowing that they can report their trail location to an emergency responder should the need arise. I have seen first hand where a trail user required medical attention and a call was made using the system and the emergency responders were quickly on the scene. With the multitude of recreational trails throughout Cook County, providing standardized emergency trail marking makes sense.

Tim Kennedy

President

Superior Cycling Association

S.C.A. Is a chapter of

Superior Cycling Association P.O. Box 1032 Grand Marais Mn 55604 www.superiorcycling.org

IN CASE OF EMERGENCY



- 1. Dial 911, tell them your emergency, and then read the 8 large numbers (**Fig. 1**) to describe your location. These numbers are USNG coordinates. If requested by the dispatcher, also read the small numbers and letters at the top (**Fig. 2**).
- 2. Dispatchers can then quickly transmit your location to multiple agencies and responders in the region. Responders will use the coordinates with GPS units and USNG gridded maps to locate your position.
- 3. Be patient. It may take some time for responders to reach you. In many cases, they will need to travel the same trails as you did to get to your location.

PROJECT PARTNERS



Tax deductible donations to this project can be contributed at:

www.sharedgeo.org

(Look for: "Projects")

U.S. National Grid TRAIL MARKERS

~ Arrowhead Region, MN ~ Cook, Lake and St. Louis Counties



Until now, there hasn't been a universal location marking system for recreational trails and other U.S. rural areas without formal street addresses.

U.S. National Grid (USNG) Emergency Location Markers are changing that.

These signs are GPS (Global Positioning System) compatible location markers that serve as an essential part of **emergency response efforts**.

READING USNG WITH A GPS



The USNG is like the Military Grid Reference System (MGRS) – a location referencing and reporting system used by U.S./NATO Armed Forces for ground operations around the world because it is much easier to use accurately and less prone to human errors than latitude and longitude. GPS receivers use signals from a constellation of satellites to determine precise location information. When used together, USNG and GPS are an unbeatable combination.

USNG/MGRS GPS Selection:

If your GPS does not have USNG as an option, select MGRS and the North American Datum of 1983 (NAD83/WGS84) as your GPS default coordinate system to get on the USNG!

Rules of Thumb (GPS-Marker Interface):

1.) As shown in the example above, the first four digits of a GPS display **Easting (8998)** and **Northing (5998)** will match the marker.

2.) When reporting a GPS location away from a marker, use an 8 digit string (drop the last digit of the Easting and Northing shown on the GPS display).
E.g., 89982 59886, becomes 8998 5988.

HOW THE USNG WORKS



The USNG uses a string of up to 15 characters to describe a location. The first three characters are a **GRID ZONE** designation. Next, two letters identify a **100,000 meter SQUARE** (100 km, about 62 miles square) in the **GRID ZONE**. Then come distances in meters (m) from the **100 km SQUARE's** lower left corner, **RIGHT (Easting)**, **THEN UP (Northing)! These numbers roughly equate to a percentage** (%) of movement across a full square. The number of digits after the **SQUARE's ID** determines the precision of the coordinate:

- **FOUR DIGITS:** 89 59 locates a point within a 1 km square (less than a mile).
- **SIX DIGITS:** 899 598 locates a point within a 100 m square (football field size).
- **EIGHT DIGITS**: 8998 5988 locates a point within a 10 m square (within a standard home).
- **TEN DIGITS:** 89982 59886 locates a point within a 1 m square (a manhole cover).

MORE ABOUT THE USNG

The USNG does not replace street names and addresses – it complements them. In case of emergencies in remote areas – or a natural disaster that destroys street signs and landmarks – emergency responders now have a universal language of geographic reference.



Used by the U.S. Military, National Guard units, and NATO for over 50 years, USNG/MGRS allows for quick communication and teamwork during operations where time and clarity of location information are life and death issues. FEMA, the National Geospatial Intelligence Agency, U.S. Geological Survey, and several other important disaster response organizations have recently started using USNG as a disaster response mapping standard. In November 2011, the National Search and Rescue Committee, a Federal committee which includes representatives from the Department of Defense, Commerce, Interior, Transportation, Homeland Security, as well as NASA, and the Federal Communication Commission, designated USNG as the standard for ALL ground based Search and Rescue (SAR) operations in the United States.

The Arrowhead Region of Minnesota is serving as the national test site for the USNG Emergency Location Marker project that supports overall implementation efforts. To obtain a copy of this brochure, or learn more about related tools, visit the "Markers" section of the USNG Information Center at:



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