Pollution Control — Projects Summary

($ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds 2022	2024	2026
Local Government Stormwater Infrastructure Grants	1	GO	$ 20,000	$ 20,000	$ 20,000
Statewide Electric Vehicle (EV) Charging Infrastructure	2	GO	$ 12,000	$ 12,000	$ 12,000
Organics Capacity	3	GO	$ 10,000	$ 10,000	$ 10,000
Removal of PAH-Contamination Stormwater from Pond Sediments	4	GO	$ 2,000	$ 2,000	$ 2,000
Continuous Nitrate Sensor Network	5	GF	$ 1,000	$ 0	$ 0
Construction and Demolition Landfills Final Cover Systems	6	GO	$ 2,000	$ 2,000	$ 2,000
Solid Waste Capital Assistance Projects	7	GO	$ 19,750	$ 19,750	$ 19,750
Freeway Landfill	8	GO	$ 170,000	$ 0	$ 0
Total Project Requests			$ 236,750	$ 65,750	$ 65,750
General Obligation Bonds (GO) Total			$ 235,750	$ 65,750	$ 65,750
General Fund Cash (GF) Total			$ 1,000	$ 0	$ 0

($ in thousands)

Local Government Stormwater Infrastructure Grants

AT A GLANCE

2022 Request Amount:	$20,000
Priority Ranking:	1
Project Summary:	This project would establish a grant program to assist communities across the state in building stormwater infrastructure to mitigate flood damage and increase community resiliency to severe rain events.

Project Description

Minnesota's municipalities have placed an increased emphasis on sustainability and resiliency to ensure communities stay vibrant in the face of severe rain events and flooding. The grant program will provide funds to communities for building sustainable and resilient water infrastructure. Funding opportunities will focus on Minnesota's stormwater systems, improvements in flood protection infrastructure, and projects that improve a community's ability to meet the needs of its members during extreme weather events. Municipalities across the state will be eligible for grants.

Preference would be given to projects that demonstrate a connection to local resilience and improving water quality while minimizing risks from extreme weather events. While costs for rehabilitating infrastructure can vary greatly depending on population density, depth to groundwater, conflicts with other utilities and/or contaminated or poor soils, it is estimated that $20 million could fund roughly 5 - 10 initial projects assuming at least at 25 - 50% local match. The matching requirements would be determined based on project affordability.

Project Rationale

Minnesota now ranks second in the country for extreme weather events – only second to California. According to the Insurance Association of Minnesota, extreme weather events have cased insurance premiums to increase by 366% in Minnesota since 1998.

The past five years have been some of the wettest on record across the state. Excess precipitation negatively impacts human health and the environment in a number of ways, including increased incidences of community flooding as a result of aging and undersized storm sewers. The lack of adequate stormwater infrastructure combined with leaky sanitary sewers that allow groundwater and precipitation to enter the sanitary sewer system results in flooded streets, flooded residential and business properties, and can lead to wastewater treatment systems that overflow untreated human waste into surface waters. The Public Facilities Authority (PFA) loan and grant programs cannot adequately address these issues. Stormwater projects, and specifically stormwater projects driven by the need to reduce flooding impacts, do not rank highly on their Project Priority List in comparison to the magnitude of wastewater projects. The existing funding options are not sufficient

to fund stormwater projects, which are driven by the need to increase resilience. This program would complement existing funding programs by minimizing the competition between much needed stormwater and wastewater infrastructure investment opportunities.

Project Timeline

The MPCA would solicit project submittals from towns and cities across the state in the fall/winter of 2021/22. Projects would be selected during the Fall/Winter 2021/2022 based on potential to mitigate local impacts from climate change, make progress toward local resilience goals, and address water quality. Projects would be vetted by MPCA engineers, in coordination with the Public Facilities Authority, to ensure that the work to be done will complement other water infrastructure projects funded by PFA loans and grant programs.

Other Considerations

Addresses a safety issue and preserves existing infrastructure, as insufficient and/or undersized stormwater and wastewater infrastructure represents a threat to human health and the environment as it contributes to discharges of untreated or partially treated wastewater to surface waters during extreme weather events and leads to localized flooding that threatens public and private property. Addresses the priorities of the Governor's Climate Subcabinet in that it increases resiliency across the state. Reflects input from local community partners who have asked for more investment in resilient infrastructure.

The MPCA would work with state partners at the Public Facilities Authority to develop the grant program. This work would include soliciting and reviewing grant proposals as well as selecting and awarding grants.

Impact on Agency Operating Budgets

The impact on the agency's operating budget will be minimal as program administration costs are separately appropriated.

Description of Previous Appropriations

N/A

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($ in thousands)

Statewide Electric Vehicle (EV) Charging Infrastructure

AT A GLANCE

2022 Request Amount:	$12,000
Priority Ranking:	2
Project Summary:	Grants for installing the statewide electric vehicle infrastructure needed to support the State's statutory goals for reducing greenhouse gas emissions, reduce other air pollution, and address climate change. Greenhouse gases (GHGs) are a key cause of climate change, and the transportation sector is the largest source of greenhouse gas emissions in the state. A cohesive statewide electric vehicle infrastructure will accelerate Minnesota's transition to electric vehicles.

Project Description

This project will be administered by Pollution Control and will fund new electric vehicle (EV) fast charging stations at sites that either expand the capacity of, or fill gaps within, the current network of fast chargers. Priority funding will be given to fast chargers that are co-located in charging hubs increasing density to ensure Minnesotan's can rely on a fast charge without waiting, similar to fueling a car at a gasoline pump. Stations that facilitate intra-state and cross-border travel will also be prioritized.

The design of the EV charging corridors and the overall infrastructure will be based upon available EV charging use data from the current network and planned in cooperation with the Minnesota Department of Transportation (DOT). This project will leverage current DOT efforts to decarbonize transportation in Minnesota. This project leverages Volkswagen Settlement funds used to build EV infrastructure (a maximum of $7 million under the federal court settlement).

The state may choose to install two types of EV chargers: "super chargers" and Level 2 chargers. Super chargers are 150kW charging stations that cost approximately $150,000 for site commissioning and installation, and would be well utilized along Minnesota's most trafficked corridors. These higher powered stations can be temporarily downgraded to a 50kW and brought up to full electrical capacity as needed in the future. Super charging stations must be installed in places available to the public 24 hours a day. Level 2 chargers may be placed at multi-unit housing complexes, workplaces, and publicly-owned sites.

Grantees must provide a 20% match.

Project Rationale

In order to exceed the goals of the Next Generation Energy Act, Minnesota must reduce GHG emissions from the transportation sector. Enhancing the existing electric vehicle charging

infrastructure will help reduce GHGs from the transportation sector by addressing range anxiety, and expanded EV charging capability will accelerate EV adoption which in turn will reduce greenhouse gas emissions and air pollution. Such EV charging capability will facilitate statewide travel within Minnesota and allow EV owners from other states to drive to tourist destinations (e.g. state and national parks, resorts) within Minnesota – thus providing economic benefits. An indirect but significant benefit will be the positive public health impacts, such as reduced medical costs for asthma-related care, of cleaner air statewide (because EVs have no emissions).

VW Settlement funds have funded 60 charging hubs where additional chargers can be added with reduced costs due to the future proofing of the sites. This network is currently minimally viable with one 50kW fast charger and one level 2 back up. The charging hubs need additional charging capacity so that there multiple fast or "superfast" chargers at sites with the most use. The charging experience will be similar to the model that we know works with multiple plugs available and not a crisis if a station is down for maintenance. This will address range anxiety by providing a charge that is fast and reliable.

Fast DC and Level 2 chargers will be installed to allow more cars to utilize the stall per day. Fast DC chargers only take 30 minutes and Level Two chargers take 4 hours, as opposed to other slower chargers that typically need 8 hours to reach a full charge. This request advances the creation of a statewide electrical vehicle charging infrastructure, which will help make the choice of owning and operating electric vehicles easier for state agencies and residents living throughout the state.

Project Timeline

July 2022 - Create Request for Proposal.

September - November 2022 - Open application period, accept proposals.

December 2022 - Rank proposals submitted and write contracts.

Second – fourth quarter 2023 - Site approval agreements signed.

Third quarter 2023 through third quarter 2024 - Site construction.

Fourth quarter 2024 - Site commissioning.

June 30 2025 - Projects complete.

Other Considerations

In order to meet the needs of changing EV charger technology, the cost to install a DC Fast Charger with the capability to be expanded or upgraded to a 350KW charger in the future is $100,000. (This design is one fast charging head with an additional two-head Level 2 charger for backup.)

Impact on Agency Operating Budgets

This project will work in conjunction with the existing EV charger grant administration currently processing such grants under the federal Volkswagen Settlement.

Description of Previous Appropriations

There have been no previous bonding appropriations for this purpose.

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($ in thousands)

Organics Capacity

AT A GLANCE

2022 Request Amount:	$10,000
Priority Ranking:	3
Project Summary:	$10 million is requested to expand composting infrastructure in the state. The agency will host a competitive process that will award top applicants with funds to build or expand, food rescue, composting, anaerobic digestion facilities, and transfer capacity for organics.

Project Description

The MPCA's strategic plan includes reducing food waste from households and businesses by generating less and rescuing and recycling more. The proposal is intended to assist local governments in constructing or expanding capacity at food rescue, compost and anaerobic digestion facilities that will utilize food waste, buying capital equipment to run facilities more efficiently, and to add organics capacity at transfer stations to accomplish this goal. The proposal is in alignment with the MPCA strategic plan and Governor's administrative priorities.

If funded, the MPCA would host a competitive process in which applicants would apply for funding.

Project Rationale

Organics make up a large portion of the material going to disposal in Minnesota. Close to 20% of the waste stream is food. Food requires many resources and generates a lot of greenhouse gas emissions as it makes its way from farm to fork. That is why it is very important for our food to be eaten and not thrown away. Preventing food from going to waste or capturing food to be redistributed to people reduces greenhouse gas emissions and is the preferred way to handle food.

If food can't be eaten, Minnesotans have shown they will embrace organics recycling if given access to curbside collection. Organics recycling presents the opportunity to collect wasted food, food scraps (banana peels, eggshells, etc.), some types of packaging and yard waste. That material can then be turned into a useful product – compost – instead of needing to be managed in a landfill.

The MPCA's SCORE report, which annually collects data on trash and recycling from counties, found that Source Separated Organics collections more than doubled from 2011 to 2015. However, growth has plateaued in the 2016-2019 timeframe as fewer new curbside recycling programs have come online. Additionally, businesses, schools and institutions have difficulty finding service providers. Waste haulers have limited options for places to bring organics. Currently only about 20% of Minnesotans have access to curbside organics recycling.

Preventing food from going to waste is the most economical and environmental management

method. The second best option is to rescue food for human consumption. Minnesota has a robust food rescue system in place but many organizations could use additional freezer/refrigeration capacity and some could also use more building space. Additional capacity often provides an outlet for fresh and healthy food that has a shorter shelf life, but is often more sought after.

In many parts of the state, existing compost facilities are at or near capacity. Additional capacity will ensure new programs can come online and will make existing programs less vulnerable. The use of this material in anaerobic digestion facilities should produce some energy such as heat, electricity, biogas, and must produce a digestate that would be utilized for compost or soil amendment. Utilizing perceived "wastes" to maximize energy production and minimizing greenhouse gas emissions is a benefit to the State.

Expanded transfer capacity will aid all waste haulers and allow better utilization of facilities further from densely populated areas to offer cost effective service. Transfer stations have been used by the hauling industry to reduce costs by allowing for efficient transportation of material, but only a handful of transfer stations currently accept organics. The Solid Waste Capital Assistance Program (CAP) provides grants to local governments to develop and implement an integrated solid waste management system. Integrated solid waste management systems include infrastructure that are essential public assets. The value of the system is how it enables preferred waste management practices consistent with the Minnesota Waste Management Act (M.S. 115A). For this reason, projects that work on prevention will be given preference, as well as a smaller match requirement, than projects that manage waste lower on the hierarchy.

Project Timeline

Project timeline is contingent upon funding and RFP Planning.

Other Considerations

MPCA's strategic plan to reduce food waste from households and businesses by generating less and rescuing and recycling more. The proposal is intended to assist local governments in constructing or expanding capacity at food rescue, compost and anaerobic digestion facilities that will utilize food waste, buying capital equipment to run facilities more efficiently, and to add organics capacity at transfer stations to accomplish this goal. The proposal is in alignment with the MPCA strategic plan and Governors administrative priorities.

In the last Metropolitan Solid Waste Policy Plan, counties were asked to work more on sustainable materials management and prevention. Partnering with a food rescue organization to capture food to be re-distributed to people would fulfill this requirement. In 2014, the state's Waste Management Act was amended to increase the recycling goal for metropolitan counties. Metropolitan counties are tasked with meeting a 75% recycling goal by the year 2030. Given the composition of the waste stream, that goal can only be achieved if robust organics collection and processing infrastructure programs are in place. Organics wastes account for over 30% of the material currently discarded in Minnesota's trash. In the metro area, existing facilities are at or near capacity. Many communities in Greater Minnesota are also exploring organics recycling but expansion has been difficult due in part to limited infrastructure.

Development of additional capacity has the ability to assist both public and private entities. Hauling companies need facilities that can accept organics in order to offer organics recycling. Businesses have the potential to reduce waste hauling bills if they have access to organics recycling.

The Capital Assistance Program (CAP), under M.S. 115A.49 – 115A.541, is the MPCA's main program to assist local governments in financing the infrastructure necessary for an effective integrated solid waste system. CAP is a competitive grant application process that provides financial assistance for local governments to develop various facilities, which become part of the integrated waste management system.

Impact on Agency Operating Budgets

The legislature authorizes a direct appropriation from the Environmental Fund for the administrative costs of the Solid Waste Capital Assistance Program. This request for capital bonding request does not affect our annual operating budget.

Description of Previous Appropriations

Previous appropriations for the Capital Assistance Program:

Laws 2020, 5SS, Chapter 3 $25.8 million
Laws 2018, Chapter 214 $0.75 million
Laws 2017, 1SS, Chapter 8 $9.25 million
Laws 2015, 1SS, Chapter 5 $9.28 million
Laws 2014, Chapter 294 $2.63 million
Laws 2011, SS Chapter 12 $0.55 million
Laws 2010, Chapter 189 $5.08 million
Laws 2006, Chapter 258 $4.00 million
Laws 2005, Chapter 20 $4.00 million
Laws 2002, Chapter 393 $1.15 million
Laws 2000, Chapter 492 $2.20 million
Laws 1999, Chapter 220 $3.00 million
Laws 1998, Chapter 404 $3.50 million
Laws 1996, Chapter 463 $3.00 million
Laws 1994, Chapter 643 $3.00 million
Laws 1992, Chapter 558 $2.00 million
Laws 1990, Chapter 610 $7.00 million
Laws 1987, Chapter 400 $4.00 million
Laws 1985, Chapter 15 $11.40 million
Laws 1980, Chapter 564 $8.80 million
Total Appropriations $110.39 million

Project Contact Person

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($ in thousands)

Removal of PAH-Contamination Stormwater from Pond Sediments

AT A GLANCE

2022 Request Amount:	$2,000
Priority Ranking:	4
Project Summary:	2 million dollars are requested to be used as grant funds for communities to remove PAH-contaminated sediment from stormwater ponds.

Project Description

This project would provide financial support to communities across Minnesota to remove Polycyclic Aromatic Hydrocarbon (PAH)-contaminated sediment from stormwater ponds. Stormwater runoff conveys sediment, chemicals, and other material to surface waters such as rivers, lakes, and streams, and degrades water quality. Two hundred and forty-nine public entities (e.g., cities, towns, universities) around the state have Clean Water Act National Pollutant Discharge Elimination System permits that require operation and maintenance of infrastructure such as stormwater ponds to minimize pollutant discharges. Statewide, there are more than 16,000 publicly-owned stormwater ponds. Sediment accumulates in these ponds and reduces the efficacy of stormwater treatment. To restore pond capacity and treatment effectiveness, municipalities dredge ponds and dispose of the sediment. Polycyclic aromatic hydrocarbons used in the watershed are transported to the ponds and accumulate in the sediment. Dredged sediments contaminated by PAHs represent a significant cost to municipalities because it cannot be reused and must be disposed of in certain landfills. Previously the MPCA conducted a pilot project that provided 50% matching grants to communities dealing with this challenge. These funds would provide assistance to communities to do this work.

Project Rationale

This money would provide critical financial assistance to Minnesota communities struggling to operate and maintain stormwater ponds. The funds would supplement local money to dredge and properly dispose of PAH – contaminated sediments. This project would facilitate critical maintenance required to make progress toward Clean Water Act goals.

Project Timeline

Prior to removal and disposal activities, sufficient analysis of sediment and engineering will need to be completed to define the scope of each project.

Other Considerations

This request honors several of Governor Walz's priorities as well as MPCA long-term goals. Stormwater ponds are a critical component of local utility infrastructure across the State. These ponds provide key services to communities including flood control by storing excess water as well as protecting water quality by trapping sediment and other pollutants. Removing and disposing of these sediments can be expensive, and cost often prevents this critical maintenance function. This project aligns with the goal to preserve and repair existing infrastructure by removing accumulated

contaminated sediment which restores capacity and proper function of the ponds. This proposal also works to address safety issues by increasing the ability of these ponds to reduce flooding. Feedback from community engagement has consistently affirmed the need for assistance in supporting this category of local infrastructure. Restoring the proper function of stormwater ponds is also important to the MPCA's long-term goal of maintaining or improving water quality.

Impact on Agency Operating Budgets

The money would be leveraged by local dollars through grants handled by the MPCA.

Description of Previous Appropriations

Funds have been previously appropriated for similar work in FY10 and FY11 per 2009 Session Law Ch. 172, Art. 2, Sec. 4. Total appropriation was $500,000 for several tasks related to PAHs, including $345,000 for a creation of a model ordinance and pond cleanout grants.

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($ in thousands)

Continuous Nitrate Sensor Network

AT A GLANCE

2022 Request Amount:	$1,000
Priority Ranking:	5
Project Summary:	One million in state funds is requested to acquire 40 nitrate sensors to develop a continuous nitrate monitoring network to support our state nutrient reduction strategy.

Project Description

This project will fund the infrastructure to design and install a network for the continuous real-time monitoring of nitrates in major watershed and basin pour points in Mississippi, Red River, and St. Louis River basins. Installing in-stream nitrate sensors would facilitate the collection of continuous real-time water quality data that are not currently available. These data would be far more complete than existing data from intermittent grab samples and would allow the state to track progress and more precisely direct investments to practices that will help meet the goals called for in Minnesota's Nutrient Reduction Strategy. The state's reductions are designed to work in collaboration with downstream states' efforts. The resulting data from this network would allow for modeling, data sharing, and informing the installation of best management practices all of which would be vastly enhanced by real-time nitrate sensors.

The infrastructure for continuous nitrate monitoring would be similar and integrated into the current DNR long-term assets for river level and flow monitoring. Similar to the DNR assets, monitors in the stream will be linked to enclosed housings on the right of way containing recording and transmission equipment . The wireless equipment in the enclosures would transmit the real-time data back to MPCA. For each installation, MPCA would need a permit from the appropriate local government unit. The request would be reviewed by Regional Construction Engineers who would evaluate the design of the proposed installation for strength and durability and identify any safety concerns.

Project Rationale

Data from this network would be used to track progress, pinpoint investments to improve water quality, and allow for more public awareness about how land use decisions impact water quality in real time. Downstream from Minnesota, Iowa and Illinois are installing nitrate sensors in the Mississippi River and tributaries and plan to make data available nationwide through a web portal to inform local and state decision makers through the Mississippi River Basin and to help states collectively track progress on nutrient reduction to improve the Gulf of Mexico Hypoxia Zone.

Project Timeline

September 2022 - finalize locations December 2022 - complete prep for electric install at site locations and secure permission to install equipment from infrastructure owner (city, county, twp, state). March 2023 - acquire sondes from manufacturer. May to June 2023 - complete installation of sondes. Installation will be weather and flow dependent; equipment cannot be installed during

flooding conditions.

Other Considerations

This proposal addresses a safety issue as it helps understands threats to drinking water and informs plans and investments to protect human health (drinking water) from nitrate. This also helps to target areas for nutrient reduction activities to help meet our state Nutrient Reduction Strategy targets. This is reflected in the One Minnesota Plan (Healthy Minnesotans and Minnesota's Environment) and in the MPCA's strategic plan (informing plans for nutrient reduction and accelerating the availability of data to the public).

Impact on Agency Operating Budgets

$100,000 cost to purchase portable sondes for calibration of the permanently installed sondes.

Description of Previous Appropriations

NA

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($ in thousands)

Construction and Demolition Landfills Final Cover Systems

AT A GLANCE

2022 Request Amount:	$2,000
Priority Ranking:	6
Project Summary:	This request is for $2 million for grants to local units of government. The grants would be used for the design, closure and the construction of a final enhanced cover system on unlined construction and demolition (C & D) landfills.

Project Description

The MPCA proposal is to provide grants to communities to properly design, close and construct a final cover system on unlined construction and demolition landfills to reduce or prevent the releases of contaminants to groundwater and surface waters. Unlined landfills lack a protective barrier below the waste, thereby allowing for the movement of pollution to native soils, groundwater or surface water.

The project would provide grants to cover up to 50 percent of the cost for installing enhanced covers at permitted unlined landfills looking to close their construction and demolition landfills in the next four years.

Project Rationale

Groundwater is the primary source of drinking water for three in four Minnesotans. Unlined landfilling has resulted in contamination of private drinking water wells. A 2019 MPCA report on the groundwater impacts found 65% of the reviewed 43 unlined construction and debris landfills have contamination to groundwater that exceeds drinking water health values for at least one of the three contaminants – Arsenic, Boron and Manganese. Long term exposure to Arsenic, Boron, and Manganese above drinking water health values can result in serious health issues for children and adults. Unlined landfills with groundwater contamination are found throughout Greater Minnesota.

Landfill covers are a significant tool in minimizing groundwater contamination and leachate generation. Enhanced landfill covers have an increased ability to reject precipitation at a rate greater than the currently required two-foot soil cover for construction and demolition landfills. As a result, enhanced covers at landfill closure provide the final opportunity to install a protective barrier over the waste to limit the movement of contamination into native soils, groundwater and surface waters.

Project Timeline

Various

Other Considerations

MPCA's strategic plan includes preventing and reducing risks to groundwater from unlined construction and demolition landfills. The proposal is for grants to local governments to properly design, close and construct a final cover system on unlined C&D landfills to reduce or prevent the releases of contaminants to groundwater and surface waters to accomplish this goal. The proposal is in alignment with the MPCA strategic plan and Governors administrative priorities.

The open area at a typical C&D landfill requiring final enhanced cover is expected to be 5 acres. The cost of a constructed enhanced landfill cover is approximately $150,000/ac. Using these figures, this grant request is expected to help place enhanced covers on approximately 26 acres of open unlined C&D landfills. MPCA will select grantees based on permit application completeness, robustness of cover design as shown through the Hydrologic Evaluation of Landfill Performance (HELP) model evaluation, the quality of plans and specifications submitted, site specific evaluation based on risk to human health and the environment and compliance status. It should also be noted that releases to groundwater requiring mitigation will still be the responsibility of the owner/operator to address.

Impact on Agency Operating Budgets

The Legislature authorizes a direct appropriation for the administrative costs and grants for the projects. This request does affect our annual operating budget.

Description of Previous Appropriations

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($ in thousands)

Solid Waste Capital Assistance Projects

AT A GLANCE

2022 Request Amount:	$19,750
Priority Ranking:	7
Project Summary:	This request is for $19.75 million for capital assistance grants to local governments. The grants would be used for the construction, expansion, and/or upgrade of solid waste facilities.

Project Description

The Capital Assistance Program provides funds to communities to preserve existing solid waste infrastructure, expand, and/or upgrade solid waste facilities, such as transfer stations, household hazardous waste facilities (HHW), materials recovery facilities (MRF), recycling and compost facilities to manage solid waste to conserve materials, resources, and energy. The proposal aligns with the Governor's administrative priorities and previous commitments to effective manage waste. These projects include the following communities: Brown County, Cass County, Chisago County, Crow Wing County, Dakota/Scott Counties, Hennepin County, Lyon County, Olmsted/Dodge Counties, Pope/Douglas Counties, Polk Regional (and their partners in Beltrami, Clearwater, Hubbard, Mahnomen, and Norman).

Brown County seeks $220,000 in funding to construct a new facility to manage materials such as HHW, problem materials, and a reuse area. Problem materials include but are not limited to mattresses, batteries, and agricultural plastics.

Cass County seeks $2.1 million in funding to rebuild their current recycling, HHW, and reuse facility. Original building was built in 1992 with funding assistance from the CAP program. An April 2020 Feasibility Report recommended Cass County build a new building and combine the scale house, personnel facilities, HHW, reuse, and recycling operations under one roof. Cass County's Pine River Waste Complex is the main hub in Cass County for managing these materials.

Chisago County seeks $281,000 in funding to expand their current HHW facility and reuse area. This facility was built in 1998 with the assistance of CAP funding, and is beyond its useful life and needed capacity to process, recycle and reuse HHW materials.

Crow Wing County seeks $250,000 in funding to build a one-stop-shop for customers with a new HHW building, located by the main office and recycling area that could be open year-round resulting in more material collection, a robust reuse area, and less HHW in the landfill. Current HHW facility is ½ mile from main office and is only open 2 days per month in the summer.

Dakota/Scott Counties received $2 million in Phase 1 funding to purchase land for a new residential drop-site for HHW, problem materials, recycling and source-separated organics.

Dakota/Scott requests the remaining $2 million in funding for Phase 2 to build the facility.

Hennepin County seeks $2 million in funding to expand their organics area for haulers delivering organics and construct a tipping and holding area for multiple organics streams. This expansion would also provide adequate space for loading the organics into semi-trailers for shipment to processing sites. This project will increase capacity at Hennepin County's transfer station in Brooklyn Park to manage a larger quantity of source-separated organics and various streams of organics materials.

Lyon County seeks $1 million in funding to construct a building to combine and compact curbside recyclables collected at community recycling drop off sites within the county. This project will provide transportation efficiencies by reducing the number of trucks going to the recycling facility. If funded, this project would also allow for the collection and compaction of recycling of non-curbside bulky problem materials: agricultural film plastic, pesticide jugs, mattresses, car seats, and polystyrene with its partners in the Southwest Regional Solid Waste Commission (Cottonwood County, Lac qui Parle, Lincoln County, Lyon County, Murray County, and Yellow Medicine County).

Olmsted/Dodge Counties seeks $4 million in funding to construct a MRF at the Olmsted Waste-to-Energy Facility (OWEF). This facility accepts waste from Olmsted and Dodge Counties. The primary objective of the project is to improve recycling and the characteristics of the waste being sent to the OWEF by greatly reducing the metals, glass, grit and other noncombustible waste items. Not only will these materials no longer wear the OWEF equipment, they will be recovered in a marketable form, providing enhanced recycling as well as additional revenue to Olmsted County. The metals component in Olmsted County's waste will be converted from a liability to an asset.

Polk County Regional Facility consists of a 6-county partnership (Beltrami, Clearwater, Hubbard, Mahnomen, Norman and Polk) and seeks $2.4 million to increase recycling and address insufficient labor by purchasing equipment to open bags of waste, process metals from the fines, and install robotics to expand upon the efficiencies and capabilities at their current MRF. This project estimates an increase of 7-12% organics recovery for each participating county.

Pope/Douglas Counties requests the remaining $5.5 million of Phase 2 funding for the retrofit and major equipment replacement at the MRF to remove recyclables from the waste stream before it goes to the resource-recovery facility. Pope/Douglas Counties received $5 million in Phase 1 funding to purchase land for a new residential drop-site for HHW, problem materials, recycling, reuse, and includes construction of a regional organics composting facility.

Project Rationale

Putting waste in landfills is the least desirable disposal method for Minnesota solid waste. By diverting usable material like recyclables from landfills, we slow the creation of landfills that we must manage. The collected recyclable materials support Minnesota industries in creating new products and jobs. In addition, energy and steam produced from waste at resource recovery facilities —

instead of landfills — is used by local communities.

Landfills, on the other hand, must be monitored and managed in perpetuity, even after they stop receiving new waste. Closed landfills produce contaminated fluids (leachate) and methane gas that must be contained and disposed of properly.

The Solid Waste Capital Assistance Program (CAP) provides grants to local governments to develop and implement an integrated solid waste management system. Integrated solid waste management systems include infrastructure that are essential public assets. The value of the system is how it enables preferred waste management practices consistent with the Minnesota Waste Management Act (M.S. 115A).

Project Timeline

This bonding request is for FY22 and FY23

Other Considerations

MPCA's strategic plan and long-term goal is to manage solid waste to conserve materials, resources, and energy. The Capital Assistance Program provides funds to communities to preserve existing solid waste infrastructure, expand, and/or upgrade solid waste facilities, such as transfer stations, household hazardous waste facilities (HHW), materials recovery facilities (MRF), recycling and compost facilities to accomplish this goal. The proposal is in alignment with the MPCA strategic plan and Governors administrative priorities.

The Capital Assistance Program (CAP), under M.S. 115A.49 – 115A.54, is the MPCA's main program to assist local governments in financing the infrastructure necessary for an effective integrated solid waste system. CAP also assists local governments in achieving environmental goals, provides orderly and deliberate development and financial security of publicly owned infrastructure, leverages local funds, and is a catalyst for regional cooperation.

Local governments are responsible for meeting rigorous CAP application requirements, assuring operating and maintenance costs for the life of the project (20 years minimum), and principal and interest payments from the issuance of bonds.

All kinds of priority projects are identified in FY22: infrastructure for recycling, HHW, and waste processing to recover materials from the waste stream.

Impact on Agency Operating Budgets

The legislature authorizes a direct appropriation for the administrative costs of the Solid Waste Capital Assistance Program. This request does not affect our annual operating budget.

Description of Previous Appropriations

Previous appropriations for the Capital Assistance Program:

Laws 2020, 5SS, Chapter 3 $25.8 million

Laws 2018, Chapter 214 $0.75 million

Laws 2017, 1SS, Chapter 8 $9.25 million

Laws 2015, 1SS, Chapter 5 $9.28 million
Laws 2014, Chapter 294 $2.63 million
Laws 2011, SS Chapter 12 $0.55 million
Laws 2010, Chapter 189 $5.08 million
Laws 2006, Chapter 258 $4.00 million
Laws 2005, Chapter 20 $4.00 million
Laws 2002, Chapter 393 $1.15 million
Laws 2000, Chapter 492 $2.20 million
Laws 1999, Chapter 220 $3.00 million
Laws 1998, Chapter 404 $3.50 million
Laws 1996, Chapter 463 $3.00 million
Laws 1994, Chapter 643 $3.00 million
Laws 1992, Chapter 558 $2.00 million
Laws 1990, Chapter 610 $7.00 million
Laws 1987, Chapter 400 $4.00 million
Laws 1985, Chapter 15 $11.40 million
Laws 1980, Chapter 564 $8.80 million
Total Appropriations $110.39 million

Project Contact Person

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($ in thousands)

Freeway Landfill

AT A GLANCE

2022 Request Amount:	$170,000
Priority Ranking:	8
Project Summary:	Up to $170 million for cleanup of the Freeway Landfill and Dump closed landfill site in Burnsville.

Project Description

Freeway Landfill and Dump (Freeway) is a future threat to the drinking water supply of the cities of Burnsville and Savage, and the Minnesota River. Under the Landfill Cleanup Act (LCA), which established the MPCA Closed Landfill Program, Freeway is defined as a closed landfill site. Under the LCA, cleanup at Freeway is also a state obligation.

There are two options that both protect human health and the environment. Option 1: Build a new modern landfill on the property for the waste. Option 2: Move the waste from the landfill and dump off the property to a modern landfill. Both options are being designed will go out to bid to arrive at firm costs for each project. The two costs will be presented to the Governor and Legislature to determine what cleanup option to fund and implement.

Option 1: Build a new landfill on the property for the waste (Dig and Line), which is estimated to cost $120 million. This option would first dig up the existing Freeway Landfill to allow a bottom liner to be constructed on the landfill property. Waste would then be placed on the new liner, along with waste from the Freeway Dump. The new landfill would be built with an impermeable liner under the waste and an impermeable cover over the waste to meet current regulatory and design standards. The new landfill will also include other modern methods to control pollution, including systems to collect the landfill gas and landfill leachate generated as the waste continues to decompose. Removing the approximately 760,000 cubic yards of waste from the Freeway Dump would potentially make 12 acres of the Freeway Dump property and 9 acres at the Freeway Landfill property available for re-use.

Option 2: Move all the waste to another landfill (Dig and Haul), which is estimated to cost $170 million- $554 million. This option would involve excavating the waste at Freeway and hauling it to a different permitted landfill for final disposal. This option is a higher cleanup cost but has the end result of potentially 115 acres available for redevelopment with no landfill on the property to maintain in perpetuity.

Project Rationale

Freeway is a future threat to the drinking water supply of the cities of Burnsville and Savage, and the Minnesota River. A cleanup is needed to protect these important natural resources.

When Freeway was operated, waste disposal occurred without the needed protections modern landfills have to manage landfill leachate and landfill gas. Because of the lack of a bottom liner there is an ongoing release of landfill leachate containing heavy metals, volatile organic compounds (VOCs), and chemicals of emerging concern like per- and polyfluoroalkyl substances (PFAS) and 1,4dioxane into the groundwater migrating beneath and outside the waste footprint. As well as an ongoing release of landfill decomposition gases (e.g. methane) into the atmosphere which contributes to climate change. These are significant environmental concerns that need to be addressed to ensure protection of human health and the environment.

Adjacent to the Freeway there is an operating dolomite quarry that has had a significant effect on the groundwater which has helped to protect the drinking water supply from contamination. To facilitate the quarry operation the water table has been lowered through dewatering to keep the quarry pit dry. Currently the quarry removes 10 million gallons of water per day enabling mining to occur 100 feet below the natural ground water table. The dewatering has dramatically lowered the water table which has kept the waste at Freeway from being in direct contact with the groundwater.

However, at a future date the quarry will close and dewatering for the purposes of mining will cease. When that happens groundwater levels will rise resulting in groundwater that supplies drinking water to the cities of Burnsville and Savage to be in contact with the landfill and dump waste.

Project Timeline

Current plan is:

Freeway Policy Bill-Session 2021

Complete Design- Summer 2021

Project Bidding-Fall 2021

Funding Bill -2022 Session

Construction start- Summer 2022

Other Considerations

The MPCA strategic plan includes a long term goal that contaminated sites are managed to reduce risks to human health and the environment and allow continued use or reuse. Freeway is the highest priority contaminated site in the MPCA closed landfill program. Cleanup is required to reduce the human health and environmental risks posed by Freeway and enable some level of future property reuse. The Freeway is in alignment with the MPCA strategic plan and Governors administrative priorities.

Impact on Agency Operating Budgets

No Impact

Description of Previous Appropriations

CLIF Appropriations specific to Freeway Landfill

Laws of 2019, SS1, Chapter 4, $1.62 million

Laws of 2017, Chapter 93 $3.00 million

Bond Appropriations to CLP not specific to Freeway Landfill
Laws of 2020, Chapter 3 $1.3 million
Laws of 2019, Chapter 2 $10.3 million
Laws of 2017, 1SS, Chapter 8 $11.35 million
Laws of 2012, Chapter 393 $2.00 million
Laws of 2011, 1SS, Chapter 12 $7.00 million
Laws of 2010, Chapter 189 $8.70 million
Laws of 2006, Chapter 258 $10.80 million
Laws of 2005, Chapter 20 $10.00 million
Laws of 2002, Chapter 393 $10.00 million
Laws of 2001, 1SS, Chapter 12 $20.50 million
Laws of 1994, Chapter 639 $33.38 million

Total to date $130 million

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