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2022 Local Government Preliminary Capital Budget Requests
July 2021

Page	Entity	Project Title	Priority	\$ in Thousands			
				2022 Request Amount	2024 Request Amount	2026 Request Amount	Total Request Amount
1	Aitkin, City of	Project Summary		527	0	0	527
2		Aitkin Park and Recreation Fieldhouse	1	527	0	0	527
8	Albert Lea, City of	Project Summary		30,000	0	0	30,000
9		Albert Lea Wastewater Treatment Facility Improvements	1	30,000	0	0	30,000
14	Arden Hills, City of	Project Summary		960	0	0	960
15		Mounds View High School Trail Segments	1	960	0	0	960
19	Association of Metro Municipalities	Project Summary		10,000	0	0	10,000
20		Inflow - Infiltration Assistance Capital Proposal	1	10,000	0	0	10,000
24	Aurora, City of	Project Summary		2,500	0	0	2,500
25		St. James Pit mitigation project	1	2,500	0	0	2,500
29	Austin, City of	Project Summary		14,500	0	0	14,500
30		Wastewater Treatment Facility Improvements	1	14,500	0	0	14,500
37	Babbitt, City of	Project Summary		1,000	0	0	1,000
38		West Development Housing Infrastructure Project	1	1,000	0	0	1,000
42	Beaver Bay, City of	Project Summary		1,020	0	0	1,020
43		Beaver Bay Water Intake Repair	1	1,020	0	0	1,020
47	Becker County	Project Summary		2,200	0	0	2,200
48		Heartland Trail: Detroit Lakes to Frazee, Moorhead to Hawley, Park Rapids to Osage (Becker county, Clay County, Hubbard County)	1	2,200	0	0	2,200
53	Becker, City of	Project Summary		4,254	0	0	4,254
54		Interchange Project at Trunk Highway 10, Trunk Highway 25, County Road 8, and County Road 52	1	4,254	0	0	4,254
58	Belle Plaine, City of	Project Summary		4,497	0	0	4,497
59		Downtown Business District Development, Rehab and Infrastructure Improvement Project	1	4,497	0	0	4,497
66	Bigfork, City of	Project Summary		1,200	0	0	1,200
67		Bigfork School and Community Enhancement Project	1	1,200	0	0	1,200
72	Biwabik, City of	Project Summary		4,000	0	0	4,000
73		Biwabik City-Wide Reconstruction Phases 5 and 6	1	4,000	0	0	4,000
77	Blaine, City of	Project Summary		25,950	0	25,000	50,950
78		TH65 at 99th Ave NE Grade Separated Intersection	1	25,000	0	0	25,000
83		Greater Twin Cities Public Safety Training Area	2	950	0	0	950
88		TH65 at 117h Ave NE Grade Separated Intersection	3	0	0	25,000	25,000
93	Bloomington, City of	Project Summary		24,000	0	0	24,000
94		Public Health Facility	1	9,000	0	0	9,000
99		Bloomington Ice Garden	2	15,000	0	0	15,000
104	Braham, City of	Project Summary		10,227	0	0	10,227
105		2022 Braham Drinking Water and Wastewater Request	1	10,227	0	0	10,227
111	Brainerd, City of	Project Summary		7,000	0	0	7,000
112		Water Treatment Facility Improvements	1	5,000	0	0	5,000
116		Cuyuna Lakes State Trail Extension	2	2,000	0	0	2,000
120	Brooklyn Center, City of	Project Summary		44,000	0	0	44,000
121		Brooklyn Center Health, Culture, and Recreation Community Center	1	44,000	0	0	44,000
126	Brookston, City of	Project Summary		2,100	0	0	2,100
127		Campground, Boat Launch and Recreational Facility	1	2,100	0	0	2,100
132	Buhl, City of	Project Summary		1,450	0	0	1,450
133		City of Buhl Water System	1	1,450	0	0	1,450
137	Caledonia, City of	Project Summary		549	0	0	549
138		City of Caledonia Ambulance Station	1	549	0	0	549
143	Carver County	Project Summary		4,118	8,132	0	12,250
144		County Highway 18 Community Connection Project	1	1,868	8,132	0	10,000
150		Lake Waconia Regional Park Event Classroom	2	2,250	0	0	2,250

Page	Entity	Project Title	Priority	\$ in Thousands			
				2022 Request Amount	2024 Request Amount	2026 Request Amount	Total Request Amount
157	Carver, City of	Project Summary		9,371	0	0	9,371
158		Carver Levee	1	9,371	0	0	9,371
162	Cedar River Watershed District	Project Summary		1,500	0	0	1,500
163		Climate Resiliency and Water Resource Infrastructure	1	1,500	0	0	1,500
168	Chisholm, City of	Project Summary		2,618	0	0	2,618
169		Ice Arena and Curling Club	1	2,618	0	0	2,618
174	Cold Spring, City of	Project Summary		182	0	0	182
175		Cold Spring Baseball Park Improvements	1	182	0	0	182
179	Coon Rapids, City of	Project Summary		1,600	0	0	1,600
180		Coon Creek Regional Trail and Pedestrian Bridge	1	1,600	0	0	1,600
184	Cottage Grove, City of	Project Summary		3,000	0	0	3,000
185		Cottage Grove 50 Meter Outdoor Pool Design and Construction	1	3,000	0	0	3,000
191	Crane Lake Township	Project Summary		1,910	0	0	1,910
192		Crane Lake Public Water Access	1	1,910	0	0	1,910
196	Dakota County	Project Summary		27,700	0	0	27,700
197		South St. Paul Library Construction	1	4,700	0	0	4,700
201		County Road 46 Reconstruction	2	11,500	0	0	11,500
206		Mississippi River Greenway Pedestrian Railroad Separation	3	6,500	0	0	6,500
210		Minnesota River Greenway Pedestrian Railroad Separation	4	5,000	0	0	5,000
214	Dayton, City of	Project Summary		4,000	0	0	4,000
215		Water Treatment	1	4,000	0	0	4,000
219	Detroit Lakes, City of	Project Summary		1,172	0	0	1,172
220		Washington Ballfield and Grandstand Renovation	1	1,172	0	0	1,172
224	Dilworth, City of	Project Summary		3,794	0	0	3,794
225		Dilworth Fire Station	1	3,794	0	0	3,794
229	Dodge County	Project Summary		1,949	0	0	1,949
230		Wasioja Seminary Ruins Stabilization	1	1,842	0	0	1,842
235		Civil War Recruiting Station Trail Head Property Aquisition	2	107	0	0	107
240	Duluth, City of	Project Summary		12,000	0	0	12,000
241		Spirit Mountain Recreation Area Infrastructure Investment	1	12,000	0	0	12,000
247	Elk River, City of	Project Summary		2,000	0	0	2,000
248		Environmental remediation project	1	2,000	0	0	2,000
253	Ely, City of	Project Summary		4,051	0	0	4,051
254		Ely Regional Trailhead	1	4,051	0	0	4,051
259	Elysian, City of	Project Summary		3,500	0	0	3,500
260		Elysian Water Improvement Program 2022	1	3,500	0	0	3,500
264	Faribault, City of	Project Summary		405	0	0	405
265		Northern Links Trail	1	405	0	0	405
269	Fergus Falls, City of	Project Summary		1,000	0	0	1,000
270		Fergus Falls Riverfront Corridor Phase Two	1	1,000	0	0	1,000
276	Floodwood, City of	Project Summary		2,500	0	0	2,500
277		City of Floodwood Development Infrastructure Improvements	1	2,500	0	0	2,500
281	Forest Lake, City of	Project Summary		5,700	0	0	5,700
282		Next Gen Headwaters Stormwater Flood Control Park Planning & Implementation	1	5,700	0	0	5,700
288	Gilbert, City of	Project Summary		6,250	0	0	6,250
289		Water Treatment Plant Improvement	1	6,250	0	0	6,250
294	Golden Valley, City of	Project Summary		1,700	3,500	0	5,200
295		Remote Fire Station	1	1,700	3,500	0	5,200
301	Halstad, City of	Project Summary		4,725	0	0	4,725
302		Long Term Water Supply	1	4,725	0	0	4,725
306	Hastings, City of	Project Summary		4,972	0	0	4,972
307		Civic Center Improvements	1	1,279	0	0	1,279
311		Fuel and E-Charging Station	2	750	0	0	750
315		Trail System Pavement Improvements	3	2,943	0	0	2,943

Page	Entity	Project Title	Priority	\$ in Thousands			
				2022 Request Amount	2024 Request Amount	2026 Request Amount	Total Request Amount
319	Hennepin County	Project Summary		58,300	0	0	58,300
320		Anaerobic Digester Organics Processing Center	1	21,000	0	0	21,000
325		Hennepin Avenue Suspension Bridge	2	12,000	0	0	12,000
329		Avivo	3	15,300	0	0	15,300
334		Simpson Shelter	4	10,000	0	0	10,000
338	Hibbing, City of	Project Summary		22,000	0	0	22,000
339		Hibbing Regional Public Safety Center	1	22,000	0	0	22,000
343	Hoyt Lakes, City of	Project Summary		1,500	0	0	1,500
344		Hoyt Lakes Community Recreation and Wellness Center	1	1,500	0	0	1,500
348	Hutchinson, City of	Project Summary		3,500	0	0	3,500
349		Campbell and Otter Lakes Restoration	1	3,500	0	0	3,500
353	Inver Grove Heights, City of	Project Summary		3,500	0	0	3,500
354		117th Street Reconstruction and Modernization	1	2,000	0	0	2,000
359		Heritage Village Park-Inclusive Playground and Facilities	2	1,500	0	0	1,500
364	Kandiyohi County	Project Summary		3,900	0	0	3,900
365		CSAH 55 Highway-rail Grade Separation	1	3,900	0	0	3,900
369	Karlstad, City of	Project Summary		14,300	0	0	14,300
370		Karlstad Municipal Airport Improvements	1	14,300	0	0	14,300
375	Kasson, City of	Project Summary		4,500	0	0	4,500
376		Southwest Flood Mitigation Project	1	4,500	0	0	4,500
381	Lake Lillian, City Of	Project Summary		15,361	0	0	15,361
382		Lake Lillian 2022 Infrastructure Project	1	15,361	0	0	15,361
387	Lake Shamineau Lake Improvement District	Project Summary		2,000	0	0	2,000
388		Lake Shamineau High-Water Project	1	2,000	0	0	2,000
394	Lakefield, City of	Project Summary		7,000	0	0	7,000
395		Lakefield 2022 Improvement Project	1	7,000	0	0	7,000
399	Lakes Area Police Department	Project Summary		3,000	0	0	3,000
400		City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center	1	3,000	0	0	3,000
405	Lakeville, City of	Project Summary		6,820	0	0	6,820
406		Regional Public Safety Training Center	1	6,820	0	0	6,820
411	Lino Lakes, City of	Project Summary		10,905	0	0	10,905
412		Water Treatment Plant	1	10,905	0	0	10,905
416	Little Falls, City of	Project Summary		2,500	0	0	2,500
417		TH 27 Memorial Bridge - Rail Grade Separation	1	2,500	0	0	2,500
422	Luverne, City of	Project Summary		1,600	0	0	1,600
423		Lewis and Clark Second Watermain Connection	1	1,600	0	0	1,600
427	Mankato, City of	Project Summary		20,000	0	0	20,000
428		WRRF Disinfection and Digestion Upgrade	1	20,000	0	0	20,000
433	Maple Grove, City of	Project Summary		18,000	0	0	18,000
434		Maple Grove Community Center Renovation and Expansion	1	18,000	0	0	18,000
440	Martin County	Project Summary		18,400	0	0	18,400
441		Martin County Public Safety and Justice Center	1	18,400	0	0	18,400
450	McLeod County	Project Summary		4,400	0	0	4,400
451		Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)	1	4,400	0	0	4,400
456	Medicine Lake, City of	Project Summary		3,000	0	0	3,000
457		City of Medicine Lake 2022 Improvements	1	3,000	0	0	3,000
462	Mendota Heights, City of	Project Summary		1,077	0	0	1,077
463		Oheyawahe Historic Pilot Knob	1	1,077	0	0	1,077
476	Mendota, City of	Project Summary		3,575	0	0	3,575
477		Watermain Looping and Pressure Reduction Project	1	3,575	0	0	3,575
482	Minneapolis Park and Recreation Board	Project Summary		35,300	0	0	35,300
483		North Commons Regional Vision	1	6,000	0	0	6,000
487		Grand Rounds Missing Link Implementation	2	12,300	0	0	12,300
491		Water Works Park	3	5,000	0	0	5,000

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				2022 Request Amount	2024 Request Amount	2026 Request Amount	Total Request Amount
496		Green Infrastructure and Habitat Improvement in Minneapolis Creeks	4	12,000	0	0	12,000
502	Minneapolis, City of	Project Summary		11,600	0	0	11,600
503		Central City Stormwater Tunnel	1	9,900	0	0	9,900
507		Emergency Operation Training Facility, Phase Two	2	1,700	0	0	1,700
513	Minnesota Valley Regional Rail Authority	Project Summary		15,000	0	0	15,000
514		Minnesota Valley Regional Rail Authority 2022 Rehabilitation Request	1	15,000	0	0	15,000
519	Minnetonka Beach, City of the Village of	Project Summary		4,800	0	0	4,800
520		New Water Treatment Plant	1	4,800	0	0	4,800
524	Minnetonka, City of	Project Summary		2,360	3,000	0	5,360
525		Opus Public Space	1	725	3,000	0	3,725
530		Hopkins Crossroads Trail Improvements	2	1,635	0	0	1,635
536	Minnewaska Area School District	Project Summary		5,500	0	0	5,500
537		Restore Former High School Building (Partnership with Central Square Inc.)	1	5,500	0	0	5,500
543	Monticello, City of	Project Summary		14,000	0	0	14,000
544		New Water Treatment Plant	1	14,000	0	0	14,000
548	Montrose, City of	Project Summary		5,000	0	0	5,000
549		Water Treatment Facility	1	5,000	0	0	5,000
553	Moorhead, City of	Project Summary		17,500	8,000	0	25,500
554		City of Moorhead Flood Mitigation Improvements - Continuation	1	17,500	8,000	0	25,500
559	Mora, City of	Project Summary		1,800	0	0	1,800
560		Mora Lake High Water Mitigation Appropriation	1	1,800	0	0	1,800
565	Morristown, City of	Project Summary		751	0	0	751
566		Morristown Improvement Project 2022	1	751	0	0	751
570	New Auburn, City of	Project Summary		6,901	0	0	6,901
571		New Auburn Water Sewer Infrastructure Project	1	6,901	0	0	6,901
575	New Germany, City of	Project Summary		8,000	0	0	8,000
576		New Germany Wastewater Treatment Project	1	8,000	0	0	8,000
581	Nobles County	Project Summary		5,880	0	0	5,880
582		Reading, MN Sanitary Sewer Project	1	5,880	0	0	5,880
588	North Mankato, City of	Project Summary		8,500	0	0	8,500
589		Caswell Park Improvements - Phase 2	1	8,500	0	0	8,500
595	Northfield, City of	Project Summary		7,552	0	0	7,552
596		Mill Towns State Trail: Northfield to Waterford Bridge	1	7,552	0	0	7,552
601	Oak Park Heights, City of	Project Summary		5,191	0	0	5,191
602		Redevelopment - Post Closure - Allen S. King Coal Plant Power Plant - City of Oak Park Heights	1	5,191	0	0	5,191
608	Olmsted County	Project Summary		44,260	0	0	44,260
609		Materials Recovery Facility	1	12,500	0	0	12,500
614		CSAH 44 and TH 14 Interchange	2	21,760	0	0	21,760
619		Graham Park Redevelopment	3	10,000	0	0	10,000
624	Otter Tail County	Project Summary		1,514	0	0	1,514
625		Perham to Pelican Rapids Regional Trail - Maplewood State Park Segment	1	1,514	0	0	1,514
630	Pelican Rapids, City of	Project Summary		1,740	0	0	1,740
631		Multicultural Aquatic Facility	1	1,500	0	0	1,500
636		Dam Removal-River Pedestrian Bridge	2	240	0	0	240
641	Plymouth, City of	Project Summary		20,000	0	0	20,000
642		County Road 47	1	20,000	0	0	20,000
647	Preston, City of	Project Summary		14,324	0	0	14,324
648		Minnesota Veterans Home Preston - Site Alternates	1	4,013	0	0	4,013
652		Forestville State Trail - Preston to Carimona Segment	2	10,311	0	0	10,311
656	Ramsey County	Project Summary		34,500	0	0	34,500
657		Park at RiversEdge	1	26,000	0	0	26,000
662		Rice Street Revitalization Project	2	5,000	0	0	5,000
667		Bruce Vento Trail Extension	3	3,500	0	0	3,500

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672	Ranier, City of	Project Summary		2,100	0	0	2,100
673		Safe Harbor Transient Dock on Rainy Lake	1	2,100	0	0	2,100
677	Red Lake Falls, City of	Project Summary		4,987	0	0	4,987
678		2022 Infrastructure Rehabilitation Project	1	4,987	0	0	4,987
684	Red Rock Rural Water System	Project Summary		8,900	0	0	8,900
685		St. James Area Expansion Project	1	8,900	0	0	8,900
690	Red Wing, City of	Project Summary		6,100	0	0	6,100
691		Upper Harbor - Bay Point Renewal	1	4,100	0	0	4,100
697		Red Wing Riverfront Trail, He Mni Can-Barn Bluff Regional Park to Colvill Park	2	2,000	0	0	2,000
703	Redwood Falls, City of	Project Summary		2,250	0	0	2,250
704		Redwood Falls Municipal Airport Runway and Lighting Replacement	1	2,250	0	0	2,250
709	Rice Lake, City of	Project Summary		1,500	0	0	1,500
710		Rice Lake Rd & Howard Gnesen Rd Sewer and Water Extension	1	1,500	0	0	1,500
714	Richfield, City of	Project Summary		10,000	0	0	10,000
715		Wood Lake Nature Center Building Project	1	10,000	0	0	10,000
720	Rochester, City of	Project Summary		18,400	0	0	18,400
721		District Energy System Rochester	1	10,000	0	0	10,000
725		Willow Creek Trail Connection Project	2	1,750	0	0	1,750
729		Silver Lake Sediment Removal and Revitalization	3	6,650	0	0	6,650
733	Roseville, City of	Project Summary		754	0	0	754
734		Guidant John Rose Minnesota OVAL	1	754	0	0	754
740	Scandia, City of	Project Summary		2,307	0	0	2,307
741		Big Marine Lake - Bliss Waste Water Treatment Plant Upgrade Project	1	715	0	0	715
746		Water Tower Barn: Scandia Regional Arts and Heritage Center	2	1,592	0	0	1,592
752	Scott County	Project Summary		21,720	9,461	0	31,181
753		Merriam Junction Trail	1	15,500	0	0	15,500
758		CSAH 9 and Local Road Improvements and Design	2	1,676	9,461	0	11,137
763		Sand Creek Overpass and Local Road Improvements	3	4,544	0	0	4,544
767	Shakopee, City of	Project Summary		11,264	0	0	11,264
768		Cultural Corridor with Minnesota Riverbank Stabilization and Access - Shakopee	1	7,264	0	0	7,264
774		Scott County Innovation Center	2	4,000	0	0	4,000
779	Shell Rock River Watershed District	Project Summary		8,450	0	0	8,450
780		Fountain Lake Restoration Phase 2	1	8,450	0	0	8,450
785	Sherburne County	Project Summary		41,500	0	0	41,500
786		U.S. Highway 169 CR 4 Rural Safety and Mobility Interchange Project	1	39,000	0	0	39,000
792		Big Elk Lake Regional Park	2	2,500	0	0	2,500
797	Shoreview, City of	Project Summary		6,675	0	0	6,675
798		Lake Johanna Fire Department Headquarters Fire Station	1	6,675	0	0	6,675
802	Shorewood Park Sanitary Sewer District	Project Summary		1,629	0	0	1,629
803		Sewer extension and pond expansion	1	1,629	0	0	1,629
808	Shorewood, City of	Project Summary		980	0	0	980
809		Safe Pedestrian Access - Shorewood	1	980	0	0	980
814	Silver Bay, City of	Project Summary		3,000	0	0	3,000
815		Multimodal Trailhead Center	1	3,000	0	0	3,000
821	Silver Creek, Town of	Project Summary		12,670	0	0	12,670
822		Town of Silver Creek Stewart River Wastewater Project	1	12,670	0	0	12,670
827	Silver Lake, City of	Project Summary		15,000	0	0	15,000
828		Silver Lake 2022 Improvement Project	1	15,000	0	0	15,000
833	Skyline, City of	Project Summary		900	0	0	900
834		Skyline Water Tower, Pump House and Well Refurbishment	1	900	0	0	900

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838	South Haven, City of	Project Summary		5,480	0	0	5,480
839		South Haven Infrastructure Improvements.	1	5,480	0	0	5,480
844	South St. Paul, City of	Project Summary		2,440	0	0	2,440
845		City Utility System Rehabilitation Measures	1	2,440	0	0	2,440
850	St. Joseph, City of	Project Summary		5,113	0	0	5,113
851		Co Rd 2 Sewer Main Improvements Project	1	5,113	0	0	5,113
855	St. Louis County	Project Summary		10,475	0	0	10,475
856		SLC Leachate System Replacement	1	4,500	0	0	4,500
861		St. Louis County Heritage and Arts Center	2	3,825	0	0	3,825
866		St. Louis County Fairground Buildings	3	600	0	0	600
870		Northern JPB ATV Trail System		1,550	0	0	1,550
875	St. Michael, City of	Project Summary		5,000	0	0	5,000
876		City of St. Michael Reed Bed Biosolids Facility Replacement Project	1	5,000	0	0	5,000
881	St. Paul Park, City of	Project Summary		5,834	0	0	5,834
882		3rd Street Collector Roadway Improvemnet Project	1	5,834	0	0	5,834
886	St. Paul, City of	Project Summary		85,350	0	0	85,350
887		EastBound Kellogg Boulevard RiverCentre Bridge	1	23,400	0	0	23,400
892		Great River Passage - River Recreation and Environmental Education Center	2	20,000	0	0	20,000
897		Como Zoo	3	12,000	0	0	12,000
901		North End Community Center	4	16,000	0	0	16,000
905		Downtown YMCA		10,000	0	0	10,000
909		Playwrights' Center		3,950	0	0	3,950
914	Staples, City of	Project Summary		890	0	0	890
915		Batcher Block Opera House Restoration Predesign and Design Phase	1	890	0	0	890
920	Stewartville, City of	Project Summary		2,000	0	0	2,000
921		15th Ave NE Improvement	1	2,000	0	0	2,000
925	Thief River Falls Regional Airport Authority	Project Summary		7,500	0	0	7,500
926		New Cargo Hangar Building	1	7,500	0	0	7,500
931	Three Rivers Park District	Project Summary		22,400	0	0	22,400
932		Regional Trail Network Safety and Expansion Project	1	22,400	0	0	22,400
937	Tower, City of	Project Summary		1,750	0	0	1,750
938		Water Treatment Facility Improvement	1	1,750	0	0	1,750
942	Tyler, City of	Project Summary		7,292	0	0	7,292
943		Trunk Sanitary Sewer Reconstruction	1	7,292	0	0	7,292
948	Virginia, City of	Project Summary		10,000	0	0	10,000
949		City-wide Infrastructure Project Phase 2	1	10,000	0	0	10,000
953	Wabasha, City of	Project Summary		16,709	0	0	16,709
954		Wabasha Resiliency Project (Highway 60 Re-Route)	1	4,334	0	0	4,334
959		Wabasha Port Facility	2	12,375	0	0	12,375
964	Warren, City of	Project Summary		1,600	0	0	1,600
965		Childcare Center	1	1,600	0	0	1,600
970	Waseca, City of	Project Summary		3,014	0	0	3,014
971		West Water Tower	1	3,014	0	0	3,014
975	Washington County	Project Summary		21,100	0	0	21,100
976		Trunk Highway 36 and CSAH 17 (Lake Elmo Avenue) Interchange Project	1	15,000	0	0	15,000
981		Washington County Historic Courthouse Restoration	2	2,500	0	0	2,500
986		St. Croix Bluffs Regional Park Boat Launch	3	600	0	0	600
991		CSAH 5 (Stonebridge Trail) and Browns Creek State Trail Connection Project	4	3,000	0	0	3,000
995	Watertown, City of	Project Summary		7,472	0	0	7,472
996		Watertown, MN - Wastewater Treatment Facility Expansion	1	7,472	0	0	7,472
1002	Wayzata, City of	Project Summary		6,000	0	0	6,000
1003		Wayzata Lake Effect Boardwalk Project	1	6,000	0	0	6,000
1008	Wilder, City of	Project Summary		4,200	0	0	4,200
1009		Wilder Sewer Project	1	4,200	0	0	4,200

Page	Entity	Project Title	Priority	\$ in Thousands			
				2022 Request Amount	2024 Request Amount	2026 Request Amount	Total Request Amount
1014	Willmar, City of	Project Summary		16,880	0	0	16,880
1015		Northeast Water Treatment Plant	1	16,880	0	0	16,880
1021	Windom, City of	Project Summary		436	0	0	436
1022		Red Leaf Court Storm Sewer	1	436	0	0	436
1026	Woodbury, City of	Project Summary		15,000	0	0	15,000
1027		Woodbury Central Park Remodel	1	15,000	0	0	15,000
		Total Local Government Requests		1,249,783	32,093	25,000	1,306,876

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Aitkin Park and Recreation Fieldhouse	1	GO	\$ 527	\$ 0	\$ 0
Total Project Requests			\$ 527	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 527	\$ 0	\$ 0

Aitkin Park and Recreation Fieldhouse

AT A GLANCE

2022 Request Amount:	\$527
Priority Ranking:	1
Project Summary:	\$527,000.00 in state funds are requested to predesign, design, and construct a warming house/community center (Aitkin Park and Recreation Fieldhouse), and pave the parking lot. This will be located at the Aitkin City Park in Aitkin MN.

Project Description

This is a grassroots multi-public use project that was planned to be completed in 2020. The entire project includes replacing the old hockey rink with a new (outdoor) hockey rink arena/pickle ball courts and replacing the warming house with a new redesigned Aitkin Park and Recreation Fieldhouse. The old warming house and hockey rink were removed in 2020. Due to COVID, unforeseen dirt work, and inflated construction costs the city was only able to complete the hockey rink/pickle ball courts in 2020.

The current need for the project is to replace the warming house with a new warming house/community center (Aitkin Park and Recreation Fieldhouse) and to pave the parking lot.

Scope: The goal of this fieldhouse is to provide a warming house for our hockey and figure skaters, and to provide a multi-purpose meeting/small event/education/concessions/youth activities center for the community. Within the fieldhouse, visitors will find washrooms, stake rental counter, concession and community room. A power door entry, wide hallways and modern bathrooms provide enhanced access in the fieldhouse for wheelchair users and individuals with mobility limitations.

We would like to hire Bolton and Menk (our city engineering firm) to be the project manager. Travis Miller from TWM is our architect. If approved for funding, we would go out to bid by February 2022 begin construction by the end of May. Our biggest constraint for projects in Aitkin is weather, so we prefer to get started as early in the year as possible.

The project will include costs for:

Predesign and Design-Warming House-	\$18,000.00
Design engineering parking lot -	\$8,000.00
Warming House Engineering /project management-	\$60,000.00
Parking lot Construction-	\$50,000.00
Sitework-	\$50,000.00
Masonry-	\$20,000.00
Building concrete-	\$20,000.00
Roof trusses-	\$25,000.00
Wall framing-	\$40,000.00
Siding-	\$35,000.00
Insulation-	\$10,000.00

Roofing-	\$25,000.00
Caulking-	\$2,000.00
Windows-	\$10,000.00
Doors-	\$30,000.00
Drywall-	\$20,000.00
Flooring-	\$20,000.00
Painting-	\$15,000.00
Specialties-	\$5,000.00
Countertops/kitchen-	\$10,000.00
HVAC & Plumbing-	\$60,000.00
Electrical-	<u>\$50,000.00</u>
subtotal-	\$593,000.00
Contractors O.H. & Profit-	\$49,700.00
Total.....	\$642,700.00

Money raised so far:

\$91,261.16 in local business and personal donations>

\$196,200.00 Minnesota DNR

\$75,000.000 Otto Bremer Trust

\$362,461.16

Money spent for construction of outdoor hockey rink/pickle ball courts:

\$479,750.43

\$117,289.27 City of Aitkin Park Fund

Money to collect:

\$21,800.00 DNR (when entire project is complete)

\$125,000.00 IRRB

Current community donation balance: \$5,500.00

Request Amount: \$490,400.00

Key funding sources so far have been business and citizen donations, a DNR grant, and an Otto Bremer Trust Grant. IRRRB has promised \$125,000.00, and we still have \$21,800.00 to collect from DNR upon total project completion.

We have an aggressive fundraising committee that is spearheaded by Council Woman and local entrepreneur Amanda Lowe. Her committee is a community collaboration that includes key representation from citizens, local businesses, Aitkin County, and Riverwood Hospital. They have set up a website (Home | Aitkin Community Park) where people can go online to donate, and they have several fundraising events planned.

Project Rationale

Aitkin is in need for meeting space for our citizens. Currently the only meeting space is at the library which is continually booked and does not work well for any type of exercise education, or for celebrations. We take calls at City Hall from people, businesses, and other governmental agencies who are looking for group space almost daily. This fieldhouse will be a central hub for the indoor and outdoor programming of the park throughout the seasons. We envision this as a space where we can have community education and activities for the elderly, birthday parties/celebrations, sports team fundraising events, civic group meetings, city and county committee meetings, indoor activities such as yoga, and much more such as a warming house. Ice skating and hockey are a popular and important winter activity in Aitkin. The hockey rink/ice skating rink is used every day that we have

ice. Not having a warming house this year made us realize what an important role the space plays. We keep several pair of skates for public use in the warming house. Skaters also use it as a place to come in and put their skates on and warm up. Our community was upset about the loss of the warming house, and we hope to build a new one as soon as possible.

Project Timeline

February 2022- Advertise for bids
April 2022- Accept bid and sign contract
May 2022- Begin Construction of Project
July 2022- Mid-point of project
September 2022- Project Completion

Other Considerations

This project is a community driven grassroots project with collaboration from citizens all over Aitkin County. COVID-19 greatly impacted completion of this project in 2020. The City was not able to go out to bid on time, and bids came back at more than double cost estimates. The City Council decided to complete only the hockey rink which depleted all the money raised and more.

We are not giving up. Council Woman Amanda Lowe (local entrepreneur) has stepped up and created a refreshed park subcommittee that aims to raise the money needed to complete this project. Lowe’s committee is well represented, active, and motivated.

Impact on State Operating Subsidies

We received DNR grant funding, and we still have \$21,800.00 to collect upon final completion.

Who will own the facility?

The City of Aitkin

Who will operate the facility?

The City of Aitkin

Who will use or occupy the facility?

The City of Aitkin will own and operate the fieldhouse. The use will be for the greater good of the entire community. It will be used by the City Staff, sports groups, community groups, businesses, and other governmental agencies. If rented out, it will be by the day.

Public Purpose

The fieldhouse will be useful to the citizens of the City of Aitkin, Aitkin County, and surrounding communities. Last winter people came from within a hundred-mile radius to play hockey and ice skate. It was an inconvenience to not have a place for skaters to change and warm up. The entire community (people inside and outside of city limits) is lacking for a public community space. People from all over Aitkin County and beyond use our library space when it is available, but it is overbooked, and it does not meet the needs of all groups. This space would serve a purpose for all residents of Aitkin County and beyond. The availability to utilize community space is important to “community”

vitality, especially in rural areas. This dual-purpose building will be a great asset to the public in this area.

Description of Previous Appropriations

We received DNR grant funding, and we still have \$21,800.00 to collect upon final completion.

Project Contact Person

Rose Beverly
City Administrator
218-927-2527
cityadmin@ci.aitkin.mn.us

(\$ in thousands)

Aitkin Park and Recreation Fieldhouse

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$527	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$6	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$147	\$0	\$0
TOTAL	\$0	\$680	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$8	\$0	\$0
Design Fees	\$0	\$18	\$0	\$0
Project Management	\$0	\$60	\$0	\$0
Construction	\$0	\$557	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$37	\$0	\$0
TOTAL	\$0	\$680	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Albert Lea Wastewater Treatment Facility Improvements	1	GO	\$ 30,000	\$ 0	\$ 0
Total Project Requests			\$ 30,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 30,000	\$ 0	\$ 0

Albert Lea Wastewater Treatment Facility Improvements

AT A GLANCE

2022 Request Amount: \$30,000

Priority Ranking: 1

Project Summary: Albert Lea is committed to economic growth and the environment. In order to meet a new NPDES permit limit for phosphorus, Albert Lea will need to update the Wastewater Treatment Facility infrastructure. These infrastructure updates are required to support area businesses and industries that produce food for the country and to maintain the City’s high standards for improving/maintaining the area natural resources as well as to replace aging infrastructure and meet new NPDES phosphorus limits.

Project Description

The Albert Lea Wastewater Treatment Facility (WWTF) is an existing municipal wastewater treatment facility that was built in 1983. The facility treats wastewater from the communities of Albert Lea and Manchester. The existing treatment system consists of a main lift station, 23,000 linear feet of 36-inch force main, a Parshall flume, two aerated grit tanks, two pre-aeration tanks, two primary clarifiers, four secondary aeration tanks, two secondary clarifiers, four nitrification aeration tanks, two nitrification clarifiers, four effluent filters, four ultraviolet disinfection units, four anaerobic digesters, a sludge thickening unit, two sludge storage tanks, and an outfall sewer. This project will include updates to nearly all units at the facility including major infrastructure changes to remove phosphorus. This removal to improve the environment will create a significant increase biosolids require large improvements to this portion of the facility. Additionally, disinfection will be improved to ensure viruses and bacteria entering the Shell Rock River meet discharge standards.

Albert Lea has a strong commitment to environmental stewardship. This project provides a opportunity to continue to improve and protect the environment. As part of this project we will look for ways to improve energy efficiency, look for ways to generate green energy, and seek opportunities to provide green sustainable improvements which will benefit the community and State.

Project Rationale

The Albert Lea WWTF has been assigned new total phosphorus limits. Due to this, the City is proactively planning a major facility upgrade to treat for phosphorus, upgrade disinfection, improve aging processes to ensure reliability and to rehab or replace other components as necessary to provide the community and it’s important companies a sustainable wastewater treatment plant.

This project is part an environmental regulatory requirement nearly doubling the costs of what otherwise would be a routine facility improvement and maintenance. Phosphorus levels in the Shell Rock River, including Albert Lea Lake need to be reduced and the brunt of the effort to reduce

phosphorus in the watershed has fallen upon the City's treatment facility. Our treatment facility serves 4 major producers (est. 1,250 jobs) and 7 supportive producers (est. 350 jobs) with expansion possibilities as new industries look at the community. If designed, funded and operated correctly this facility will be able to serve as an economic development engine providing much needed treatment of waste from these types of facilities.

Many of the jobs provided by these producers are entry level leading to livable wages with benefits such as health care. If the City were to pay for this project alone the rates necessary to cover construction costs would stifle and eventually reduce economic opportunities in the community. It would create significant rate increases in excess of the recommended percentage of net income for the average Albert Lea household. The full amount paid through rate increases would be damaging to the community and many struggling households. Improvements such as solar, biomass energy, and more are being investigated to improve environmental responsibility in the community, but they are limited without the funding necessary to make structural improvements first. With shared investment the proper foundations for an environmentally sound and economically beneficial facility can be met.

Project Timeline

- Bonding Received 2022
- Facility Plan - March 1 2022
- Apply for PSIG and CWRP financing July 31, 2022
- WWTF improvement plans and specifications certification by June 30 , 2023
- Construction to commence on June 30 2023
- Operational facility meeting phosphorus permit limit by December 31, 2026

Other Considerations

The City of Albert Lea's primary economic driver is supported by food industries. The Albert Lea food industries ship food all over the state and country and are vital to the economy of Albert Lea and the State of Minnesota as well as the Country's food supply. This project would:

- Support area industries and economic development.
- Improve the environment by removing phosphorus from the Shell Rock River.
- Replace aging infrastructure to continue to protect the environment and meet the Community's and State's high regard for water quality.
- The community has committed to this project and has invested over \$1,000,000 thus far in planning and preliminary design and will continue to push forward to develop a shovel ready project over the next year.
- The facility also supports the area community of Manchester and will continue to provide them with an economically feasible solution for wastewater treatment.
- The Department of Natural Resources is also planning a project which would connect the Myre-Big Island State Park to the City of Albert Lea Wastewater Treatment Plant. This would allow the State to eliminate a lagoon system that they are currently operating.

Impact on State Operating Subsidies

By supporting this project, the State of MN will quickly be paid back through sales tax revenue and income tax of food industry production.

Who will own the facility?

The City of Albert Lea

Who will operate the facility?

The City of Albert Lea

Who will use or occupy the facility?

The City of Albert Lea

Public Purpose

The Albert Lea Wastewater Treatment Facility is an existing municipal wastewater treatment facility that treats wastewater from the communities of Albert Lea and Manchester. The Department of Natural Resources is also planning a project which would connect the Myre-Big Island State Park to the City of Albert Lea Wastewater Treatment Plant. This would allow the State to eliminate a lagoon system that they are currently operating.

Description of Previous Appropriations

Wastewater Treatment Improvements

Project Contact Person

Patrick Ian Rigg
City Manager
507-377-4330
irigg@ci.albertlea.mn.us

(\$ in thousands)

Albert Lea Wastewater Treatment Facility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$30,000	\$0	\$0
Funds Already Committed				
City Funds	\$675	\$30,000	\$0	\$0
Pending Contributions				
TOTAL	\$675	\$60,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$675	\$6,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$54,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$675	\$60,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Mounds View High School Trail Segments	1	GO	\$ 960	\$ 0	\$ 0
Total Project Requests			\$ 960	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 960	\$ 0	\$ 0

Mounds View High School Trail Segments

AT A GLANCE

2022 Request Amount:	\$960
Priority Ranking:	1
Project Summary:	\$960 thousand in state funds is requested to acquire easements, engineering, design, and construction for new paved pedestrian and bike trails along Lake Valentine Road from Mounds View High School to Snelling Ave North; and along Snelling Ave North from Lake Valentine Road to County Road E2.

Project Description

The proposed project includes two trail segments.

1. Construction of 15,200 square feet of bituminous paved pedestrian and bike trail adjacent to Lake Valentine Road from the east parking lot of Mounds View High School to Snelling Avenue North (Ramsey County, County State Aid Highway 76), incorporating the short trail segment adjacent to Valentine Park. Estimated total project cost is \$520,000.
2. Construction of 12,500 square feet of bituminous paved pedestrian and bike trail adjacent to Snelling Avenue North (Ramsey County, County State Aid Highway 76) from Lake Valentine Road to Ramsey County Road E2. Estimated total project cost is \$440,000.

Project Rationale

The trail segments listed above are necessary to improve pedestrian safety for students of Mounds View High School (Enrollment 1,794), Bethel University (Enrollment 4,500) and Valentine Hills Elementary (Enrollment 642) traveling to and from school. A trail is needed along these segments of Snelling Avenue North and Lake Valentine Road to provide separation of pedestrian and bicycle traffic from vehicle traffic. The City has already spent \$2.43 million of City money for trail segments deemed the most dangerous for this area in the last six years.

Project Timeline

<u>Sequence</u>	<u>Completion Date</u>
Pre-design Complete	June 1, 2021
Engineering Design	August 1, 2021
Procurement/Bidding	March 2023
Start Construction	May 2023
Project Completion	November 2023

The proposed project is not limited or strongly influenced by other projects.

Other Considerations

This is a high priority need to improve the safety of pedestrians and bicyclists, including students and the general public.

Impact on State Operating Subsidies

No new or additional state operating dollars will be requested for this project

Who will own the facility?

City of Arden Hills

Who will operate the facility?

City of Arden Hills

Who will use or occupy the facility?

The primary users will be the general public to include, but not limited to, Mounds View Highschool students, Valentine Hills Elementary students, and Bethel University students.

Public Purpose

The public purpose of the proposed trail construction is to provide public trail facilities to improve the safety of pedestrians and bicyclists traveling along Lake Valentine Road and Snelling Avenue North. Mounds View High School students, Valentine Hills Elementary students, Bethel University students and the general public currently walk along these busy roads adjacent to vehicle traffic.

Description of Previous Appropriations

No previous state appropriations for this project.

Project Contact Person

David Grant
Mayor
651-792-7800
dgrant@cityofardenhills.org

(\$ in thousands)

Mounds View High School Trail Segments

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$960	\$0	\$0
Funds Already Committed				
City Funds	\$85	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$85	\$960	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$90	\$0	\$0
Predesign Fees	\$85	\$0	\$0	\$0
Design Fees	\$0	\$125	\$0	\$0
Project Management	\$0	\$115	\$0	\$0
Construction	\$0	\$630	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$85	\$960	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Inflow - Infiltration Assistance Capital Proposal	1	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 10,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,000	\$ 0	\$ 0

Inflow - Infiltration Assistance Capital Proposal

AT A GLANCE

2022 Request Amount: \$10,000

Priority Ranking: 1

Project Summary: The Association of Metropolitan Municipalities is requesting \$10 million in state bond funding to assist cities in the metropolitan area to correct inflow and infiltration problems in municipal wastewater collection systems.

Project Description

The Association of Metropolitan Municipalities is seeking a \$10 million capital bonding appropriation to assist metro area cities in mitigating inflow and infiltration (I/I) problems in municipal wastewater systems. Inflow and infiltration are terms for the ways that clear water (ground and storm) makes its way into sanitary sewer pipes and is then treated, unnecessarily, at regional wastewater treatment plants. I/I enters the system from a variety of sources including cracks, leaky pipe joints, deteriorated manholes, and through storm water that enters the system through rain leaders, or illegal foundation drains or sump pumps connected to sanitary sewer pipes.

Correcting the problem of excess I/I at the community level helps to alleviate the need for additional regional waster treatment capacity, the cost of which is upward of \$1 billion. These funds would assist in corrections that can help avoid potentially significant public health/safety and environmental consequences associated with this problem, including sanitary sewer overflows. Local communities have undertaken efforts to mitigate I/I at local sources, but corrections continue to need to be made to public systems for this problem to be adequately addressed.

Project Rationale

Many cities in the metropolitan area have been identified by the Met Council as contributing excess levels of clean water (inflow and infiltration) into the regional wastewater system. This clean water, which does not need to be treated, uses capacity in the regional system designed to meet population growth. In 2007, the Metropolitan Council implemented a surcharge program to compel cities to correct I/I related problems in their infrastructure. Cities in the metropolitan area that are contributing excess levels of I/I are surcharged by the Council. The surcharge is waived if they correct these problems.

The problem of excess I/I is regionally significant and can have health and safety and environmental consequences, including sanitary sewer overflows, if not corrected. Sanitary sewer overflows, for example, violate federal clean water standards and offenders are subject to fines.

This funding would assist cities with I/I mitigation. I/I corrections are more cost effective to do locally rather than adding regional wastewater capacity, but the corrections be complex and costly for local governments.

Project Timeline

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The facilities that would be improved through this activity are owned and operated on public rights-of-way by metro area local units of government.

Who will operate the facility?

Metro area local units of government.

Who will use or occupy the facility?

Public Purpose

Description of Previous Appropriations

Previous appropriations include \$3 million in state bonding in 2010, \$4 million in state bonding in 2012, \$2 million in state bonding in 2014, \$3.7 million in bonding funding in 2017. as well as \$1 million in Clean Water funds in 2013, for mitigation on private properties.

Project Contact Person

Patricia Nauman
Executive Director
651-215-4002
patricia@metrocitiesmn.org

(\$ in thousands)

Inflow - Infiltration Assistance Capital Proposal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$8,700	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$8,700	\$10,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$740	\$800	\$0	\$0
Project Management	\$185	\$200	\$0	\$0
Construction	\$7,775	\$9,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$8,700	\$10,000	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
St. James Pit mitigation project	1	GO	\$ 2,500	\$ 0	\$ 0
Total Project Requests			\$ 2,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,500	\$ 0	\$ 0

St. James Pit mitigation project**AT A GLANCE****2022 Request Amount:** \$2,500**Priority Ranking:** 1

Project Summary: The City of Aurora is requisitions \$2,500,000 in state funds for the acquisition of land or easements and for permitting and construction of publicly owned infrastructure to mitigate the imminent threat to public safety, property and regional water quality from the rising water at the St. James open pit mine complex and upon substantial completion of this project the city may use these funds for their water project.

Project Description

The St. James Pit is an old, abandoned Iron Ore Mine within the City of Aurora. It is not subject to new mining mitigation rules due to its operation many years ago before rules were in place. The City receives its drinking water from this mine and has a pumping station near it. The City, along with neighboring communities, have decided to switch to another source of water, and therefore Aurora will stop pumping water from the St. James Pit. The water level will rise-- estimated to rise 33 feet. The consequences may be water discharge via a surface outlet that needs to be developed, the St. James pit walls will destabilize, aquifer water levels will rise promoting basement flooding, and unintended surface water discharges will occur. The proposal seeks to develop a plan to address these problems using scientific data and analysis.

Project Rationale

These efforts will protect, preserve, conserve and enhance the water quality of the St. James Pit, the aquifer, and the discharge into the local river as well as fish populations who enjoy these waters. It is targeted especially to these waters and the pit that was substantially impaired. This effort will provide strategies that include citizens and the community in these scientific efforts. It is specifically designed to mitigate the impacts resulting from artificial hydrological modifications and it effects the drinking water of the community. The outflow work will prevent and reduce the levels of potential contaminants in surface waters.

Project Timeline

Engineering design / permitting Start - 09/2022

Project bid - 03/2023

Award Contract - 04/2023

Begin Construction - 05/2023

Project Completion - 12/2024

Other Considerations

Completion of this project will eliminate any potential safety hazards for the city and the regional water systems.

Impact on State Operating Subsidies

The city does not intend to seek state grants to support the operation or maintenance of the facility.

Who will own the facility?

City of Aurora

Who will operate the facility?

City of Aurora

Who will use or occupy the facility?

Citizens of the City of Aurora

Public Purpose

To eliminate any potential public hazards and to maintain and stabilize the St. James pit water source.

Description of Previous Appropriations

None

Project Contact Person

Stefanie Dickinson
City Clerk Treasurer
218-229-2614
cityclerk@ci.aurora.mn.us

(\$ in thousands)

St. James Pit mitigation project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Wastewater Treatment Facility Improvements	1	GO	\$ 14,500	\$ 0	\$ 0
Total Project Requests			\$ 14,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 14,500	\$ 0	\$ 0

Wastewater Treatment Facility Improvements

AT A GLANCE**2022 Request Amount:** \$14,500**Priority Ranking:** 1

Project Summary: The City of Austin is requesting \$14.5 million for the construction of a wastewater treatment facility. This will be part of an \$84.7 million improvement that will provide wastewater treatment for both our resident and industrial users. This improvement is needed to promote economic development, as well as, serve as a catalyst for continued housing needs for our community.

Project Description

The following improvements will be completed as part of this project:

- **Industrial:** Replace mechanisms in Separators. The separators do not perform well today. With an additional anaerobic digester, the solids concentration in the digesters can decrease to maintain the solids retention time, which should improve settling. But other separation options could be considered during preliminary design, including anaerobic MBRs or lamella plate settlers. Another reason to consider a different separation technology is because of the proximity of the separator to the flood protection.
- **Industrial:** Increase the anaerobic pump station wet well volume.
- **Industrial:** Building addition to accommodate new boiler/heat exchangers.
- **Combined:** New activated sludge with biological phosphorus removal. System includes recycle and wasting pumps and the required chemical addition back-up system.
- **Combined:** Final Clarifiers 1 and 2 would be replaced with deeper tanks and new mechanisms. Clarifiers 3 and 4 would have new mechanisms.
- **Solids Storage / Processing:** A thickening process would be required. There are several options for thickening, including dissolved air flotation thickeners (DAFTs), gravity belt thickeners (GBTs), centrifuge thickeners, and rotary drum thickeners (RDTs). It is recommended that dewatering and cake storage pair with Liquid Alternative 2. Liquid Alternative 2 also requires thickening of the wasted aerobic solids and adding a fourth primary digester.
- **Future:** Tank baffling for 5-stage Bardenpho modification to Activated Sludge system for total nitrogen treatment and internal recycle pumps.

1.1 Main Pump Station and Preliminary Treatment

The Main Pump Station has undergone recent improvements, including replacement of the influent pumps, new motor control center, and new flow meters. The following improvements are recommended:

- Replace process valving, including check and gate valves.

- Replace grit removal system, including grit separator, pump, and classifier. Grit system must be sized for the peak flows. Specific options for the grit removal system will be evaluated in preliminary design.
- Install engineered rail system for hoisting pumps and other equipment.
- Replace HVAC system. While some components are 10 years old at this time, they will be due for replacement in 5-10 years.
- Replace the lighting system.
- If the generator is reused, an EPA conversion kit must be added to the exhaust to meet current EPA emissions standards.

1.2 EQ Basin Improvements

As the Excess Flow Tanks are less than 5 years old, the structures are in good condition. Minor structural repairs are recommended for the equalizing tank.

1.3 Primary Settling Tanks

After preliminary treatment, the wastewater flows through aerated grit removal, preaeration, and on to 3 primary settling tanks. This second grit removal system and the preaeration tanks would not be necessary with the recommended Liquid Alternative 2. Without the trickling filters, the return sludge will not have mollusks. The existing three primary clarifiers do not have capacity for average wet weather. The following improvements are recommended:

- Add a 4th primary clarifier, similar to the existing three. In lieu of this, during preliminary design consider retrofitting primary filters within the existing tanks. Primary filters are a developing technology that have gained acceptance in the industry in the past 5 years. Potential benefits of primary filters over primary settling tanks include improved BOD and TSS removal, which can help reduce capital costs associated with the secondary treatment and reduced aeration demand.
- Replace or reconstruct portions of clarifier 1.
- Replace the guardrail and gate structure between clarifiers 1 and 2.
- For clarifiers 2 and 3 it is recommended to reconstruct the scum box and manhole.
- Replace the electrical conduit and conductors. The J-box must be moved outside of the class 1 space. Class 1, Div II space is 18" above the tank and 10' from the edge.

1.4 Disinfection

The facility currently feeds chlorine gas for disinfection and sulfur dioxide for dechlorination. The feed systems are newer. The chlorine contact tank has capacity for the design flows. Due to the safety hazards associated with chlorine gas, many facilities have moved from chlorine gas to ultraviolet (UV) disinfection. A UV disinfection system could be retrofit within the existing chlorine contact tank. The following improvements are recommended for disinfection:

- Consider during preliminary design the costs and non-monetary benefits of moving to a UV disinfection system, compared with the gas disinfection system. Costs presented in this section conservatively assume a UV disinfection system. With the proximity of the disinfection system to a future levee/flood wall, a portion of the costs for structural changes to disinfection could be included in DNR funding.

- Replace the electrical equipment, conduit and starters.
- Upgrade to LED lighting to reduce maintenance and electricity.
- Install new roof over the flood pumps.

1.5 Other Site Improvements

The facility has over 50 buildings or structures which have been constructed between 1938 and 2015. Piping and conduit of varying age and condition connect these buildings and structures. There are a number of miscellaneous improvements needed across the site, these include the following:

Administration Building

- Replace lab exhaust fan, hydronic radiators, and baseboard radiators in the lab area. In the garage area, the furnace, heating, and ventilation should be replaced.
- Install gas detection in the garage storage areas, as this does not meet code.
- Replace HVAC system to provide 6 air changes per hour in the lower level.
- Replace lighting system LED to reduce maintenance and save energy.

Jetter/Landfill Waste Receiving Station

- Install a dump location for jetter trucks. This should consider the grit and FOG in these loads.
- Within this location, or as a separate location, provide for landfill leachate dumping.

Site Piping

- Replace all piping that was installed in the 1930's and 1950's.
- Replace site watermain.
- Work with City staff to determine other piping for replacement.

Site Demolition. With the recommended Liquid Alternative 2, the following process units can be decommissioned or demolished:

- Four high-rate trickling filters
- Two older final clarifiers
- Two intermediate clarifiers
- Nitrifying trickling filters and pumping station
- Intermediate pumping station
- Rotating biological contactors
- Sludge drying beds

1.6 Resource Recovery

Wastewater treatment facilities offer the potential to produce recycled water, generate energy from biogas, and harvest nutrients from the wastewater. These opportunities come with costs. The following sections describe these opportunities.

Project Rationale

The city of Austin's wastewater treatment facility has components in use that date back to 1938. In order to accommodate increased flows, community growth and regulations, it has been determined that extensive facility improvements are necessary. At a crossroads where significant investment will

be required in the near-term to rehabilitate existing systems, it is prudent to change tracks now to a system that offers more flexibility. Our Facility study recommends a significant change to the facility moving away from a fixed-film treatment system and to an activated sludge system. While trickling filters have worked well for the facility and are considered a low-energy treatment system, trickling filters do not offer flexibility for future nutrient removal requirements. It is estimated that these improvements will cost \$84.7 million.

Project Timeline

Submit Facilities Plan	6/1/2019
Design	2/2020 - 7/2021
Submit PPL Application and Scoring Worksheet	3/2020

Other Considerations

Funding this project solely through user fees will have a great impact on our community customers. To cover the increased operating costs as well as the debt service, the net revenue from users must increase 62%. Applying this net rate increase and assuming equal cost allocations between industrial and residential, a typical residential monthly bill would increase to \$53.80/month.

The City of Austin is of the opinion that the current WIF and PSIG caps are not appropriate and place communities like Austin at a disadvantage effectively as a result of our population. Formula for these programs should provide an increased share of the total project costs beyond the state maximums and should recognize wastewater treatment costs should be no more than twice the annual costs for those larger population centers which can spread the capital costs over many more users. The reality of the existing programs are insufficient and should better recognize the cost burdens on end users more effectively.

Impact on State Operating Subsidies

Who will own the facility?

City of Austin

Who will operate the facility?

City of Austin

Who will use or occupy the facility?

City of Austin

Public Purpose

Community wastewater treatment

Description of Previous Appropriations

2020 Bonding bill allocation of \$7.45 million for a grant to the City of Austin to design and engineer improvements for upgrades to the city's wastewater treatment facility.

Project Contact Person

Craig Clark
City Administrator
507-437-9940
craigg@ci.austin.mn.us

(\$ in thousands)

Wastewater Treatment Facility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$14,500	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$41,000	\$21,750	\$0
Pending Contributions				
TOTAL	\$0	\$55,500	\$21,750	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$7,450	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$55,500	\$21,750	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$7,450	\$55,500	\$21,750	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
West Development Housing Infrastructure Project	1	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 1,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,000	\$ 0	\$ 0

West Development Housing Infrastructure Project**AT A GLANCE****2022 Request Amount:** \$1,000**Priority Ranking:** 1**Project Summary:** The City of Babbitt is requesting \$1,000,000 in state funds to extend municipal infrastructure to a new housing development.**Project Description**

Babbitt is located on Highway 21/70 on the eastern edge of the Mesabi Iron Range in northern Minnesota. Babbitt began as a mining town in 1944 and its economy still heavily relies upon the mining industry.

The housing development site is a parcel located on Central Boulevard, west of Mulberry Lane. The location is on the western side of the community located next to the schools and the downtown. This project consists the extension of infrastructure including new streets, water, sanitary sewer, stormwater, street lighting, electrical and site development to serve 18 single family residential lots and a large multifamily residential lot.

The total estimated cost is \$2,000,000 with the City of Babbitt requesting \$1,000,000 from this Bonding Bill request and the remaining \$1,000,000 will come from local governmental resources.

Project Rationale

The City of Babbitt has recently completed a new housing market analysis that indicated that the city needs additional residential construction to meet their growth projects for the existing population and new potential residents.

Future employment in Babbitt and surrounding communities will depend greatly on the construction of new mines or expansion of existing mines near Babbitt and on the Iron Range. There are currently two potential new mining developments on the eastern end of the Iron Range that will greatly impact Babbitt's economy and housing needs.

Project Timeline

Engineering Design/Permitting Begins – 9/2022

Project Bid – 3/2023

Award Contract – 4/2023

Begin Construction – 5/2023

Project Completion – 12/24

Other Considerations

The market analysis has identified the draw area for housing as Babbitt and the surrounding city and townships. The opportunity for a much larger housing demand is contingent upon the expansions of

existing taconite mining companies, new non-ferrous mining and new expansions with existing businesses.

Impact on State Operating Subsidies

There is no anticipated impact. The City of Babbitt will not be seeking additional state funds to pay for operational and maintenance of this project.

Who will own the facility?

City of Babbitt

Who will operate the facility?

City of Babbitt

Who will use or occupy the facility?

Existing residents in Babbitt and surrounding communities as well as new residents moving from other regions of Minnesota or around the country.

Public Purpose

The public purpose of this project is to provide safe, reliable and affordable housing for the community.

Description of Previous Appropriations

N/A

Project Contact Person

Cathy Hoheisel
Clerk/Treasurer
218-827-3647
cathy@babbitt-mn.com

(\$ in thousands)

West Development Housing Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Beaver Bay Water Intake Repair	1	GO	\$ 1,020	\$ 0	\$ 0
Total Project Requests			\$ 1,020	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,020	\$ 0	\$ 0

Beaver Bay Water Intake Repair

AT A GLANCE

2022 Request Amount:	\$1,020
Priority Ranking:	1
Project Summary:	The City of Beaver Bay is requesting \$1,020 to design and construct a new water intake line and control structure for the city's water department. that is the city's sole water source

Project Description

Replace Raw Water Intake Piping – Based on the comparison of the materials and pipe protection options, the city proposes to remove the existing raw water intake piping and replace it with HDPE pipe. The project would include anchoring the pipe to the bedrock on the lake bottom and protecting the pipe with concrete mats. The proposed project also includes replacing the water intake structure with a concrete structure with screen, similar to the existing structure. The project includes replacing the entire water intake piping which includes the piping anchored to the bottom of Lake Superior and the on shore section between the shore line and the raw water intake pump well. Cost: Replace Underwater Section Construction cost \$440,00 Replace On-shore Section Construction Cost \$308,000, Contingency \$75,000 and Engineering, Financing & Administration \$197,000, Total \$1,020,000

Project Rationale

The City of Beaver Bay had a new intake well installed 3 years ago and at that time discovered damage to the intake line which is used to draw water out of the lake. The system had been designed to draw water from a depth of 25 to 30 feet deep and due to the damage we are drawing water from a depth of 7 feet. We have had a preliminary study to look at options have identified it would be more cost effective to replace the intake line and intake control structure as the current one has damage in multiple places. The existing water intake piping has undergone substantial damage from wave and ice forces. A 40 to 50 feet section of piping has been torn loose and completely displaced from the original pipe alignment. The pipe was anchored to boulders with many of the anchors now broken from the piping resulting in an unstable system. Pipe damage from moving boulders was evident in at least one location.

The existing concrete intake structure sits on boulders and is unevenly supported. The raw water is being drawn from the open end of the intake pipe with no screen.

Project Timeline

- Complete Engineering Plans and Specifications: January 2022
- Bid Project: March 2022
- Award Contract: April 2022
- Begin Construction: June 2022

Substantial Completion: August 2022

Final Completion: September 2022

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Beaver Bay Water Department

Who will operate the facility?

The City of Beaver Bay Water Department

Who will use or occupy the facility?

The citizens of Beaver Bay and the 3-4 million tourist that travel through our city every year.

Public Purpose

Provide clean safe water drinking water to the citizens and the 3-4 million tourist that travel through our city every year.

Description of Previous Appropriations

The City of Beaver Bay received a Petro-Fund cleanup grant in 2014 to remediate a fuel spill/leak at out water intake well in the amount of \$686,000.

Project Contact Person

Tim G Anderson

Clerk/Treasurer

218-226-3251

tganderson@lakenet.com

(\$ in thousands)

Beaver Bay Water Intake Repair

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,020	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$59	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,079	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$130	\$0	\$0
Project Management	\$0	\$67	\$0	\$0
Construction	\$0	\$823	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$59	\$0	\$0
TOTAL	\$0	\$1,079	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Heartland Trail: Detroit Lakes to Frazee, Moorhead to Hawley, Park Rapids to Osage (Becker county, Clay County, Hubbard County)	1	GO	\$ 2,200	\$ 0	\$ 0
Total Project Requests			\$ 2,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,200	\$ 0	\$ 0

(\$ in thousands)

Heartland Trail: Detroit Lakes to Frazee, Moorhead to Hawley, Park Rapids to Osage (Becker county, Clay County, Hubbard County)**AT A GLANCE****2022 Request Amount:** \$2,200**Priority Ranking:** 1

Project Summary: Our request is for \$2.2 million in bonding funds for:

- Construction of the Heartland Trail between Detroit Lakes and Frazee; and
- Preliminary engineering, final design, land acquisition and initial construction between Moorhead and Hawley; and
- Preliminary engineering, final design, land acquisition and initial construction between Park Rapids and Osage; and
- Preliminary engineering, final design, and alignment selection from Osage to Frazee and from Detroit Lakes to Hawley.

Project Description

1. Construction of the Heartland Trail between Detroit Lakes and Frazee (\$500,000)

This segment of the Heartland Trail will fund remaining trail construction which will include completion of a bridge over Co. Hwy. 10, completion of the trail along US Hwy. 10 right-of-way, and connection of the trail into the Hwy 87 Project (MNDOT/City of Frazee) which will be constructed in 2022. The 2022 Hwy 87 project will create a 10' wide multi-use trail through the Frazee city limits where it will intersect with the future Heartland Trail heading east towards Wolf Lake, Osage and Park Rapids.

Funding for integrating the multi-use trail as part of the Hwy 87 improvements through Frazee totals approximately \$500,000 (provided via a MNDOT Transportation Alternatives grant) with Frazee contributing \$100,000 in matching funds.

2. Preliminary engineering, final design, land acquisition, and initial construction between Moorhead and Hawley (\$750,000).

This westernmost segment of the Heartland Trail will connect the City of Hawley to the City of Moorhead and the entire Fargo-Moorhead metropolitan area (pop. 246,100). Along the proposed route are the cities of Glyndon, Dilworth, along with Buffalo River State Park and the Minnesota State University Moorhead Regional Science Center - a part of the Bluestem Prairie.

Along this segment, certain portions of the Heartland Trail have already been constructed, such as a one mile segment in Glyndon and a trail crossing of US Hwy 10 in Hawley.

Preliminary engineering, final design, land acquisition, and initial construction along this segment will greatly advance implementation of this trail segment.

3. Preliminary engineering, final design, land acquisition, and initial construction between Park Rapids and Osage (\$750,000).

A trail route study was done in 2014 from Navillus Rd. to Park Rapids which identified a preferred route through Park Rapids, then heading west along the Hwy 34 corridor to Osage.

A 1 mile segment on the north side of Hwy 34 east of Osage by Hwy 125 was graded by MNDOT within MNDOT right-of-way in 2014 in anticipation of preliminary engineering and final design (prior to construction) associated with this segment of the Heartland Trail.

Preliminary engineering, final design, land acquisition, and initial construction along this segment will greatly advance implementation of this trail segment.

4. Preliminary engineering, final design and alignment selection from Osage to Frazee and from Detroit Lakes to Hawley (\$200,000).

As par of the Master Plan to extend the Heartland Trail from Park Rapids to Moorhead, it is important to begin preliminary alignment design between Osage, Wolf Lake and Frazee, and from Detroit Lakes to Hawley.

Project Rationale

1. Recently a 5.5 mile segment of the Heartland Trail east of Detroit Lakes was completed and is open for public use. So there is now some State Trail in Becker County.

2. The State (DNR) has developed a Master Trail Plan for the Heartland Trail Extension and the Counties and their respective municipalities which actively plan for and continue to request State bonding dollars to continue to develop these trail segments.

The completed Heartland Trail would connect the Fargo-Moorhead metropolitan area (pop. over 246,000) to the Minnesota Lakes recreational areas and cities to the east along the trail route. When the section between Moorhead and park Rapids is complete, it will extend the existing Heartland State Trail approximately 90 miles, providing for a continuous, uninterrupted 175 mile recreational trail corridor extending from Moorhead to Walker.

Project Timeline

1. Frazee to Detroit Lakes - CSAH 10 to TH87 segment would be bid Jan./Feb. 2022, construction summer of 2022, completion Fall of 2022.

2. Preliminary engineering, final design, land acquisition and construction between Moorhead and Hawley would take place from August 2022 through Dec. 31, 2026.

3. Preliminary engineering, final design, land acquisition, and construction between Park Rapids and Osage would take place from August 2022 through Dec. 31, 2026.

4. Preliminary alignment design from Osage to Frazee and from Detroit Lakes to Hawley would take place from August 2022 through December 31, 2026.

Note that there are numerous jurisdictions/agencies involved in developing/implementing these various projects: DNR, MNDOT, Fargo Moorhead Metro COG, Becker County, Clay County, Hubbard County and affected cities all working together to explore, align, design and develop the

aforementioned trail segments which are in various stages of development.

Other Considerations

Trail planning and implementation efforts have been ongoing prior to the first appropriation provided by the State in 2006. To-date the State has invested \$9.9 million. Local contributions have also assisted with trail development efforts.

Impact on State Operating Subsidies

For local units of government, identify any new or additional state operating dollars that will be requested for this project. (Required under M.S. 16A. 11, subd. 5).

Who will own the facility?

State of Minnesota

Who will operate the facility?

State of Minnesota

Who will use or occupy the facility?

The public.

Public Purpose

Trail developed specifically for public use, active recreation and enjoyment.

Description of Previous Appropriations

(2008) \$1.5 Million appropriated for the Heartland Trail (\$250,000 for land acquisition and planning and \$1.5 million to construct tunnel under Hwy 10. (Master Plan, Detroit Lakes to Frazee Connection).

(2014) \$2,684,600 appropriated for the Heartland Trail for engineering, predesign, acquisition, construction of the Heartland Trail from Detroit Lakes to Frazee.

(2017) \$3.3 Million appropriated for the Heartland Trail for engineering, predesign, acquisition, construction of the Heartland Trail from Detroit Lakes to Frazee.

(2019) \$2 million appropriated for the Heartland Trail for construction for overpass (CSAH 10), preliminary design and engineering from CSAH 10 to TH 87 and partial construction.

Project Contact Person

Guy Fischer
218-846-7330
guy.fischer@co.becker.mn.us

(\$ in thousands)

Heartland Trail: Detroit Lakes to Frazee, Moorhead to Hawley, Park Rapids to Osage (Becker county, Clay County, Hubbard County)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,200	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$150	\$0	\$0
Design Fees	\$0	\$800	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,250	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Interchange Project at Trunk Highway 10, Trunk Highway 25, County Road 8, and County Road 52	1	GO	\$ 2,188	\$ 0	\$ 0
		THB	\$ 2,066	\$ 0	\$ 0
Total Project Requests			\$ 4,254	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,188	\$ 0	\$ 0
Trunk Highway Bonds (THB) Total			\$ 2,066	\$ 0	\$ 0

(\$ in thousands)

Interchange Project at Trunk Highway 10, Trunk Highway 25, County Road 8, and County Road 52**AT A GLANCE****2022 Request Amount:** \$4,254**Priority Ranking:** 1

Project Summary: This phase would be to prepare final design, conduct site preparation work, and acquire right-of-way for an interchange to be constructed at the intersection of US Highway 10 and Trunk Highway 25. Sherburne County Road 52 and County Road 8 would be realigned to intersect on the South-side of the proposed interchange. Local streets on the North-side of Highway 10 would be extended to create additional buildable commercial areas with safe connection points to Highway 25.

Project Description

The total project cost for this phase is \$3,849,100. This funding will be used to prepare final design, conduct site preparation work, and acquire right-of-way for an interchange to be constructed at the intersection of US Highway 10 and Trunk Highway 25. Sherburne County Road 52 and County Road 8 would be realigned to intersect on the South-side of the proposed interchange. Local streets on the North-side of Highway 10 would be extended to create additional buildable commercial areas with safe connection points to Highway 25.

Project Rationale

According to the MnDOT crash mapping software data, existing intersections in the Highway 10 and Highway 25 corridor in Becker have crash ratings and critical rates that exceed the statewide average for the type of intersection. The current intersection between Highway 10 and Highway 25 is a skewed intersection with a stop sign for traffic entering Highway 10 from Highway 25 and from County Road 52. The proposed interchange will significantly improve vehicle and rail safety, and increase regional mobility and accessibility. Once the interchange is constructed, it will remove two at-grade rail crossings and two at-grade intersections with Highway 10.

Project Timeline

Final design work to begin as soon as funding is secured (currently 100% of funding requested through bonding funds). Final land acquisition and design to be completed around March 2024.

Other Considerations**Impact on State Operating Subsidies**

This phase would not have an impact on state operating funds. Once final design is complete, there would be a better understanding of potential ongoing maintenance costs and allocation across jurisdictions.

Who will own the facility?

Shared ownership due to the different roadway authorities connecting to the Interchange– MNDOT, Sherburne County and City of Becker. However, this part of the project would be led by the City.

Who will operate the facility?

Due to the different roadway authorities connecting to the interchange, maintenance will be a combination of MNDOT, Sherburne County and City of Becker.

Who will use or occupy the facility?

The interchange reduces the conflicts between multiple lanes of traffic and rail, which improves the safety and traffic flows for all local and regional travelers, including freight.

Public Purpose

The proposed interchange will improve safety locally and throughout the region by reducing conflicts between multiple lanes of traffic and rail.

Description of Previous Appropriations

None

Project Contact Person

Marie Pflipsen
Community Development Director
763-200-4246
mpflipsen@ci.becker.mn.us

(\$ in thousands)

Interchange Project at Trunk Highway 10, Trunk Highway 25, County Road 8, and County Road 52

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,188	\$0	\$0
Trunk Highway Bonds	\$0	\$2,066	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$4,254	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$1,665	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,184	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$405	\$0	\$0
TOTAL	\$0	\$4,254	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Downtown Business District Development, Rehab and Infrastructure Improvement Project	1	GO	\$ 4,497	\$ 0	\$ 0
Total Project Requests			\$ 4,497	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,497	\$ 0	\$ 0

Downtown Business District Development, Rehab and Infrastructure Improvement Project

AT A GLANCE

2022 Request Amount: \$4,497

Priority Ranking: 1

Project Summary: The City of Belle Plaine requests \$8.94M in state bond funds for design, construct, developing and rehabilitating aging public infrastructure (streets, regional transportation connections, sanitary sewer, and storm sewer) within the Downtown Central Business District as a two-year project.

Project Description

The City of Belle Plaine is planning to design and construct municipal infrastructure improvements in the central business district (Project Overview image attached). Previous work in this area occurred over 20 years ago, but funding fell well short of a full reconstruction project. As a result, underground utilities have continued to degrade and must now be addressed. Surface roadway, infrastructure and alley improvements account for 5 million of the project. (attached images of existing conditions)

This project presents a unique opportunity to simply not replace the existing lane, parking and sidewalk configuration, rather allow the downtown to reach a greater potential by transforming into an inviting, safe, and vibrant area. This will be carefully accomplished by focusing on the user, businesses, and all transportation modes to create a sense of place for commerce and entertainment that the community can truly embrace. Add functional improvements behind the curb, adding safety features, addressing pedestrian areas and accessibility, accounts for 3.8 million of the project.

Surface improvements will address the aging bituminous surface street, which is beyond traditional crack filling and patching repairs. Sidewalk widths will be increased to integrate business use, crosswalks greatly improved for safety, and various other amenities and plantings that will bring about the appropriate scale for the area (images attached of proposed project). This project being scheduled over two construction seasons to minimize the impact to both businesses and traffic.

Project Rationale

The City of Belle Plaine requests \$8.9M in state bond funds for design, construct, developing and rehabilitating aging public infrastructure (streets, regional transportation connections, sanitary sewer, and storm sewer) within the Downtown Central Business District as a two-year project.

Capital budget system allocation will resolve critical infrastructure issues, retain a crucial supply of naturally occurring affordable housing, and stimulate private (re)investment and employment growth in a local touchstone area of Belle Plaine. Allocation will remedy access to capital challenges and project realization will cap decades of efforts to preserve small-town character and locally significant history.

Sanitary mains past their useful life, stormwater overtopping existing systems and seeping into

foundations and basements, and regional transportation impacts comprise critical infrastructure needs.

Existing project area sanitary sewer conveyance infrastructure predates municipal utility records. Vitrified clay pipe has been conveying wastewater for at least 65 years, likely longer. Sanitary infrastructure remained untouched during a late 1990's downtown street improvement project due to financial constraints.

Stormwater challenges plaguing shop owners are addressed on an emergency and piecemeal basis due to costs. Resolving stormwater issues necessarily involves a larger project scope as defined herein.

Multi-jurisdictional roadways carrying regional traffic flow both help and hinder downtown function. Antiquated roadway design exacerbates this dynamic. Traffic simultaneously generates consumer demand and discourages pedestrian use in the project area. Roadway and streetscape improvements proposed will employ enhanced design to better balance business access, pedestrian needs and safety, creating a more complete system and connected neighborhood.

Project inclusion in the capital budget process will also directly preserve local housing options. Apartments above businesses provide a crucial supply of naturally occurring affordable housing. Overwhelming majorities of apartments in the downtown are unsubsidized rentals occupied by persons of extremely low income. City leaders fear project costs will be passed onto renters in the form of rent increases. Any price increase is further ill-timed as landlords who are most often owners of commercial storefronts and renters struggle with pandemic recession recovery.

Project inclusion in the capital budget process will reverse blighting conditions and stimulate private investment in redevelopment and growth opportunities. Struggling businesses, high storefront vacancy rates, and delayed major structural maintenance have intensified disinvestment in the downtown, undermining attempts to address critical needs in a local, cost-effective manner. Lack of public investment only further accelerates the downward disinvestment spiral.

Challenging rural economic dynamics create further headwinds for infrastructure rehabilitation and economic development efforts. Despite active and plentiful outreach, finding a private sector redevelopment partner is proving elusive. Limited market demand capacity and end-user pricing limitations result private sector investors concluding the numbers don't work in downtown Belle Plaine. Lacking a private sector redevelopment partner, the City is unable utilize TIF to rehabilitation public infrastructure or reverse disinvestment.

Major infrastructure rehabilitation financing challenges also result from Belle Plaine's jurisdictional location in the southern tip of Scott County. Aggregated data comparisons restrict competitive access to Rural Development infrastructure funding options based on median income. Preference scoring for high traffic volumes or large populations restrict competitive access to benefitting-number based metropolitan area options and partnerships. (Tax impact is discussed in Comments of Funding Sources)

Public investment in the central business district is not an arbitrary pursuit. The City has repeatedly attempted to breathe life into aging infrastructure and the downtown neighborhood. Thirty years of comprehensive plans, area-specific strategizing, and deliberate land use decisions have provided much needed support in the past. Addressing critical infrastructure issues and regional transportation corridors stands on those efforts. For example, timely public investment will compliment commercial

rehabilitation efforts afforded by a comprehensive Small Cities Development Program grant secured in 2020. Capital allocation will enhance 2021 American Rescue Plan local funds investment in economic development/recovery.

Correct decisions retaining public facilities (city hall, post office, and library) and provide enhanced parking opportunities provide a foundation for success.

In summation, capital budget system allocation will resolve critical infrastructure issues, retain a crucial supply of naturally occurring affordable housing, and stimulate private (re)investment and employment growth in a local touchstone area of Belle Plaine. Allocation will remedy access to capital challenges and project realization will cap decades of efforts to preserve small-town character and locally significant history. (see supporting documents of above narrative)

Project Timeline

One project constructed over two years, bid each year separate in order to obtain more competitive bids

- a. Funding Agency Applications 06/2021
- b. Preparation of Plans and Specifications 09/2021 & 09/2022
- c. Funding Agency Review 01/2022 & 01/2023
- d. Council Authorizes Advertising 03/2022 & 03/2023
- e. Council Considers Awarding Project 04/2022 & 04/2023
- f. Begin Construction 05/2022 & 05/2023
- g. Substantial Completion 11/2022 & 11/2023
- h. Final Completion 06/2024
- i. Project Closeout 06/2024

Other Considerations

Infrastructure improvements in this area specifically were last addressed in 1999. The City struggled to adequately fund the project at that time and was relegated to only replacing watermain and forced to leave the aging storm and sanitary sewers until a later date. These utilities have continued to deteriorate and now require replacement to prevent flooding and costly sewer surcharges to adjacent properties. In addition, a county road generates significant traffic volumes and brings diverse vehicles into this area. Altering the roadway to more appropriately balance traffic, parking and non-motorized methods of travel is essential to safety of the downtown business district.

The project will revitalize our downtown which is the main goal of our small community. Economic development to our downtown business impacts all in our community. The downtown currently has a small cities grant to assist businesses. This project will partner with the grant and new financial potential to those businesses with store-front to store-front street scape improvements adding accessible, outdoor seating, and community gathering spaces to increase community cohesiveness. Base on location and tax base the City of Belle Plaine it is critical to have outside financing so that business don't have to sustain the financial impact solely. It will spur future business, development entrepreneurship, and increase business occupancy rate, which will increase our tax base and benefit all tax payers.

Critical infrastructure improvement to the storm sewer and sanitary sewer are necessary due to aging system. This project infrastructure area is necessary to be improved before we can complete a joint municipal/county project planned for 2024. It provides a vital connection to future necessary improvement to our municipal capital planned infrastructure system, that provides service to resident and businesses.

The improvement to the aging infrastructure will also assist environmentally with requirements PCA, which is important locally and regionally as the City of Belle Plaine sit on the shores of the Minnesota River, which flows north to the metro area.

Project area includes a major connection between traffic corridors of MN State Highway 25 (which provides the furthest metro connection to cross the Minnesota River during flood season), MN State Highway 169, Scott County CSAH 3 and Scott County CSAH 6, along with municipal downtown business district.

Impact on State Operating Subsidies

The City of Belle Plaine if awarded would not request additional state operating dollars for this project.

Who will own the facility?

City of Belle Plaine

Who will operate the facility?

City of Belle Plaine (non-state project management) along with city contracted engineer, Bolten & Menk Inc

Who will use or occupy the facility?

The City of Belle Plaine, 100% Public Use

Public Purpose

The project streetscape will add safe accessibility, outdoor seating, and community gathering spaces to increase community cohesiveness. Business development, entrepreneurship, and increase business occupancy rate, resulting from project will increase our tax base and benefit all tax payers. Critical infrastructure improvement (storm and sanitary sewer) are necessary due to aging system and have to be done prior to a joint municipal/county project planned for 2024. It provides a vital connection to future necessary improvement to our municipal capital planned infrastructure system, that provides service to resident and businesses. Improvements will also assist environmentally with requirements PCA, which is important locally and regionally as the City of Belle Plaine sit on the shores of the Minnesota River. It is a major connection between traffic corridors of MN State Highway 25, 169, Scott County CSAH 3 and Scott County CSAH 6, and our downtown business district.

Description of Previous Appropriations

Project Contact Person

Amy Jirik

Finance Director

952-873-5553

ajirik@ci.belleplaine.mn.us

(\$ in thousands)

Downtown Business District Development, Rehab and Infrastructure Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,497	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$3,497	\$0	\$0
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$8,994	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,085	\$0	\$0
Project Management	\$0	\$155	\$0	\$0
Construction	\$0	\$7,754	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,994	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Bigfork School and Community Enhancement Project	1	GO	\$ 1,200	\$ 0	\$ 0
Total Project Requests			\$ 1,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,200	\$ 0	\$ 0

Bigfork School and Community Enhancement Project

AT A GLANCE**2022 Request Amount:** \$1,200**Priority Ranking:** 1

Project Summary: The project we are seeking \$1.2 million in State of Minnesota GO Bond funding for entails adding a community strength training, fitness & wellness center, public restrooms accessible from the multi-use Bigfork RiverWalk Trail, storage space for the Edge Center for the Arts, and new Bigfork School locker rooms and related amenities. The project may result in existing space being repurposed for educational purposes.

Project Description

The project we are seeking funding for entails adding a community strength training, fitness & wellness center, public restrooms accessible from the multi-use Bigfork RiverWalk Trail, storage space for the Edge Center for the Arts, and new Bigfork School locker rooms and related amenities. The project may result in existing space being repurposed for educational purposes.

Funds will be utilized to accomplish the following:

- The Edge Center for the Arts is a unique collaborative with the Bigfork School. The Edge Center for the Arts is a charitable organization that operates the Theatre/Art Gallery which is attached to the Bigfork School and provides fine arts & cultural opportunities to individuals or groups residing in, or that are visiting Bigfork and the surrounding area. They also educate youth on the fine arts through innovative programming. This project will resolve their need for additional storage.
- The multi-use Bigfork RiverWalk Trail provides school children, families and others an alternative safe route to school, recreation, transportation and a health & wellness improvement opportunity. The trail connects all aspects of the community: school, businesses, Bigfork Valley Hospital, assisted living & memory care units, water accesses, and other recreation sites such as playgrounds. During the summer of 2021 the trail will be installing intergenerational enhancement projects: outdoor fitness equipment, a children's StoryWalk, and Bigfork River interpretive panels. Accessible public restrooms for the trail will increase the use and enjoyment of the trail for all users.
- The community strength training, fitness and wellness center design addresses issues of location & capacity and will be to open to the public. The new weight room will provide an additional health and wellness opportunity to the community and will complement existing fitness centers.
- It is anticipated that the repurposing of space in the school will open up area/space for more academic/classroom needs.
- Visiting athletic teams would use the existing locker rooms. Bigfork athletic teams would not need to vacate locker rooms on game nights until a later time.
- Four locker room spaces would be available to include JV athletic teams for boys' and girls' doubleheaders.
- Varsity locker rooms would be immediately adjacent to the gym, and would include adequate ventilation and lockers which will allow for proper equipment drying capabilities and improved air

quality. Locker room restrooms, as well as public restrooms would be improved and available near the gym and athletic fields.

Project Partners:

- City of Bigfork
- Northern Itasca Joint Powers Board
- Bigfork Valley Community Foundation
- ISD 318
- Edge Center for the Arts
- Bigfork Valley Hospital

Project Rationale

Current Limitations this project addresses:

- The current configuration of the small and basic weight room greatly limits the potential for community use and doesn't adequately address student or student athlete needs.
- The Edge Center for the Arts rents storage space approximately 10 miles away from the theater/gallery; during productions they are limited by the lack of props/materials storage and cast dressing areas.
- There are no public restrooms readily available for Bigfork RiverWalk Trail users. Portable toilets are used for athletic seasons/events on the football field and are not easily accessible to event fans.
- Teams practicing must end their practice at 4:45 pm on nights when other athletic teams have a home game in order to allow the visiting team access to locker rooms. (Ex: If volleyball is hosting a game, the football team needs to be out of the locker room by 5:00 pm to allow the visiting team to dress.)
- Bigfork School is not able to host boys' or girls' basketball doubleheaders without having 2 teams dress in other spaces: classrooms, weight room, band room, etc. Bigfork cannot include JV teams when hosting these doubleheaders due to locker room space, yet every school played with this format have adequate space to accommodate four teams.
- Locker rooms are not immediately accessible to the gym space. Basketball and volleyball teams need to travel through the school commons to access the gyms.
- The outdated condition of the current locker room space does not allow adequate ventilation to "dry" or "air out" football equipment. There is also limited restroom, storage, and shower space.
- Two years ago the current weight room was relocated away from the gym spaces to near the industrial tech/shop area. The location is not favorable to physical education students nor to student-athletes. The weight room relocation also repurposed classroom space that may be regained by this project.

Project Timeline

Final engineering and design: January 2022

Anticipated construction bid opening: June 2022

Anticipated construction start: June/July 2022

Anticipated construction completion: May 2023

Other Considerations

Project Partners:

- City of Bigfork
- Northern Itasca Joint Powers Board
- Bigfork Valley Community Foundation
- ISD 318
- Edge Center for the Arts

- Bigfork Valley Hospital

Impact on State Operating Subsidies

The City of Bigfork has submitted a request for consideration to the Iron Range Resources and Rehabilitation Board. No other additional State operating dollars will be requested for this project.

Who will own the facility?

Minnesota Independent School District 318

Who will operate the facility?

Minnesota Independent School District 318, Edge Center for the Arts, and the City of Bigfork

Who will use or occupy the facility?

Residents from Bigfork and several surrounding communities, Bigfork School student athletes, Bigfork School students, visiting team student athletes, visitors to the area, Edge Center for the Arts patrons and users, Bigfork RiverWalk Trail users, Bigfork Valley Hospital senior community residents, and Bigfork Valley Hospital patients. The project is on the site of Bigfork School and will be owned and occupied by Independent School District 318. The project will be inclusive and provide opportunities for use to all.

Public Purpose

The project we are seeking funding for will add much needed amenities to a Minnesota public school that will benefit various segments of the public by adding a community strength training, fitness & wellness center, public restrooms accessible from the multi-use Bigfork RiverWalk Trail, storage space for the Edge Center for the Arts, and new Bigfork School locker rooms and related amenities. The project may result in existing space being repurposed for educational purposes. Residents from Bigfork and several surrounding communities, Bigfork School student athletes, Bigfork School students, visiting team student athletes, visitors to the area, Edge Center for the Arts patrons and users, Bigfork RiverWalk Trail users, Bigfork Valley Hospital senior community residents, and Bigfork Valley Hospital patients. The project will be inclusive and provide opportunities for use to all.

Description of Previous Appropriations

There have been no previous State of Minnesota Appropriations or Appropriation requests for this project.

The City of Bigfork has not received any State Bonding Appropriations in the last 10 years or longer.

Project Contact Person

Angie Storlie
City of Bigfork Clerk
218-743-3782
cityclerk@bigfork.net

(\$ in thousands)

Bigfork School and Community Enhancement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,200	\$0	\$0
Funds Already Committed				
Other Funding	\$0	\$300	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$250	\$0	\$0
Federal Funds	\$0	\$750	\$0	\$0
Other Funding	\$0	\$50	\$0	\$0
TOTAL	\$0	\$2,550	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$75	\$0	\$0
Project Management	\$0	\$177	\$0	\$0
Construction	\$0	\$2,148	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$150	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,550	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Biwabik City-Wide Reconstruction Phases 5 and 6	1	GO	\$ 4,000	\$ 0	\$ 0
Total Project Requests			\$ 4,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,000	\$ 0	\$ 0

Biwabik City-Wide Reconstruction Phases 5 and 6

AT A GLANCE

2022 Request Amount:	\$4,000
Priority Ranking:	1
Project Summary:	The City of Biwabik is requesting \$4,000,000 in state funds for the design and construction of Phase 6 of the City-wide Infrastructure Improvement Project.

Project Description

The City of Biwabik is currently designing and constructing Phases 5 and 6 of their City-wide Infrastructure Improvement Program. Phase 5 is a cooperative effort between the City and MN DOT to reconstruct approximately 2 miles of the State Highway 135 which also includes Biwabik’s Main Street. The total project cost estimate for Phase 5 is approximately \$6,000,000. Phase 5 is currently under construction and is anticipated to be completed by the end of 2022. Phase 6 consists of the reconstruction of Fifth Avenue North, First Street North (From First Avenue North to Sixth Avenue North) and Sixth Avenue South. Phase 6 includes a full reconstruction of the road surface, water mains, sanitary sewer lines, storm drain sewer system and necessary sidewalk replacement. The total project cost estimate for Phase 6 is approximately \$4,000,000. The City of Biwabik is requesting \$4,000,000 from bonding bill funds to complete Phase 6. Construction for Phase 6 is estimated to begin in 2023.

Project Rationale

The City of Biwabik has completed the first four phases of their city-wide infrastructure over the last six years which included streets, alleys and infrastructure over a large portion of the city. Biwabik completed these phases with \$6,700,000 in Federal Loans and \$4,250,000 in general obligation funds through the city. Biwabik is currently partnering with MNDOT on phase 5 which is being funded at \$6,000,000 with funds from the city and federal transportation dollars. The City of Biwabik is asking for \$4,000,000 in bonding bill dollars to complete Phase 6 of their City-wide Infrastructure Improvement Project.

Sixth Avenue North is designated as the alternate route through the city when the Main Street is down for maintenance or city activities. Fifth Street North is in need up upgrading and reconstruction. Sixth Avenue South runs from Main Street in a southernly direction to the City’s Depot Location. The city is currently working with a large distribution company and the local rail owners (Canadian National). As a part of this economic development project, the rail system and city road system will see large increases in both rail car traffic and semi-truck traffic. It is imperative that Sixth Avenue South is upgraded to accommodate all of the new truck traffic.

Project Timeline

Engineering Design/Permitting - 09/22
 Project Bidding - 03/23

Award Contract - 04/04/23
Begin Construction - 05/23
Project Completion - 12/24

Other Considerations

The City of Biwabik is located on MN State Highway 135 which serves as the main artery serving the Giants Ridge Golf and Ski Recreation Area. This attracts over 150,000 visitors each year who come to visit this facility and will use local resources and infrastructure.

Impact on State Operating Subsidies

The City of Biwabik does not intend to seek State grants to support the operation or maintenance of the facility.

Who will own the facility?

City of Biwabik

Who will operate the facility?

City of Biwabik

Who will use or occupy the facility?

Residents and businesses of the City of Biwabik as well as tourists around the State and Country.

Public Purpose

This project will provide quality and safe infrastructure for the City of Biwabik.

Description of Previous Appropriations

Project Contact Person

Jeff Jacobson
City Administrator
218-865-4183
administrator@cityofbiwabik.com

(\$ in thousands)

Biwabik City-Wide Reconstruction Phases 5 and 6

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$6,000	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$6,000	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,200	\$800	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$4,800	\$3,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$6,000	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
TH65 at 99th Ave NE Grade Separated Intersection	1	GO	\$ 25,000	\$ 0	\$ 0
Greater Twin Cities Public Safety Training Area	2	GO	\$ 950	\$ 0	\$ 0
TH65 at 117h Ave NE Grade Separated Intersection	3	GO	\$ 0	\$ 0	\$ 25,000
Total Project Requests			\$ 25,950	\$ 0	\$ 25,000
General Obligation Bonds (GO) Total			\$ 25,950	\$ 0	\$ 25,000

TH65 at 99th Ave NE Grade Separated Intersection**AT A GLANCE**

2022 Request Amount:	\$25,000
Priority Ranking:	1
Project Summary:	\$25,000,000 is requested for a grant to the city of Blaine to complete the final engineering design for grade separations and associated improvements to marked Trunk Highway 65 at 99th Avenue in the city of Blaine.

Project Description

The City of Blaine has been planning improvements along this corridor for several years and is nearing the end of a Planning and Environmental Linkages (PEL) study for it. The full set of improvements planned for TH 65 in Blaine extend from its intersection at 97th Ave to its intersection at 117th Ave through central parts of the city. With this application, the City of Blaine is seeking funding to support **Phase 2** of the **TH 65 Improvements Project**, which is the construction of the grade separated intersection at 99th Ave NE.

The Trunk Highway (TH) 65 Improvements at 99th Avenue NE Project (Project) will improve the flow of traffic, expand access for multiple modes of transportation, and improve safety through the City of Blaine by constructing a grade separated intersection, improving connections to frontage roads, as well as safe bike and pedestrian passage.

Project Rationale

TH 65 is a principal arterial located within the Twin Cities metropolitan area in Anoka County, Minnesota, and is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. TH 65 is the only continuous north/south corridor of its size and capacity in Anoka County. The roadway is a four-lane divided configuration serving between 40,000 and 60,000 vehicles per day. The roadway handles similar traffic volumes as does the parallel section of Interstate 35W, even with signalized intersections spaced approximately every ½ mile.

TH 65 has experienced substantial growth in local and regional travel demand within the project limits, creating traffic levels that exceed current roadway capacity. In order to address this the signals are timed to favor moving traffic on TH 65 using very large cycle lengths (up to 250 seconds) with the majority of the green time given to TH 65. As a result, the side streets suffer significant delays during the peak hours. Many users wait several cycles just to get onto or across TH 65 with delays up to 10 minutes. As a result, TH 65 has become a physical barrier for the City of Blaine. TH 65 congestion is also contributing to crash rates that exceed critical crash rates for similar facilities.

The purpose of the TH 65 Improvements Project is to improve motorized traffic flow along and across TH 65, thereby decreasing average travel times and reducing delays, as well as reduce crash frequencies along the corridor, and create an environment where pedestrians and bicyclists are safer and are able to conveniently access destinations across and along the TH 65 corridor safely. Creating

these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community.

Project Timeline

The project is currently working through the environmental review process with a scheduled completion of the NEPA and selected alternatives by February 2022. The project will then continue through Preliminary Design for the remainder of 2022 and move into design of final construction documents in 2023. The project will be ready to begin construction in 2024 pending the successful funding requests.

Other Considerations

MnDOT, in partnership with Anoka County and the Cities of Blaine, Spring Lake Park, and Ham Lake began a study in 2018 to study cost-effective roadway alternates to the existing at-grade, signalized intersections on this corridor to address capacity, access, mobility, and safety. The current TH65 Planning and Environmental Linkages (PEL) study provided the stakeholder outreach and guidance for the eventual layout of the project.

As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region (project is implementable).

During the PEL process, the Project's purpose was developed to address the following needs, which were identified as a part of the existing conditions analysis (Appendix G):

In addition, the following goals were included for the project:

The project is supported and helps a coalition of communities along the corridor from the Twin Cities core all the way north to Kanabek County. The North TH65 Corridor Coalition includes five cities, three counties, and six Townships. The project has benefits far outside its immediate location.

The City of Blaine has offered to take the lead on the project.

Impact on State Operating Subsidies

No State operating funds are required by this appropriation.

Who will own the facility?

The project will be owned by the Minnesota Department of Transportation.

Who will operate the facility?

The project will be operated by the Minnesota Department of Transportation.

Who will use or occupy the facility?

The project will be used by the general public and include all modes of transportation: passenger vehicles, freight, transit, bicycles, and pedestrians.

Public Purpose

The purpose of the TH 65 corridor improvement project is to improve motorized and non-motorized traffic flow along and across TH 65 by decreasing average travel times and reducing delays, reducing crash frequencies along the corridor, and creating an environment where pedestrians and bicyclists are safe and are able to conveniently access destinations across and along the TH 65 corridor safely. Creating these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community. As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region.

Description of Previous Appropriations

Anoka County was the recipient of a \$1,500,000 grant to perform environmental documentation and preliminary engineering of the project corridor.

Project Contact Person

Jon Haukaas
Director of Public Works
763-785-6167
jhaukaas@blainemn.gov

(\$ in thousands)

TH65 at 99th Ave NE Grade Separated Intersection

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$1,500	\$25,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$2,124	\$10,000	\$0
City Funds	\$2,000	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$3,500	\$27,124	\$10,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$2,000	\$0	\$0
Predesign Fees	\$500	\$0	\$0	\$0
Design Fees	\$2,000	\$1,000	\$0	\$0
Project Management	\$1,000	\$1,000	\$1,000	\$0
Construction	\$0	\$23,124	\$9,000	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$3,500	\$27,124	\$10,000	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Greater Twin Cities Public Safety Training Area

AT A GLANCE**2022 Request Amount:** \$950**Priority Ranking:** 2

Project Summary: In 2013, a collaborative effort began with a need to create a training area in Anoka County for Public Safety agencies. This training area would serve Law Enforcement, Fire and Public Works agencies in Anoka County as well as additionally serving agencies from the north metro and the region as a whole. A modern training area will provide not only a secure, consistent and safe area for agencies to train, but, also a training area which included advanced training props and facilities.

Project Description

With the recent demolition of the Fridley Fire Training Area (2017) and the limited local training opportunities which do not benefit all Anoka County Public Safety partners. For Fire agencies, the nearest fixed training facility with live fire training capability is Minneapolis's Emergency Operations Training Center. Our law enforcement partners have a mix of private/public facilities across the North Metro and the nearest multi-discipline training area is the South Metro Public Safety Training Center in Edina.

The entire scope of the project is yet to be developed including design, cost, governance structure and exact location. Examining the process of the HERO Center development in Cottage Grove, provides a guideline as to what to expect. Public safety agencies in the north metro continue to suffer from training issues identified in the 2009 Minnesota DPS, Public Safety Training Facility Needs Assessment. Some of those issues are long travel distances to facilities, firing ranges already operating at capacity, lack of safe/secure training environment and cost. Of the agencies surveyed in Anoka County, none were willing to travel over 20 miles for training and only five would be willing to travel more than 16 miles.

In April 2018, a stakeholder survey was conducted with Anoka County Public Safety Agencies and to ascertain support for and general training features of a training area. Such a project was overwhelmingly supported by all disciplines with 21 law enforcement, fire and public works agencies supporting the concept. We recognize the need for a multi-discipline training facility serving Anoka County, the North Metro and the Region, effectively serving the ever increasing training requirements.

Phase 1 of the project is requesting funding for a predesign and design process to determine the scope of the entire project. We expect that a complete facility will have state of the art law enforcement and fire training simulators, props, ranges and needed building infrastructure.

Project Rationale

This request for pre-design/design funding will provide the needed capital to start the project, engage multiple stakeholders in a more comprehensive needs assessment, develop a business plan and many other essential planning items critical to the success of the project. The Greater Twin Cities Regional Public Safety Training Area concept follows the DPS's recommendations by improving existing facilities, multi-discipline training opportunities, provide for collaboration with higher education institutions, provide for regional agency training opportunities and collaborative training with local mutual aid response partners.

Project Timeline

1. Request funding from State Legislature for Pre-Design/ Design Process- 2021 / 2022
2. Pre- Design / Design Process- 2022/2023
3. Request 50% funding for construction from State Legislature - 2023 / 2024
4. Construction - 2024 / 2025

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Ownership methodology will follow the model established by the HEROs project located in Cottage Grove, MN. Owners will provide Capital funding for the project. Currently the cities of Blaine, Coon Rapids and Andover have shown interest.

Who will operate the facility?

The facility will operate through guidelines contained within a JPA executed between the owners of the facility.

Who will use or occupy the facility?

Users will consist of (but not limited to) Local, State and Regional Public Safety and Public Works agencies as well as private organizations.

Public Purpose

The public purpose is to provide a state of the art training facility for all public safety disciplines as well as public works and private organizations. This facility will fulfill a significant need and will result in greater efficiency and effectiveness in areas of emergency response and management.

Description of Previous Appropriations

None for this project

Project Contact Person

Charles Smith
Fire Chief
763-786-4436
csmith@sbmfire.org

(\$ in thousands)

Greater Twin Cities Public Safety Training Area

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$950	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$450	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$950	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

TH65 at 117h Ave NE Grade Separated Intersection**AT A GLANCE**

2022 Request Amount:	\$0
Priority Ranking:	3
Project Summary:	\$25,000,000 is requested for a grant to the city of Blaine to complete the final engineering design for grade separations and associated improvements to marked Trunk Highway 65 at 117th Avenue in the city of Blaine.

Project Description

The City of Blaine has been planning improvements along this corridor for several years and is nearing the end of a Planning and Environmental Linkages (PEL) study for it. The full set of improvements planned for TH 65 in Blaine extend from its intersection at 97th Ave to its intersection at 117th Ave through central parts of the city. With this application, the City of Blaine is seeking funding to support **Phase 3** of the **TH 65 Improvements Project**, which is the construction of the grade separated intersection at 117th Ave NE.

The Trunk Highway (TH) 65 Improvements at 117th Avenue NE Project (Project) will improve the flow of traffic, expand access for multiple modes of transportation, and improve safety through the City of Blaine by constructing a grade separated intersection, improving connections to frontage roads, as well as safe bike and pedestrian passage.

Project Rationale

TH 65 is a principal arterial located within the Twin Cities metropolitan area in Anoka County, Minnesota, and is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. TH 65 is the only continuous north/south corridor of its size and capacity in Anoka County. The roadway is a four-lane divided configuration serving between 40,000 and 60,000 vehicles per day. The roadway handles similar traffic volumes as does the parallel section of Interstate 35W, even with signalized intersections spaced approximately every ½ mile.

TH 65 has experienced substantial growth in local and regional travel demand within the project limits, creating traffic levels that exceed current roadway capacity. In order to address this the signals are timed to favor moving traffic on TH 65 using very large cycle lengths (up to 250 seconds) with the majority of the green time given to TH 65. As a result, the side streets suffer significant delays during the peak hours. Many users wait several cycles just to get onto or across TH 65 with delays up to 10 minutes. As a result, TH 65 has become a physical barrier for the City of Blaine. TH 65 congestion is also contributing to crash rates that exceed critical crash rates for similar facilities.

The purpose of the TH 65 Improvements Project is to improve motorized traffic flow along and across TH 65, thereby decreasing average travel times and reducing delays, as well as reduce crash frequencies along the corridor, and create an environment where pedestrians and bicyclists are safer and are able to conveniently access destinations across and along the TH 65 corridor safely. Creating

these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community.

Project Timeline

The project is currently working through the environmental review process with a scheduled completion of the NEPA and selected alternatives by February 2022. The project will then continue through Preliminary Design for the remainder of 2022 and move into design of final construction documents in 2023. The project will be ready to begin construction in 2024 pending the successful funding requests.

Other Considerations

MnDOT, in partnership with Anoka County and the Cities of Blaine, Spring Lake Park, and Ham Lake began a study in 2018 to study cost-effective roadway alternates to the existing at-grade, signalized intersections on this corridor to address capacity, access, mobility, and safety. The current TH65 Planning and Environmental Linkages (PEL) study provided the stakeholder outreach and guidance for the eventual layout of the project.

As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region (project is implementable).

During the PEL process, the Project’s purpose was developed to address the following needs, which were identified as a part of the existing conditions analysis (Appendix G):

In addition, the following goals were included for the project:

The project is supported and helps a coalition of communities along the corridor from the Twin Cities core all the way north to Kanabek County. The North TH65 Corridor Coalition includes five cities, three counties, and six Townships. The project has benefits far outside its immediate location.

The City of Blaine has offered to take the lead on the project.

Impact on State Operating Subsidies

No State operating funds are required by this appropriation.

Who will own the facility?

The project will be owned by the Minnesota Department of Transportation.

Who will operate the facility?

The project will be operated by the Minnesota Department of Transportation.

Who will use or occupy the facility?

The project will be used by the general public and include all modes of transportation: passenger vehicles, freight, transit, bicycles, and pedestrians.

Public Purpose

The purpose of the TH 65 corridor improvement project is to improve motorized and non-motorized traffic flow along and across TH 65 by decreasing average travel times and reducing delays, reducing crash frequencies along the corridor, and creating an environment where pedestrians and bicyclists are safe and are able to conveniently access destinations across and along the TH 65 corridor safely. Creating these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community. As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region.

Description of Previous Appropriations

Anoka County was the recipient of a \$1,500,000 grant to perform environmental documentation and preliminary engineering of the project corridor.

Project Contact Person

Jon Haukaas
Director of Public Works
763-785-6167
jhaukaas@blainemn.gov

(\$ in thousands)

TH65 at 117h Ave NE Grade Separated Intersection

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$0	\$0	\$25,000
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$0	\$0	\$25,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$2,000
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$2,000
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$21,000
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$25,000

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	No
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Public Health Facility	1	GO	\$ 9,000	\$ 0	\$ 0
Bloomington Ice Garden	2	GO	\$ 15,000	\$ 0	\$ 0
Total Project Requests			\$ 24,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 24,000	\$ 0	\$ 0

Public Health Facility

AT A GLANCE

2022 Request Amount:	\$9,000
Priority Ranking:	1
Project Summary:	Construct the City of Bloomington Public Health building to serve the communities of Bloomington, Edina and Richfield.

Project Description

The project would help support construction of a new public health facility to serve those who live and work in the cities of Bloomington, Edina and Richfield. The facility would provide a modern, welcoming environment for Women, Infant and Children (WIC) clients, immunizations, home visit clients, and older adults receiving public health support. The building would also serve as a focal point for health policy and administration work.

Project Rationale

The Bloomington Public Health Division provides health services across the cities of Bloomington, Edina and Richfield. This relationship has been in place for more than 40 years, since 1977, as part of the Public Health Consortium of Bloomington, Edina and Richfield. The agency’s mission is to engage the community in promoting, protecting and improving the health of all. Bloomington Public Health provides a mix of direct services to individual clients and families, and policy, systems change and public education efforts that address health issues on a community level, serving all residents.

The Bloomington Public Health Division has approximately 20,000 client interactions in Bloomington, Edina and Richfield. These individual clients and families are primarily young children, new parents and older adults. They are also disproportionately people with lower incomes and individuals from BIPOC communities. For example, in 2019, 86% of the clients of the Bloomington Women, Infants and Children (WIC) clinic were individuals from BIPOC communities. That population is almost the mirror opposite of Bloomington’s population in the 2010 census, in which 80% of the population identified as white.

Over the years, the Bloomington Public Health Division has been housed in at least seven different buildings including a home, Old Town Hall and the former Bloomington Art Center. The building that currently houses the Bloomington Public Health Division at 1900 West Old Shakopee Road was constructed in 1960. Modifications were made to the structure in 1970 and 1981.

The Public Health facility has outlived its estimated 40-year estimated lifespan. A study of the City of Bloomington’s primary buildings found that the condition of the Public Health facility fell into the “unsatisfactory” category. In addition, the building’s energy use intensity rating is the worst of 13 City facilities studied. There have been ongoing issues with the building’s HVAC system, particularly cooling, and replacement parts are becoming harder to find due to the age of the system.

Nearly 50 staff work out of the Bloomington Public Health building, many in cubicles inside a large

room on the west side of the building. Staff workspaces are small and cramped due to a lack of available space. The current facility is 9,500 square feet; a “right-sized” facility to adequately serve the area’s public health needs would be at least 20,000 square feet.

The Bloomington Public building serves as the site for public clinics such as Women, Infants and Children (WIC) for nutritionally at-risk pregnant and breastfeeding women and children up to five years of age. The agency provided nutrition services and support to nearly 3,500 participants of the WIC program in 2019.

Vaccinations are also provided out of the Bloomington Public Health building. Vaccinations are offered to individuals in Bloomington, Edina and Richfield who are uninsured or underinsured through the Minnesota Vaccines for Children program and the Uninsured and Underinsured Adult Vaccines program. In 2021, the agency transitioned from holding larger COVID-19 vaccination clinics at Bloomington Civic Plaza to smaller clinics at the Public Health building.

The strategic priority of inclusion and equity is one of the main area of focus for Public Health’s work. Staff serve everyone in the three communities, with an emphasis on vulnerable populations. This includes individuals in poverty, immigrants, communities of color and individuals with functional or access needs.

Project Timeline

The project will begin design in 2nd Quarter 2022 with construction bids in 1st Quarter 2023. Anticipated occupancy in 4th Quarter 2023.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

Bloomington Public Health Division, serving the cities of Bloomington, Edina and Richfield.

Public Purpose

This building would provide public health services to individuals living and working in Bloomington, Edina and Richfield.

Description of Previous Appropriations

Project Contact Person

John Bradford
Maintenance Superintendent
952-563-8766
jbradford@BloomingtonMN.gov

(\$ in thousands)

Public Health Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$9,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$9,000	\$0	\$0
TOTAL	\$0	\$18,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$521	\$0	\$0
Construction	\$0	\$17,404	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$75	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$18,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	No
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Bloomington Ice Garden

AT A GLANCE

2022 Request Amount:	\$15,000
Priority Ranking:	2
Project Summary:	Update and renovate the Bloomington ice Garden to better serve the users of the facility from throughout the metro area.

Project Description

The Bloomington Ice Garden (BIG) modernization project will update and improve one of the most historic ice arenas in Minnesota. The project includes (but is not limited to):

- Replacement of outdated R22 refrigeration systems with a new system serving three ice sheets.
- Upgrade the dehumidification system.
- Upgrade electrical
- Replace rink floors and dasher boards.
- Reconstruct and expand the main concourse to provide ADA accessibility to all three ice sheets and restrooms, consolidate the concession operation and update meeting, programming and dryland training areas.
- New locker rooms for special events and high school hockey teams.
- Remodel existing locker rooms built in early 1990s to provide ADA accessibility.

This modernization of BIG would update many major mechanical systems and address a number of ADA accessibility issues the facility currently faces, including the addition of elevators to provide accessible seating for all three sheets of ice. The Olympic-size Rink 3 ice sheet will be downsized to NHL dimensions to provide a better experience for users.

Project Rationale

BIG is a regional facility for hockey and figure skating events. It has hosted teams, skaters and spectators from across Minnesota and the upper Midwest. BIG originally opened with a single sheet of ice in 1970. A second sheet was added in 1974 and a third in 1993. These additions over time has created many functional and operational challenges that need to be addressed.

The refrigeration system for all three ice sheets still uses R22 refrigerant. As of 2019, R22 is no longer produced. BIG rents over 9,000 ice hours every year and hosts over two dozen tournaments and figure skating events, making it one of the busiest facilities in Minnesota. It is home to Bloomington Jefferson High School Boys and Girls Hockey Teams, Bloomington Kennedy Boys Hockey Team, the Figure Skating Club of Bloomington and the Bloomington Amateur Hockey Association.

This modernization project is based on input from user groups and consideration of current and future trends, as well as improvements to the visitor experience, security, concessions and facility operations and efficiency. The improvements will help BIG remain competitive with other ice arenas in the area, provide a better experience for users and become more marketable to attract additional

local and regional hockey tournaments and skating events. Despite being more than 50 years old, the arena has served the community well, users today have enhanced expectations for facilities of this nature, especially regarding amenities such as locker rooms, training areas, and concessions and programming spaces.

Project Timeline

Development of the final project planning, design and construction documents will take up to 12 months. It is anticipated that construction would start in 2023 and take up to 12 months to complete.

Tentative project timeline:

April 15, 2022: Issue RFP's for Architect/Engineer Services and Construction Manager Services

June 1, 2022 – July 1, 2022 - : Receive A/E and CM proposals; Select consultants; Execute consultant contracts

July 1 2022 – April 1 2023: Design Phases: Schematic Design, Design Development, and Construction Documents + CM cost estimates at key milestones

April 15, 2023 – May 15, 2023: Bid Phase

May 15, 2023 – July 1, 2023: Bid review and construction contract execution with CM and sub-contractors

July 15, 2023: Construction Start

Assuming portions of the facility will remain open during construction, the total construction duration will depend greatly on the quantity and complexity of construction phases.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Bloomington will continue to own the BIG and the City of Bloomington staff, including from its Parks and Recreation and Public Works departments, will oversee and manage the project through completion.

Who will operate the facility?

The City of Bloomington will continue to operate BIG, and the project will be managed by City staff.

Who will use or occupy the facility?

BIG is used by a wide variety of groups including six high school teams (Kennedy Boys Junior Varsity and Varsity, Jefferson Boys Junior Varsity and Varsity and Jefferson Girls Junior Varsity and Varsity), Bloomington Amateur Hockey Associations, Bloomington Skate School, Bloomington Figure Skating Club, US Figure Skating competitions, 15-20 regional hockey tournaments per year, renters of ice for hockey games and skating parties, local school field trips, and the general public for open skating.

Public Purpose

BIG provides three sheets of ice for the many users from Bloomington and surrounding communities. Additionally, BIG is a regional draw bringing teams, skaters and spectators from throughout Minnesota, the upper Midwest and Canada for tournaments and other competitions. BIG is used by a wide variety of groups including six high school teams (Kennedy Boys Junior Varsity and Varsity,

Jefferson Boys Junior Varsity and Varsity and Jefferson Girls Junior Varsity and Varsity), Bloomington Amateur Hockey Associations, Bloomington Skate School, Bloomington Figure Skating Club, US Figure Skating competitions, 15-20 regional hockey tournaments per year, guests renting ice for hockey games and skating parties, local school field trips, and the general public for open skating.

Description of Previous Appropriations

Project Contact Person

Susan Faus
Deputy Director, Parks and Recreation
952-563-8899
sfaus@BloomingtonMN.gov

(\$ in thousands)

Bloomington Ice Garden

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$15,000	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$2,490	\$0	\$0
Construction	\$0	\$25,245	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,265	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
2022 Braham Drinking Water and Wastewater Request	1	GO	\$ 10,227	\$ 0	\$ 0
Total Project Requests			\$ 10,227	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,227	\$ 0	\$ 0

2022 Braham Drinking Water and Wastewater Request

AT A GLANCE**2022 Request Amount:** \$10,227**Priority Ranking:** 1

Project Summary: The City of Braham is requesting \$10.227 million, nearly half of the \$20.654 million identified total cost, to upgrade our water and wastewater plants/system and replace our back up City well. This project will enable the City to fix its aging water and wastewater system and address our need for a useable back up well to provide safe drinking water to our citizens and properly treat our wastewater.

Project Description

Braham is a growing community of 1,866 people. With a median family income of about \$43,000, Braham cannot address these concerns on our own without financial hardship. Braham has not asked for state bonding help in the past, but now faces a huge fiscal challenge.

The growth of our community is taxing our already outdated infrastructure. The City's current infrastructure is struggling to meet our current needs and is not adequate to support the City's commercial and residential growth, including a high demand meat processing plant expected to break ground soon.

- More than 80 % of the city's wastewater collection system is crumbling clay tile which has exceed its service life.
- Braham has a high water table and is located on the edge of two major watersheds with water flowing into the Mississippi via the Rum River and the St. Croix via the Snake River. The puts Braham in an especially vulnerable situation during a rain event as it can increase the inflow and infiltration into our system by up to 8 times our normal flow, placing additional stress on an already overtaxed system.
- The city has many water mains, which date back to 1939, and are still cast iron with lead fittings.
- Our facilities lack modern automation which drives unnecessarily high daily labor costs.
- The City suffers 5 to 6 watermain breaks per year and 1 or 2 sewer line collapses each year. These cost this city even more in emergency repairs.
- The City's backup well is not equipped to provide adequate water to the entire City as it pumps less than half the gallons per minute our main well pumps. Additionally, the water is untreated and very high in manganese. If our primary well were to go down, we would not be able to provide enough water for fire suppression and maintain the required City Pressure.

Water System – Replace existing cast iron watermains (approximately 40,000 lineal feet), hydrants, gate valves, lead water service lines, new well. Estimated cost - \$11,950,000

- Project will improve water quality and flow throughout the system by eliminating deteriorated cast

iron mains and improve looping of the system to eliminate stagnant water.

- Project will replace components of the system that contain lead, including joints in the existing watermain and lead service lines to individual residents.

Ground Water Well – Install a new well to provide domestic water for the City of Braham. The City currently utilizes one well to supply the City with water. It was constructed in the year 2000. The City has an emergency well that was constructed in the late 1960s available in case the main well has to be serviced, however it is not capable of providing a reliable amount of water for an extended duration. Municipalities should have 2 operational wells capable of providing an adequate amount of water to provide redundancy within the system and reduce the vulnerability of an extended outage.

- Project will extend the life of the existing well as water could be supplied to the water treatment plant on an alternating basis from the 2 wells.
- Project will provide redundancy to the water system and reduce the likelihood of an extended water outage.

Wastewater Treatment Facility – Rehabilitate the existing treatment facility with updated controls and process equipment. Replace old outdated equipment utilized at the plant. Estimated cost - \$3,574,000

- Project will improve water quality of treated wastewater to meet MPCA requirements.
- Project will reduce operation and maintenance costs by upgrading controls and replacing equipment that continually breaks and needs replacements/repairs.

Wastewater Collection System – Replace existing vitrified clay sewer (approximately 30,000 lineal feet), deteriorated brick manholes, and vitrified clay sewer service laterals. Estimated cost - \$4,630,000

- Project will help eliminate inflow and infiltration of ground and rain water into the system which the collection system and plant cannot handle.
- Project will reduce the number of pipe collapses that cause service disruption and potential sewer backups to residents and businesses.

Braham has done some upgrades to the water and wastewater system. The water tower was replaced in 2009 and the treatment plant received some updates in the early 2000s. Right now the city is working on a section of 2nd Street to replace multiple leaky water valves and line damaged sewer lines throughout the City.

Council approved in February of 2021 to upgrade the Supervisory Control and Data Acquisition (SCADA) system hardware and software, which monitors our systems. The system to be replaced is Windows 7 OS and no longer supported by Microsoft. The upgrade addresses a previous safety and security issue, especially for our water supply, by eliminating the risk for a data breach or the risk of failure. The new parts of town do have PVC water mains. The City has paid for this hardware and software upgrade as part of the match for this project.

Project Rationale

This project is needed to provide clean, safe drinking water to our citizens and businesses with uninterrupted service and to provide wastewater disposal that meets state guidelines.

Project Timeline

Water System and Ground Water Well

- Apply for funding – Summer of 2021
- Design (contingent upon receiving funding) – December 2021 through April 2022
- Construction – May 2022 through July 2023

Wastewater Treatment Facility

- Predesign – Completed
- Apply for funding – Summer of 2021
- Design – June 2021 through December 2021
- Construction – Tentatively May 2022 through November 2022 (contingent upon receiving funding)

Wastewater Collection System

- Apply for funding – Summer of 2021
- Design (contingent upon receiving funding) – December 2021 through April 2022
- Construction – May 2022 through July 2023

Other Considerations

PPL Ranking

CWRF PPL ranking for Rehab Collection and Treatment- Rank/62, Points/61

DWRF PPL ranking for Watermain Replace various Areas- Rank/193, Points/10

Bills

SF1692 Sen. Koran and HF1447 Rep. Johnson

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Braham.

Who will operate the facility?

The City of Braham Water and Wastewater Department.

Who will use or occupy the facility?

Citizens and businesses of Braham and visitors to the City.

Public Purpose

The entire project will provide the citizens and businesses of Braham a better quality of life by having clean, safe drinking water and properly cleaned and treated wastewater while not financially overburdening our taxpayers.

Description of Previous Appropriations

The City of Braham has never requested state capital funding previously.

Project Contact Person

Angela Grafstrom
City Administrator
320-496-8709
agrafstrom@braham.com

(\$ in thousands)

2022 Braham Drinking Water and Wastewater Request

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,227	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$210	\$0	\$0
City Funds	\$944	\$0	\$0	\$0
County Funds	\$145	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$11,513	\$0	\$0
TOTAL	\$1,089	\$21,950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$44	\$0	\$0	\$0
Design Fees	\$176	\$0	\$0	\$0
Project Management	\$66	\$131	\$0	\$0
Construction	\$690	\$19,434	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$113	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,385	\$0	\$0
TOTAL	\$1,089	\$21,950	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Water Treatment Facility Improvements	1	GO	\$ 5,000	\$ 0	\$ 0
Cuyuna Lakes State Trail Extension	2	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 7,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,000	\$ 0	\$ 0

Water Treatment Facility Improvements

AT A GLANCE

2022 Request Amount:	\$5,000
Priority Ranking:	1
Project Summary:	The City of Brainerd is requesting \$5,000,000 in state funds to design and construct a new backwash facility.

Project Description

The City of Brainerd, in cooperation with the Brainerd Public Utility Commission (BPU), are currently designing and constructing a new two phased project that includes a new ground reservoir at the water treatment plant and a new backwash collection, detention and reclaim system.

Phase 1 of this project includes the replacement of the two existing reservoirs located adjacent to the water treatment plant. The tanks near the plant consist of a 0.75 million buried concrete reservoir and a 1.0 million gallon at grade steel tank. The original construction date of the concrete reservoir is thought to be the early 1900s with a rehabilitation in 1972. The steel reservoir was constructed in 1964 and has coatings containing lead on the interior and is not economical to do a lead abatement and recoating project. It has been determined that both tanks will need to be replaced. The new ground reservoir at the water treatment plant will be a cast-in-place concrete, two compartment diamond shaped facility, with each compartment having 1.0 million gallon capacity, with a total capacity of 2.0 million gallons. This phase is currently under construction with a completion date estimated at August 2022. The total cost of this project is approximately \$6,000,000. Funds for Phase 1 are local loan dollars provided by the City and BPU.

Phase 2 of this project includes the construction of a new backwash collection, detention and reclaim system. The new system will include collection piping, a backwash retention tank, reclaim pumps and piping, electrical/controls, equipment enclosure building, and piping. The existing plant does not have a backwash treatment system and the plant backwash is discharged to a wetland basin adjacent to the plant in the Mississippi River floodplain. While the backwash basin and discharge is permitted under the plant’s MPCA NPDES permit, there is a large quantity of lost water. In addition to water conservation there is an opportunity to improve both sludge management and water quality discharge to the environment. It is anticipated that this phase of the project will begin construction in May 2023. The City of Brainerd and the PUC are requesting \$5,000,000 in bonding bill funds to complete phase 2 of this project which will be matched by the local funds provided for phase 1.

Project Rationale

The completion of this project is very important for the City of Brainerd and the BPU in that it allows these entities to meet community water supply needs with a smaller financial impact for the residents and businesses. Improved new water storage will result in for greater efficiency, and ensure an adequate reserve of treated water, for plant operations. The backwash reclamation system will allow 41M gallons of water to be reclaimed to the treatment plant and also direct 17,000 pounds of

removed solids to the waste treatment plant, instead of being sent to the wetland. The completion of this project will ensure that the water system in Brainerd will meet or exceed all state requirements and statutes.

Project Timeline

Engineering, design and permitting start - August 2022
Project bid - March 2023
Award contract - April 2023
Construction - May 2023
Project completion - December 2024

Other Considerations

City of Brainerd/BPU have funded phase I of this project with local bonding totaling \$6 million

Impact on State Operating Subsidies

The City and BPU does not seek state grants to support the operation or maintenance of the facility.

Who will own the facility?

City of Brainerd

Who will operate the facility?

Brainerd Public Utilities Commission (BPU)

Who will use or occupy the facility?

The residents and businesses of Brainerd.

Public Purpose

To provide safe drinking water.

Description of Previous Appropriations

Phase 1 was financed with local bonding.

Project Contact Person

Connie Hillman
Finance Director
218-454-3401
chillman@ci.brainerd.mn.us

(\$ in thousands)

Water Treatment Facility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$6,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$11,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$11,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Cuyuna Lakes State Trail Extension

AT A GLANCE

2022 Request Amount:	\$2,000
Priority Ranking:	2
Project Summary:	The City of Brainerd is requesting \$2,000,000 in state funds for the design and construction of the Cuyuna Lakes State Trail Extension.

Project Description

The City of Brainerd, in cooperation with the Minnesota Department of Natural Resources (MNDNR), is developing a portion of the Cuyuna Lakes State Trail (CLST) within the City limits of Brainerd, connecting existing trail networks in the Lum Park area of northeast Brainerd to those in the downtown business center of Brainerd.

This new trail extension is designed to be a 10-ft wide multi-use pedestrian trail (non-motorized). Construction activities required for the trail include clearing and grubbing, pavement surfacing removals, excavations, granular foundation and base construction, paving, pedestrian crosswalk flasher system, wetland delineation, storm sewer and culvert improvements, riprap, retaining walls, erosion prevention and sediment controls, and turf establishment.

The total estimated cost of this project is \$3,100,000. The DNR has provided \$1,100,000 funds for this project and the city is requesting \$2,000,000 through this bonding bill application.

Project Rationale

Completion of this segment of the CLST will provide an essential connection currently missing in the regional trail system across the City of Brainerd, and ultimately connecting the Cuyuna Lakes State Trail to the Paul Bunyan State Trail, the Buffalo Hills Trail, and several other smaller existing and proposed facilities within the City’s transportation network. The Paul Bunyan Trail itself is Minnesota’s longest bike trail, yielding 120-miles of continuously paved trail from Crow Wing State Park just south of Brainerd to the Lake Bemidji State Park in Bemidji Minnesota! Completing this segment of the CLST will expand that network even further, providing a safe and dedicated route for users of the Cuyuna Lakes State Trail system to cross the City of Brainerd and access this vast existing network.

Project Timeline

- Engineering, design and permitting start - August 2022
- Project bid - March 2023
- Award contract - April 2023
- Construction - May 2023
- Project completion - December 2024

Other Considerations

The completion of this extension will allow the connection to a wide variety of existing regional trail

systems.

Impact on State Operating Subsidies

The City will not seek state grants to support the operation or maintenance of the trail.

Who will own the facility?

City of Brainerd

Who will operate the facility?

City of Brainerd

Who will use or occupy the facility?

The trail system in Brainerd will be used by local residents and visitors from around the state and nation.

Public Purpose

The public purpose is providing outdoor recreation activities for people.

Description of Previous Appropriations

The DNR has provided \$1,100,000 funds for this phase of the CLST project.

Project Contact Person

Connie Hillman
Finance Director
218-454-3401
chillman@ci.brainerd.mn.us

(\$ in thousands)

Cuyuna Lakes State Trail Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$1,100	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,400	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,100	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Brooklyn Center Health, Culture, and Recreation Community Center	1	GO	\$ 44,000	\$ 0	\$ 0
Total Project Requests			\$ 44,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 44,000	\$ 0	\$ 0

Brooklyn Center Health, Culture, and Recreation Community Center

AT A GLANCE

2022 Request Amount: \$44,000

Priority Ranking: 1

Project Summary: The City of Brooklyn Center is seeking to plan and construct a health, culture, and recreation facility and gathering space. The space will facilitate gatherings for children, youth, and families of diverse cultures from across the city, region and state. This project is based upon identified needs both locally (i.e. healing, cultural gathering, youth and family swimming and recreation) and regionally (competitive swimming, track, volleyball and tennis tournament practice and tournament space).

Project Description

The City of Brooklyn Center has for many years conducted needs assessment, strategic planning and community-base planning, which residents and visitors alike have express the attributes of Brooklyn Center including it's central location in the region with an easy accessible highway structure, the affordability to live and start a business, numerous parks and green space and most commonly identified is its rich cultural diversity.

This project will plan and construct a health, culture, and recreation community center. The estimated cost for a new build Brooklyn Center Health, Culture, and Recreation Community Center is \$62M.

The newly built Brooklyn Center Health, Culture, and Recreation Community Center will include: increased number of pools and splash pads for kids/families, track, basketball courts, healing mindfulness spaces, multicultural public art, large flexible community gathering spaces, class rooms, Health, Culture, and Recreation multi-purpose courts (i.e. basketball, track, volleyball, tennis, etc.) and cultural and performance arts space.

Project Rationale

In 2021, the City re-evaluated its priorities and values to include inclusion (all people), equity, quality, innovative and adaptable as our values and inclusive community engagement. In conducting a feasibility study the City was allowed to better focus its resources on activities and facilities that the community would most utilize the community center. In addition, the City discovered a central role that it could fulfill within region regarding a regional competitive sports facility (i.e. basketball, track, volleyball, tennis, etc.).

Brooklyn Center has one of only three 50 meter Olympic size pools in Minnesota with the others located at the University of Minnesota Campus and the City of Rochester. Currently, according to USA Swimming, there are roughly 334,000 year-round athletes registered with USA Swimming. Of that 340,000, only 2.9% of them are Hispanic/Latino, 1% are African-American. Being a minority-majority community, offering more experiences and making them more accessible is one of our goals

for the community center and of the swimming programs that the City offer. There is a need for practice and sport tournament facilities (i.e. swimming, track, basketball, volleyball, tennis, etc.).

Having a focus on inclusion (of all people), our facility right now is not as inclusive as it could be. Brooklyn Center is the second most diverse city in the Minnesota and the most diverse in the Metro Region and among cities with populations above 20,000 people. The current community center (built in 1970) only really offers meeting space, fitness space, and the lap swim pool. Because we would like to serve everyone in the community and region, a new facility would allow more activities to happen and more of the community to utilize the facility from across the region in the midwest.

Project Timeline

We anticipate a year for design and another 14-16 months to build. Thereby, if the City received funding from the State, we would design in 2022, build in 2023 and open by mid 2024. Below is a more descriptive timeline.

- PreDesign and Planning: March-December 2021
- A/E Professional Services Selection and Award: Jan-Feb 2022
- Project Design: March 2022-March 2023
- Project Permitting: April 2023
- Project Bidding: May 2023
- Construction: June 2023-August 2024
- Substantial Completion: September 2024

Other Considerations

The City of Brooklyn Center recently experienced two unprecedented hardship with COVID and the shooting and death of Daunte Wright by a former Brooklyn Center Police Officer and the following civil unrest. COVID had a crippling and disproportionate impact on BIPOC a lower-income residents.

Brooklyn Center had the highest ratio of COVID-19 deaths and cases per 10,000 than all other cities within Hennepin County. The health, economic, social and mental trauma caused was overwhelming.

By April, 2021 the City experienced another hardship with the Daunte Wright shooting, death and civil unrest case. Brooklyn Center has a population of approximately 31,000 people and on April 11-12 of 2021 there were over 2300 total protesters from outside of the city or 26% of its total population in the two days. The civil unrest created moments of trauma for children, adults, seniors, business owners, students, church goers and civic organization participants that will last a lifetime.

The creation of the Brooklyn Center Health, Culture, and Recreation Community Center is paramount to the healing, creating a renewed sense of belonging and hope, ongoing health and well-being of residents and those across the region.

Impact on State Operating Subsidies

The estimated total cost to plan and construct the Brooklyn Center Health, Culture, and Recreation Community Center is \$62 million, which the land would be provided as matching contribution by the

City. The impact of this facility on State Operating Subsidies would be minimum, if any.

Who will own the facility?

The Brooklyn Center Health, Culture, and Recreation Community Center will be owned by the City.

Who will operate the facility?

The Brooklyn Center Health, Culture, and Recreation Community Center will be operated by the City. However, there will be spaces operated for community partners and youth entrepreneurs within the facility.

Who will use or occupy the facility?

The Brooklyn Center Health, Culture, and Recreation Community Center will be utilized by patrons, residents, members and visitors from the city and throughout the Midwest Region, USA.

Public Purpose

The public purpose as it relates to this project is to build, own and provide public health, culture and recreation space for the public. There are will be spaces, programs and resources provided for free, while the hosting of regional tournaments will be fee-based or be at cost to operate such events.

Description of Previous Appropriations

None

Project Contact Person

Reggie Edwards
City Manager
763-283-6021
redwards@ci.brooklyn-center.mn.us

(\$ in thousands)

Brooklyn Center Health, Culture, and Recreation Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$44,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$15,000	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$62,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$93	\$0	\$0
Design Fees	\$0	\$3,100	\$0	\$0
Project Management	\$0	\$570	\$0	\$0
Construction	\$0	\$51,182	\$0	\$0
Relocation Expenses	\$0	\$80	\$0	\$0
One Percent for Art	\$0	\$442	\$0	\$0
Occupancy Costs	\$0	\$6,533	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$62,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Campground, Boat Launch and Recreational Facility	1	GO	\$ 2,100	\$ 0	\$ 0
Total Project Requests			\$ 2,100	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,100	\$ 0	\$ 0

Campground, Boat Launch and Recreational Facility

AT A GLANCE

2022 Request Amount:	\$2,100
Priority Ranking:	1
Project Summary:	The City of Brookston is requesting \$2,100,000 in state bond funds for the pre-design, design, site preparation, and construction of a campground, boat launch and recreational facility.

Project Description

Brookston, population 155, is a city in Saint Louis County located along the Saint Louis River, opposite the mouth of the Artichoke River. Brookston is located 27 miles west of the city of Duluth and 17 miles northwest of the city of Cloquet. U.S. Highway 2 and Saint Louis County Road 31 (CR 31) are two of the main routes in Brookston. The city of Brookston is located within Culver Township geographically but is a separate entity. Brookston is politically independent of the township. Brookston is located on the northern edge of the Fond du Lac Indian Reservation. It is one of three administrative centers of the reservation.

The City of Brookston is currently designing and preparing to construct a campground and recreational facility along the St. Louis River. The city has already secured the land for the facility. This funding would allow the city to continue design and construction of the project including a campground (includes campsites with electric hook-ups, gathering space, toilet/shower facilities) with both primitive site camping and RV sites, as well as a road, green space, boat launch, visitor center/community center, needed utilities and internal hiking trails; and associated roads, parking and amenities. The facilities will include 30 tent camping spots, 30 RV sites, restroom and shower facilities, picnic pavilion, fishing dock, and visitor/community center.

Amenities like these would be of great benefit to Brookston, bringing tourism to our beautiful river scene. Fishing, tubing, canoeing, and kayaking are just some of the activities this campground would offer visitors. A bike trail will connect to other area trails. The St. Louis River also connects to the Artichoke River running in from the north, the Stoneybrook River running in from the south, and the St. Louis River downstream from the campground meets up with the Cloquet River, offering incredible water access to visitors.

The total project cost estimate for the project is approximately \$3,100,000. The City of Brookston is requesting \$2,100,000 from bonding bill funds to complete the project.

Project Rationale

Brookston, a nearly 100-year old community situated along the beautiful St. Louis River in northeastern Minnesota was founded by Finnish and Swedish settlers moving to the area in the late 1890s. The city also sits in close proximity to the Fon du Lac Tribal Reservation, whose area neighbors the community. The abundance of timber brought many loggers to the area and due to its proximity between Duluth and the Iron Range, the railroad became a burgeoning industry in Brookston as the

Duluth, Mesabi & Iron Range Railroad hauled iron ore from the mines to the port of Duluth. Brookston was completely destroyed in 1918 by fires, but the citizens rebuilt.

Today the city of 155 people is a stop for travelers and home to generations of families. As the community looks to the future, a campground, boat launch, and recreational facilities are part of its plan for growth and survival. The residents have longed to share the natural beauty of their community with visitors from across the state.

The vision driving this campground and recreational facility is to maximize our St. Louis Riverfront in a way that will create recreational, economic and cultural opportunities for the Brookston community - both residents and visitors. The geography and location of the St. Louis River is an integral part of Brookston's history, providing economic and cultural benefits for the community. The town thrived for years as a railroad town. This project is seeking to invigorate the community by engaging resources to redevelop the riverfront as an essential element of our community's health.

If successful, Brookston would join cities such as St. Cloud, Duluth, and the Cuyuna Range area who are turning to their natural resources to spur economic growth and position themselves for brighter futures.

The goal for development of the campground and recreational facility is to provide new nature-based recreational opportunities that will encourage healthy, active lifestyles and engage increasingly diverse users in a growing appreciation for outdoor activities.

Project Timeline

Property Acquisition – 2020 & 2021

Preliminary design support for environmental work. 2021 & 2022

Final design plans and specifications – July 2022

Bidding, award and contract negotiation – July 2022

Construction administration – 2022-2023

Other Considerations

Is there anything else that decision makers should know about this project?

The campground and boat launch facility will allow visitors to access the St. Louis River for the purpose of fishing, harvesting wild rice, and recreating. This facility will be ADA compliant and promote healthy lifestyles and enjoyment of northern Minnesota's beautiful outdoors. The facility will help to highlight and educate as to Brookston's rich history, including Native American, European Settlers, Logging, Iron Mining, and Railroad Transportation, and the historic Fire of 1918. We estimate that the majority of users will be from outside of northeastern Minnesota, so this project will serve outdoor enthusiasts, campers and people who fish from around the state

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Brookston.

Who will operate the facility?

The City of Brookston.

Who will use or occupy the facility?

Residents of Brookston and visitors from around the state and nation.

Public Purpose

Yes.

Description of Previous Appropriations

This project has not received any previous state appropriations.

Project Contact Person

Kaycee Melin
City Clerk
507-202-8708
kayceemk@icloud.com

(\$ in thousands)

Campground, Boat Launch and Recreational Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,100	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$175	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$425	\$0	\$0
Other Funding	\$0	\$500	\$0	\$0
TOTAL	\$0	\$3,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$175	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$320	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$2,405	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of Buhl Water System	1	GO	\$ 1,450	\$ 0	\$ 0
Total Project Requests			\$ 1,450	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,450	\$ 0	\$ 0

City of Buhl Water System

AT A GLANCE**2022 Request Amount:** \$1,450**Priority Ranking:** 1

Project Summary: In 2018 the City of Buhl began the process of identifying the critical repairs needed to aging infrastructure along with planning for industrial expansion along the Highway 169 corridor. Total project costs which include water & wastewater infrastructure, water tower replacement, industrial park water infrastructure expansion, and street reconstruction total \$9,781,708. Construction began on the City's 3 phase project in 2020.

Project Description

Phase 3 of Buhl's project consists of constructing a new 200,000 gallon elevated storage tank, foundation, water main connections, and related appurtenances along with the demolition of the existing elevated storage tank.

Project Rationale

The City's water system consists of two well, a 100,000 gallon elevated storage tank, a buried 200,000 gallon reservoir, and a water distribution system. There are approximately 509 users connected to system. The daily average use for the City is 54,102 gallons per day.

The current elevated storage tank has reached its lifespan and is undersized in accordance with the Minnesota Department of Health, Ten States Standards, and Insurance Standards Office recommended guidelines. The City has also experienced an increase in residential development with 13 new single family homes scheduled to be built in the next two years. There are also plans to develop an additional 8-12 lot development within the next 6 months.

Project Timeline

April 2021, Preliminary Engineering Report Completed.

May-October 2021, secure financing, plan development.

December 2021, Bids

June 2022, Construction.

September 2020, Completion.

Other Considerations

Construction of new elevated storage tank will significantly reduce operation and maintenance costs for the City relating to the existing tank. Increased storage capacity will bring the City into compliance

with Minnesota Department of Health guidelines, and will ensure adequate fire suppression capabilities for the City.

Impact on State Operating Subsidies

The City will apply for additional funds as they become available. Possible opportunities include the Minnesota Public Facilities Authority and Iron Range Resources and Rehabilitation. Both have committed to previous phases of this project.

Who will own the facility?

City of Buhl

Who will operate the facility?

City of Buhl

Who will use or occupy the facility?

Residents, visitors, and businesses within the City of Buhl.

Public Purpose

Upgrades to our current infrastructure will ensure reliable services for our residents and businesses. These upgrades will also promote economic development within City. Upgrades will also improve fire protection for residents and businesses due to an increased capacity water tower.

Description of Previous Appropriations

The City of Buhl received a \$1,500,000 appropriation for phase 1 of our Capital Improvement Project in 2020.

Project Contact Person

Ryan Pervenanze
Administrator
218-258-3226
rpervenanze@cityofbuhlmn.com

(\$ in thousands)

City of Buhl Water System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,450	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$2,860	\$0	\$0
Federal Funds	\$0	\$616	\$0	\$0
City Funds	\$0	\$4,855	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$9,781	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$712	\$0	\$0
Project Management	\$0	\$180	\$0	\$0
Construction	\$0	\$8,355	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$534	\$0	\$0
TOTAL	\$0	\$9,781	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of Caledonia Ambulance Station	1	GO	\$ 549	\$ 0	\$ 0
Total Project Requests			\$ 549	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 549	\$ 0	\$ 0

City of Caledonia Ambulance Station

AT A GLANCE**2022 Request Amount:** \$549**Priority Ranking:** 1**Project Summary:** The City of Caledonia is requesting \$549,000 in state funds to predesign, design, construct, furnish, and equip a new ambulance station for the City of Caledonia Ambulance Department located in Caledonia, Minnesota.**Project Description**

The City of Caledonia intends to construct a new ambulance station of approximately 5,000 square feet. The construction budget is \$850,000, and architectural predesign and design services are expected to cost at least \$50,000. The new ambulance station will contain a 20' x 40' training room, overnight crew quarters, a supply room, EMS workstation, ambulance director office, one-and-a-half bathrooms, kitchen, and lounge. The new ambulance station will also contain a three-stall area to park ambulances, wash ambulances and equipment, and store EMS equipment. The City desires to hire an architectural firm soon to provide architectural predesign, design, and construction management services.

The total cost is estimated to be \$1,097,000. This cost includes architectural services, project management services, and the cost of purchasing the property.

The key funding sources for the ambulance station will be Ambulance Department funds and USDA Rural Development Community Facility loans if the City is unable to obtain funding elsewhere. The City will also be fundraising for the project in 2022 in hopes of receiving donations from the public.

Project Rationale

The new ambulance station is needed in order to recruit, train, and retain staff; protect confidential health information; reduce response times; store equipment and materials; and provide high-quality emergency medical services. The Caledonia Ambulance Department currently shares a building with the Caledonia Police Department. The building is antiquated and significantly undersized for the needs of the Ambulance Department. The Ambulance Department also has no space for housing on-call staff, which directly undermines the ability of the City to staff EMRs and EMTs. The Ambulance Department's current training room is too small and is used by the Police Department as a kitchen, break room, and hallway. This is problematic because the City's Ambulance Department is a state-licensed EMS training program. A new ambulance station will help the Ambulance Department safeguard protected patient health information by eliminating shared space with the Police Department. Another reason the new station is needed is that the Ambulance Department needs a third garage. The Ambulance Department currently has minimum storage space. The Caledonia Ambulance is also a licensed as a part of Advanced Life Support (ALS) service. It is expected that the service will provide occasional ALS support to Spring Grove and Houston as requested. It is also expected that the service will continue to expand on the availability of ALS coverage as we add

additional ALS providers in the future.

Project Timeline

Issue RFP for Arch. Services:	June 23, 2021
RFP Proposal Deadline:	July 14, 2021
Committee Review:	July 15, 2021 through July 22, 2021
Recommendation to Council:	July 26, 2021
Interviews:	Scheduled if Necessary
Project Award:	August 9, 2021
Submit Preliminary Arch. Review:	October 2021
USDA Review (anticipated):	October 2021 – December 2021
Design Completion:	March 2022
Fundraising*:	January 2022 – December 2022
Desired Bidding:	January 2023
Construction Completion:	Substantial Completion / Occupied by Fall 2023

Other Considerations

The Caledonia Ambulance Department regularly provides emergency medical services not only to the citizens in the City of Caledonia but nine Minnesota townships (i.e., Brownsville, Caledonia, Crooked Creek, Mayville, Mound Prairie, Sheldon, Union, Wilmington, and Winnebago) and one other nearby city (i.e., Eitzen). In addition to those, the Ambulance Department also provides services to Dorchester, IA and a portion of both the townships of Waterloo and Union in Iowa. The Caledonia Ambulance Department’s service area includes approximately 5,500 citizens. The Caledonia Ambulance Department also provides mutual aid to two other cities in our area (i.e., Houston and Spring Grove). As a result, this critical project is a project of regional significance that will benefit many residents in southeast Minnesota.

Impact on State Operating Subsidies

The City of Caledonia will not be requesting new or additional state operating dollars as part of this project. The new ambulance station will increase the Ambulance Department’s operating expenses, but these expenses will be covered with department revenues, including future rate increases.

Who will own the facility?

The City of Caledonia will own the project.

Who will operate the facility?

The City of Caledonia will manage the project in conjunction with our City engineer and project architect.

Who will use or occupy the facility?

The Caledonia Ambulance Department will use the new ambulance station once it has been construction.

Public Purpose

Caledonia's Ambulance Department serves a public purpose. Emergency medical services benefit everyone and are essential to public health. The Caledonia Ambulance is also one of the main sources of Basic Life Support (BLS) and EMS education in our area. The service provides CPR and First Aid education to hundreds of community members and many local businesses each year. It is also the main education center for surrounding EMS services.

Description of Previous Appropriations

None.

Project Contact Person

Adam Swann
City Clerk-Administrator
507-725-3632
aswann@caledoniamn.gov

(\$ in thousands)

City of Caledonia Ambulance Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$549	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$97	\$0	\$0
Pending Contributions				
City Funds	\$0	\$451	\$0	\$0
TOTAL	\$0	\$1,097	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$97	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$50	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$850	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,097	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
County Highway 18 Community Connection Project	1	GO	\$ 1,868	\$ 8,132	\$ 0
Lake Waconia Regional Park Event Classroom	2	GO	\$ 2,250	\$ 0	\$ 0
Total Project Requests			\$ 4,118	\$ 8,132	\$ 0
General Obligation Bonds (GO) Total			\$ 4,118	\$ 8,132	\$ 0

County Highway 18 Community Connection Project

AT A GLANCE**2022 Request Amount:** \$1,868**Priority Ranking:** 1

Project Summary: Carver County requests \$10 million in state funds to complete design, purchase right-of-way, and construct the County Hwy. 18 Community Connection Project from County Hwy. 13 to State Hwy. 41 within the Cities of Chaska, Victoria, and Chanhassen. This project constructs a missing gap in the County arterial system (two-lane undivided hwy., with ped. & bicycle amenities) serving significant growth in Chaska, Chanhassen, and Victoria as well as expansion of the University of MN Landscape Arboretum.

Project DescriptionProject Scope:

The \$10 million in state funds will be used for project development and delivery of a new two-mile segment of County Highway 18. This project fills a gap in the County arterial system today that sends 5,000 vehicles per day north to a congested State Highway 5. In the project area, portions of the alignment exist as 82nd Street today, which is a narrow and winding gravel road. The project will provide a more direct, two-lane undivided arterial roadway, with a trail on the north side. A roundabout will be constructed on the west end of the project at Bavaria Road (County Highway 13). This will improve safety and mobility in this area. See Appendix A for the project layout.

Major city utility extensions will share this corridor and allow for future development of the surrounding area and expansion of the University of Minnesota Landscape Arboretum. The roadway design will incorporate lower vehicle speeds and sensitivity to the surrounding natural and built environment to fit the unique context of the project area while not sacrificing its arterial function.

A key feature of this project is to traverse a ravine (75 ft. grade change) near the east end of the project. Over 30 years ago, project partners worked together to preserve a 100 ft. right-of-way corridor through the ravine. This project includes a bridge over this ravine. The bridge allows the project to grade separate the roadway over the existing City of Chaska trail (under study as a future regional trail). Construction of the new bridge allows the project to restore the stream connection that is currently in a pipe that feeds into the Minnesota River after running through the Grace Chain of Lakes, contributing to the area's scenic beauty and environmental importance.

Project Cost and Funding:

The total investment need for completion of the County Highway 18 Community Connection Project is \$23 million. Carver County has committed \$13 million from local option sales tax and county state aid funds for the project, leaving a funding gap of \$10 million. If successful, the funds would be utilized to complete preliminary design, final design, acquisition of right-of-way, municipal utility

extensions, and construction of the roadway corridor.

Project Rationale

Project Need:

Today, this gap in the arterial system sends over 5,000 daily local trips from Chaska, Victoria, and Chanhassen north to a congested State Highway 5. This is negatively impacting the safety and mobility of regional commuters, movement of goods, and visitors to the Minnesota Landscape Arboretum. The congestion on State Highway 5, and connecting local roads and highways, has resulted in numerous severe and fatal crashes. Once this gap is filled, a more direct route will be provided to those 5,000+ vehicles per day, with traffic on the project corridor projected to grow to 8,000-11,000 vehicles per day in the next 20-years. This corridor will directly connect students and parents to Chanhassen High School and Holy Family Catholic High School with a safe and reliable arterial County highway.

This connection is a critical component of future infrastructure needs that allow the University of Minnesota Landscape Arboretum to realize its master plan with significant investments to the south side of the property to further enhance education, research, and tourism. The Arboretum is an international research center and cultural destination that contributes to the horticultural, economic, and intellectual lives of people all over the world. Named as one of the "10 great places to smell the flowers" in America by USA Today, the Arboretum boasts 25,000 member households, 850+ volunteers and more than 460,000 visitors each year. With its 1,200+ acres, 28 gardens, 18 displays and model landscapes, and 45 plant collections which include more than 5,000 plant species and varieties, the Arboretum has become one of the premier horticultural field laboratories and public display areas in the country, reaching out as a living, vibrant extension of the University of Minnesota.

The Minnesota Landscape Arboretum desires to expand the Chinese Garden located along the Three-Mile Drive and make it a feature attraction. This expansion is anticipated to attract an additional 150,000 annual visitors, on top of the current 460,000 visitors per year. All project partners have expressed concern that this expansion cannot happen without this proposed project.

Not only has tourism substantially grown within the project area, so has industrial and business park expansions, and the demand for housing. In recognition and preparation for continued growth, the comprehensive plans for Carver County and the cities of Victoria and Chaska all show 82nd Street as a future arterial with connectivity to the rest of the highway system. With significant population growth anticipated in the area over the next 20 years, the existing rural gravel road will need to transition to meet those needs. By 2040, the Cities of Victoria, Chanhassen, and Chaska are expected to grow 54%, 39%, and 35%, respectively, with the County's estimated population growth at 49%.

Project Investment Results:

Following reconstruction of 82nd Street, the safety and mobility of regional commuters and movement of goods will dramatically increase. The project will also address gaps and safety concerns in the existing bicycle and pedestrian network. Crash rates will drop on all area roadways, local traffic will travel on local routes, and the roadway capacity of the fastest growing metro region will increase. It is anticipated that two million trips per year will route to this new connection, including the 5,000 vehicles per day currently being forced on State Highway 5 parallel to the north.

The County Highway 18 Community Connection Project is one of twenty identified in the larger

Arboretum Transportation Plan, a three-year multi-agency corridor study that defines the transportation improvement vision for the area. The project team developed an implementation approach that offers logical and sequential path to implement the improvements over time. This will allow Carver County, MnDOT, University of Minnesota, and the cities of Victoria, Chaska, and Chanhassen to plan and work together towards realizing the corridor visions. The approach is a guide and will remain flexible as funding is secured for future improvements. The total investment for these projects is estimated at \$210 million. Cost share for each agency varies widely for each project depending on location and functional classification of roadway.

Carver County has committed tens of millions in local option sales tax and county state aid funds to deliver many of these regionally significant projects over the next five to ten years. With securing of requested state funds for the proposed 82nd Street, all projects surrounding and supporting the Minnesota Landscape Arboretum expansion will begin construction in 2025.

Project Timeline

For the past three years (2019-2021), the project partners have been planning for the County Highway 18 Community Connection Project as part of the larger Arboretum Area Transportation Plan encompassing regionally significant corridors within the Cities of Chaska, Victoria, and Chanhassen and surrounding the University of Minnesota Landscape Arboretum. These corridors included State Highway 5, County Highway 18 (82nd Street), County Highway 13 (Rolling Acres Road), County Highway 13 (Bavaria Road), and State Highway 41. Project partners included Carver County, MnDOT, the University of Minnesota Landscape Arboretum, and the cities of Victoria, Chanhassen, and Chaska. Such efforts have resulted in a vision that was shaped by the public, approved by all city councils and Carver County Board as of March 2021. The project plan also has the support of the University of Minnesota and Landscape Arboretum and MnDOT.

In anticipation of securing full funding, Carver County will begin working on the project development in the fall of 2021. Below is the schedule:

- October 2021 to April 2023 – Complete preliminary design and environmental documentation
- May 2023 to December 2024 – Complete final design and right-of-way acquisition
- 2025 – Construction

Other Considerations

The vision for the County Highway 18 Community Connection Project is a major component of the Arboretum Area Transportation Plan. The Arboretum Area Transportation Plan was completed in Spring 2021 and identified the problems, set goals and objectives, completed extensive traffic modeling, developed and evaluated a full range of concepts, while engaging the public and surrounding business community. This plan was developed through an extensive partnership between the Carver County, MnDOT, the Cities of Victoria, Chanhassen, and Chaska and the University of Minnesota Landscape Arboretum. See Appendix B for letters of support from partner agencies.

Impact on State Operating Subsidies

The project will not have an impact on operating budgets or state operating subsidies.

Who will own the facility?

Carver County will develop, deliver, maintain, and own the project.

Who will operate the facility?

Carver County will own responsibility for operations and maintenance of the project.

Who will use or occupy the facility?

The traveling public including residents, freight haulers, school buses, and nation-wide visitors to the Minnesota Landscape Arboretum will use the proposed project. It is anticipated that soon after project completion, 5,000 trips will reroute from Highway 5 to the project route. The schools, industrial areas, and Landscape Arboretum are anticipated to be the primary trip generators. With the planned Landscape Arboretum expansion and surrounding community development, traffic is projected to grow to 8,000-11,000 vehicles per day over the next 20-years.

Public Purpose

The County Highway 18 Community Connection Project improves safety and mobility for the region. The project will serve all users by providing reliable community connections for employment, freight movement, regional and national tourists to the MN Landscape Arboretum, community development, as well as improving the health of the community with environmental restoration and new regional trail connections.

Description of Previous Appropriations

There have been no previous state appropriations allocated to this project.

This project includes: Phase 1 (Preliminary / Final Design, ROW acquisition, and Environmental Documentation), and Phase 2 (Construction).

Project Contact Person

Lyndon Robjent
Public Works Director/County Engineer
952-466-5206
lrobjent@co.carver.mn.us

(\$ in thousands)

County Highway 18 Community Connection Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,868	\$8,132	\$0
Funds Already Committed				
County Funds	\$200	\$1,490	\$11,510	\$0
Pending Contributions				
TOTAL	\$200	\$3,358	\$19,642	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$1,486	\$0	\$0
Predesign Fees	\$200	\$493	\$0	\$0
Design Fees	\$0	\$1,379	\$1,592	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$18,050	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$200	\$3,358	\$19,642	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Lake Waconia Regional Park Event | Classroom

AT A GLANCE

2022 Request Amount:	\$2,250
Priority Ranking:	2
Project Summary:	\$2.25 million in state funds is requested to predesign, design, construct, furnish and develop Lake Waconia Regional Park. The project provides park development on the second largest lake of the metropolitan area. Recreation, tourism, physical and mental health attributes are provided through this project. The project utilizes existing investments in land, public utilities, site grading, roads and parking lots, waterfront pavilion made by the State, Metropolitan Council and Carver County.

Project Description

The proposed project is consistent with local and regional planning documents. This investment would construct an event/classroom, playground, fishing pier & docks, trails and provide site amenities to facilitate the use of public lake shore property. The planned construction activities are consistent with services offered at other Metropolitan Regional Parks and State Parks. In addition, the site is well prepared having already acquired the land, completed work to install city sewer and water utilities, site grading, paved roadways and parking lots. The planned park area is shovel ready for the improvements proposed. Development of the park is focused on the waterfront of 3080-acre Lake Waconia, 2nd largest lake in the Metropolitan area and of statewide significance. Public demand is high for recreational experiences near lakes. Additionally, the improvements of the event/classroom are multifunctional catering to both public social events as well as providing space for recreational programs. Similarly, the docking structures also serve multiple purposes providing docking space for public and for emergency services of the County Sheriff’s Department. The water patrol boat will be conveniently located for efficient response time and lake patrol purposes.

Project Rationale

Lake Waconia Regional Park is located in one of the fastest growing counties of the state and on the 2nd largest lake in the metropolitan area. The lake has very good water quality which is in tremendous demand for recreation. Currently, over 161,000 user visits are recorded annually at the park. Planning for the park has been extensive dating back to the 1970’s. Also, planning approval has been achieved through public processes at local and regional levels. The approved park master plan is incorporated into the Metropolitan Regional Parks and Open Space Policy Plan. The project is shovel ready. In order to realize the benefits of past investments in acquiring a 160 acres of park land, realigned roadways, new sewer and water lines purchased and constructed with local, county and state funds; continued and sequentially timed investment is needed to respond to public demand for services. The public will not understand why all this work has been done but the infrastructure to provide indoor event/classroom space, playground, trails, docks and fishing piers and other site amenities are not provided to contribute to activities that lead to an overall enjoyable and fulfilling

experience. The request for state bonding addresses a need to provide near home recreational services for the metropolitan area, public safety through water patrol and federal requirements for ADA access. The request is grounded in State Statutes for Regional Recreational Open Space and Regional Recreational Policy Plan – 473.121, Subd. 14, & 473.147 Subd. 1. The Regional Parks System was created by the State. Together with the State, the Regional Park System is to meet the outdoor recreational needs of the public. There are just two State Parks in the Twin Cities Metropolitan area with over half the state’s population; the development of Lake Waconia Regional Park fulfills a need to provide recreation services for the metropolitan area.

The current park attracts just 161,000 user visits. Today’s park service level does not provide the infrastructure needed to fulfill expectations for user to participate from outside the county boundary and to attract users of a diverse racial, social and economic backgrounds. The requested funding would provide a compliment of services for families with youth, those who need ADA access to enjoy the park and others. An outdated and non-ADA compliant playground and equipment has been removed. A modern play facility is needed for the development of strength and social skills of youth. Without the playground, the park lacks focal point which brings diverse groups together to be with one another’s children.

To complement planned and funded facilities of beach, restrooms, and picnic pavilion, an event/classroom with lobby and restrooms is planned to meet the needs for family social events, small community events as well as for instructional purposes for recreational programs in a climate-controlled setting.

ADA walkways and trails are proposed to connect to planned pavilion, restrooms and the requested indoor event/classroom space and playground.

Public safety would be improved for the park and on the lake; the event/classroom would provide protection from in climate weather for youth programs and day camps as well as for social and community events. Additionally, current park plans provide docking space for the Sheriff’s Dept. to position a patrol boat on the shore of the park. The patrol service not only benefits the park but all users of the lake.

A tremendous investment has been made to assemble land on the shores of Lake Waconia for park purposes. This included the shifting of State Hwy 5 and realigning county roadways to improve transportation and create the physical space next to the lake for Lake Waconia Regional Park. The project request works to fully realize the investment into land, relocation of roadways and constructed public utilities.

Land acquisition is complete for the park; a development master plan for the park was approved March 8, 2017 by the Metropolitan Council. The construction of public utilities for the park and adjacent area was completed early June 2020. The County is willing to match State funds 50/50 for planning and development of the park. Without state bonding assistance, needed development of the park is in jeopardy.

Carver County has done a great job partnering with MNDOT to relocate roadways, DNR to construct an adjacent public water access, LCCMR for land acquisition, City of Waconia for municipal utilities, and the Metropolitan Council to create the space for the park and initial services for recreation.

State bonding will not only make the project possible but will be much more efficient. Economies of scale can be realized for construction buildings, playground, and trails. The capital investment makes

sense as we deliver service timely to a growing population. We are taking care of what we have and utilizing investments of property and utility infrastructure.

Project Timeline

Phase I

- August 2015 - March 8, 2017 Master Planning, Public Engagement, County and Metropolitan Council Approvals **(Completed)**
- July 2018 - April 2019 Predesign **(Completed)**
- March 2019 – June 2021, Project Coordination with Adjacent DNR Watercraft Access Site, Planning and Construction **(Completed)**

Phase II

- January 2021 –January 2022, Design and Construction Documents for Waterfront Pavilion with Restrooms and Concession Building **(Underway)**
- February 2022- March 2022 Bidding of Waterfront Pavilion with Restrooms and Concession Building
- September 2022 – September 2023 Permitting and Construction

Phase III

- June 2021- January 2022 project scoping
- July 1, 2022 – January 2023 Engineering and Design Construction Document development
- March 2023 Bidding
- May 2023- September 2023 Permitting and Construction

Other Considerations

In order to stretch resources and provide the public with needed services, Carver County worked collaboratively with the Minnesota Department of Natural Resources to provide space for a public watercraft access adjacent to Lake Waconia Regional Park. First, the County led master planning coordination of the watercraft access with the park. Second, the County acquired the parcel of land needed for the watercraft access. Third, the County has issued an easement across a portion of Lake Waconia Regional Park to provide ingress and egress to and from the watercraft launch site now owned by the state. Fourth, the County entered into a cooperative agreement with the State and led design and construction of the public watercraft access. Carver County will continue to partner with the DNR to ensure operations and maintenance activities are well coordinated and cost effectively delivered for both the watercraft access and the park. Carver County has also worked collaboratively with the City of Waconia to provide municipal trunk water and sewer services to the park and areas beyond the park boundary ensuring infrastructure is well planned and constructed for the future. The City and County are working to connect the park's trail system to the city's trail system through local development plans and future park construction.

Impact on State Operating Subsidies

Carver County is an Implementing Regional Park Agency of the Metropolitan Regional Park System. The County finances approximately 91% of the overall operations and maintenance for the regional parks and trails it manages. Approximately 9% funding for operations and maintenance comes from the state lottery in lieu of property taxes and general funds. While Implementing Regional Park

Agencies expenses have increased, the State's proportion of funding for the regional park system has been flat or declined. Carver County realizes that the state may not contribute at a higher amount for operations and maintenance of the Regional Park System.

Who will own the facility?

Carver County will own the Lake Waconia Regional Park facilities. The county currently owns the land which facilities would be constructed on. As a Regional Park Implementing Agency, Carver County owns and operates two other regional parks and several regional trail corridors.

Who will operate the facility?

Carver County will operate the facilities. The County currently operates two other regional parks and the facilities therein. Additionally, Carver County has demonstrated that it has the capacity to own and operate other regional parks and trails. Carver County is an Implementing Regional Park Agency of the metropolitan area.

Who will use or occupy the facility?

The facilities will be staffed by Carver County and used by the public as a part of the Metropolitan Regional Park System. The County and the Metropolitan Regional Park System accept all visitors from inside and outside its jurisdictional boundary.

Public Purpose

The primary purpose is to provide public recreation. Additional benefits are also derived from outdoor education, environmental stewardship, social interaction, physical and mental health opportunities, and economic benefit in the form of tourism to the area. Facilities and grounds will be available to the public 365 days a year without an entrance fee and provide essential services of potable water, restrooms, along with traditional facilities of beaches, shelters, picnic grounds, playgrounds, docks, fishing piers, sledding hill and trails.

Description of Previous Appropriations

In 2018, Carver County received partial state funding of \$1.5M of a \$5.4M capital bonding request for Phase 1 development of Lake Waconia Regional Park. Funding by the state was matched with \$1.5 of County funds. As defined in the grant agreement SG-10782, funding was provided for predesign, design, engineering for the development of Lake Waconia Regional Park including construction of sewer and water utilities to the site, site grading, construction of a parking lot, and road improvements. The grant provided partial funding for the initial investment into infrastructure for the park.

In 2020, Carver County received partial funding of \$2.5M of a \$4.3M capital bond request to design, construct and equip a waterfront pavilion with restrooms and concession building and to design and construct utility connections at Lake Waconia Regional Park. Funding by the state will be matched with \$2.5 of County Funds. Design for this facility is underway.

This new Phase III request continues development of Lake Waconia Regional Park consistent with the park master plan and other planning documents by adding an event/classroom structure, playground, trails/walkways, docks and fishing pier and other site amenities.

Project Contact Person

Martin Walsh
Parks and Recreation Director
952-412-3809
mwalsh@co.carver.mn.us

(\$ in thousands)

Lake Waconia Regional Park Event | Classroom

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$4,000	\$2,250	\$0	\$0
Funds Already Committed				
County Funds	\$4,000	\$2,250	\$0	\$0
Pending Contributions				
TOTAL	\$8,000	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,600	\$900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$6,400	\$3,111	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$489	\$0	\$0
TOTAL	\$8,000	\$4,500	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Carver Levee	1	GO	\$ 9,371	\$ 0	\$ 0
Total Project Requests			\$ 9,371	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 9,371	\$ 0	\$ 0

Carver Levee

AT A GLANCE

2022 Request Amount:	\$9,371
Priority Ranking:	1
Project Summary:	\$9.371 million in state funding is requested to acquire land, pre-design, design, and to construct levee improvements for the City of Carver. These improvements will correct deficiencies to the existing system to provide public safety and protect property during periods of flooding on the Minnesota River.

Project Description

The primary goal of the proposed flood improvement project is to reestablish the integrity of the existing flood protection system for the City of Carver. This will increase public safety and protect the City's Historic Downtown and infrastructure during the 100-year flood event. Several improvements are needed to address the deficiencies and ultimately receive an "acceptable" rating from the Army Corps of Engineers. The improvements are proposed to be constructed in the same location that the existing deficiencies are currently located.

1. Correct Clear Zone Issues

Removal of brush, trees, and other excess vegetation within 15 feet clear zone of the levee is proposed to allow for visual inspections of the levee. There are structures that have been identified within the 15 foot clear zone of the levee. Structures such as fencing, sheds, etc need to be identified and moved. Where buildings are identified within the clear zone sheet piling or alignment changes to the levee will be incorporated into the design. Addressing issues with the clear zone will minimize negative effects on the performance of the levee.

2. Increase levee elevation to meet FEMA flood elevation

The top elevation for nearly 50% (~2,200 lineal feet) of the levee will need to be increased to meet the minimum FEMA freeboard requirement of three feet.

3. Correct Steep Slopes

A majority of the side slopes in the existing levee are too steep to properly maintain. Fill will be added and slopes vegetated to ensure a maximum slope of 3:1 is achieved. Additionally, fill will be added to riprapped slopes to ensure a maximum slope of 2:1 is achieved.

Project Rationale

Flooding along the Minnesota River is repetitive. Prior to the construction of the levee in the 1960s flooding inundated parts of Carver and caused significant damage and financial burden on the area. Flood damages since the installation of the levee have been greatly reduced, however flooding is occurring more often. Deficiencies in the flood protection system need to be addressed to reduce the uncertainty of the existing system and to protect the City and Historic District against repetitive

flooding on the Minnesota River.

Project Timeline

Other Considerations

Alternatives to levee improvements include:

1. Property buyout

Given the National Historic District of the area that is protected by the levee, there is no feasible location for relocating this district.

2. Flood proofing structures

Flood proofing the structures protected by the existing flood protection system would be costly. More importantly this option would not protect the City infrastructure from flooding and the detriments associated with flooding.

Impact on State Operating Subsidies

Who will own the facility?

City of Carver

Who will operate the facility?

City of Carver

Who will use or occupy the facility?

Not Applicable

Public Purpose

Flood Protection

Description of Previous Appropriations

Project Contact Person

Brent Mareck
City Manager
952-448-8737
bmareck@cityofcarver.com

(\$ in thousands)

Carver Levee

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$9,371	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$150	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,200	\$0	\$0
TOTAL	\$0	\$11,721	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$325	\$0	\$0
Predesign Fees	\$0	\$300	\$0	\$0
Design Fees	\$0	\$703	\$0	\$0
Project Management	\$0	\$938	\$0	\$0
Construction	\$0	\$9,455	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$11,721	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Climate Resiliency and Water Resource Infrastructure	1	GO	\$ 1,500	\$ 0	\$ 0
Total Project Requests			\$ 1,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,500	\$ 0	\$ 0

Climate Resiliency and Water Resource Infrastructure

AT A GLANCE

2022 Request Amount:	\$1,500
Priority Ranking:	1
Project Summary:	\$1.5 Million in State Funds requested to acquire, design and Construct \$3.0 million Capital water resource infrastructure projects. Projects will establish long term structures to implement and manage a climate resilient agricultural watershed that has been impacted by flood damage and water quality challenges in the Cedar River Watershed.

Project Description

This project will implement water storage infrastructure, providing long term water treatment and flood damage reduction. To implement this project, the CRWD will work alongside specific private landowners in the watershed and negotiate project terms to implement the structures. Preliminary negotiations have already began. However, specific engineering needs are needed to better understand the specific layout of projects. The project summary is as follows:

Land easement acquisition: \$1.1 Million

Engineering and Project Management: \$300,000

Construction: \$1.6 Million

Total Project Cost: \$3.0 Million

State Funding Request: \$1.5 Million

Match Funding Source: \$ 1.5 Million

Project Rationale

Clean water and flooding are objectives that can be addressed by implementing the projects listed in the district's CIP initiative. The Cedar River – one of Minnesota's state water trails – has a long history of major flooding, with five of its Top 10 floods happening since 2000, including the three worst-known events (2004, 2000 and 2008). Flooding of the Cedar River has caused infrastructure damage to roads, bridges, homes and businesses as well as threatened the City of Austin's wastewater treatment facilities. These flows also have created excessive flows that intensify field runoff and pollution rates in the Cedar River's agricultural landscape. The district's CIP projects institute flow-control measures that temporarily hold water on the land in specific locations chosen by extensive engineering and hydrologic analysis. Controlling stormwater in this way provides multiple benefits for water quantity and water quality while restoring and protecting critical biological life in a watershed's sensitive streams.

Project Timeline

The Cedar River Watershed District has a long term goal of reducing peak flows within the Cedar River by 20% in the city of Austin. Phase I of this plan was developed and implemented between 2016 and

2020. The district is currently in Phase II. The current needs for 2022 and 2023 is \$3.0 million. This will meet the needs of the watershed community for planning and implementation of Phase II. The project will complete all preliminary planning, design and acquisition in 2022. Construction will be complete during the summer of 2023. The district has established working relationships and systems for project management. These systems have been effective for working alongside MMB and all necessary community and permit needs. In Phase I, the District completed all work within the timeframe of the agreement. The projects exceeded proposed outcomes. The district also accomplished this by coming in on budget.

July to December 2022 Land easement acquisition
July to December, 2022: Engineering and Project Management
January, 2023: Public Input and Hearings
December to July, 2023: Final permitting and construction design
July, 2023 Construction

Other Considerations

Funding for all Capital projects will be matched 1:1, with all projects completed in cooperation with willing and committed landowners who receive fair compensation. CIP continues to be a tremendous example of local agricultural producers and landowners becoming part of water-resource and climate resiliency solutions. Amid several regulatory actions from recent legislative sessions, the projects' landowners still have chosen to participate in work that improves local water resources. They have become part of the solution and invested resources to ensure CRWD and the state achieve water-resource goals. CRWD's CIP initiative will be an effective model for water-resource work in the state's other agricultural areas.

Impact on State Operating Subsidies

This project will not impact additional operating subsidies. The budget presented in the application will be sufficient to execute the projects.

Who will own the facility?

Landowners will maintain fee title, with a CRWD easement holding rights to maintain the project.

Who will operate the facility?

CRWD will hold easements on all projects along with future liability and maintenance costs.

Who will use or occupy the facility?

These structures/project areas will not be utilized by the public. Instead, these structures will offer water-treatment functions that provide restoration and protection to local natural resources, resulting in exponential benefits to the resource and public living in the Cedar River Watershed as well as the citizens and tourists using the Cedar River State Water Trail and other local waterways.

Public Purpose

Each individual project is part of CRWD's Capital Improvement Plan (CIP) developed using watershed studies and a scientific approach to address the watershed's priority challenges related to water

quality and water quantity. Public health and quality of life will benefit from improvements to the land and streams in the Cedar River Watershed. This will be enhanced further by reduced flooding from the CIP projects' flow-control benefits. The public will experience less loss due to flooding. These projects also will protect existing infrastructure, such as roads and bridges along with businesses and homes.

Description of Previous Appropriations

Phase I of the Capital Improvement Project Plan was implemented using State Bonding funds, in coordination with DNR Flood Mitigation budget. The following is a cost summary of those funds.

\$1.7 in 2017 Bonding Bill

\$127,000 in DNR Flood Mitigation Budget to bridge project needs in 2019.

\$500,000 in DNR Flood Mitigation Funds to close out Phase I Projects.

Total Bonding: \$2,327,000

Local Match: \$3.2 Million from Hormel Foundation

\$400,000 from Cedar River Watershed District

Project Contact Person

Justin Hanson

Cedar River Watershed District Administrator

507-434-2603

justin@mowerdistrict.org

(\$ in thousands)

Climate Resiliency and Water Resource Infrastructure

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$2,327	\$1,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$2,327	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$705	\$350	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$335	\$150	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$1,287	\$1,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,327	\$1,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Ice Arena and Curling Club	1	GO	\$ 2,618	\$ 0	\$ 0
Total Project Requests			\$ 2,618	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,618	\$ 0	\$ 0

Ice Arena and Curling Club

AT A GLANCE

2022 Request Amount:	\$2,618
Priority Ranking:	1
Project Summary:	\$2,618,200 in state funds is requested to replace the ice plant, floors and dehumidification systems for the Chet Tomassoni Chisholm Hockey Arena and the Chisholm Curling Club (Home of USA Olympic Gold Medalist Skip, John Shuster).

Project Description

Replacement and upgrades to replace the existing ice plant with a new 120 ton capacity plant to serve the ice arena and curling club. The new plant would be an ammonia plant with a calcium chloride distribution system in poly piping. The existing floor systems in the ice arena and curling club should be removed along with about 18" of sub grade. A new sub base with heating pipes should be installed under 3" of insulation and a new concrete floor with poly piping for the finished surface. The heating pipe under the insulation would be heated with the heat rejected from the cooling plant. This heat will keep frost from forming under the slab and keep it from moving. The new heating piping will require new heating mains, headers, and under insulation pipes. New mains for the cooling systems would be installed.

Project Rationale

The current ice plant is from 1976 and has exceeded its useful life. The plant is undersized because it was originally designed only to serve the ice arena. The ice arena floor has a plastic pipe system that has some leaking as brown spots have been noticed in the floor. The current floor does not have insulation under the floor so it creates floor movement from the frost. The current lines that run to the curling club (located in a separate building) were installed in about 1980 and have exceeded their useful life. The dehumidification system is not functioning properly - this is needed to dry the rink air. Excess moisture in indoor air will cause corrosion of metal structures, rotting of wooden structures, fungi and mold growth, increased energy consumption and ice quality problems. Safety concerns are also an issue when dripping water freezes on the rink. The heating system is needed to maintain comfortable thermal conditions for both the players and the audience. Heating is also beneficial in controlling the humidity of the ice rink in order to avoid fog and ceiling dripping problems. Moreover heat is needed for hot water production (ice resurfacing, showers) and in some cases for melting waste-ice that is the consequence of the ice resurfacing process.

Project Timeline

The project is expected to take 9-12 months with a completion date of 2023.

Other Considerations

The Chisholm ice arena and curling club are unique in that one ice plant feeds both buildings.

The new system will create separation between the ice arena and curling club so the operation of one isn't dependent on the other. The current system is very energy intrusive. Cost savings mean more dollars for other city services, more money to put back into the building, and more staff time available to ensure a top quality ice arena. Chisholm is the home to 2018 USA Olympic Gold Medal Curling Skip, John Shuster. Due to John Shuster's accomplishments the arena/curling club has been getting a lot of attention lately (including both nationally and internationally) and we expect this trend to continue. This project is a great opportunity to promote culture and tourism, and stimulate economic development.

The city of Chisholm has considered additional funding sources, however, it is difficult to fund city owned sports complexes. The city does not have the tax revenue to repair the facility and needs to seek alternative funds. The city staff has applied for alternative grants, which are pending, and is considering a capital campaign to fund the repairs. This facility is very important to the community both young and old and is a priority to keep it functioning.

Impact on State Operating Subsidies

No additional operating dollars will be requested for this project.

Who will own the facility?

City of Chisholm

Who will operate the facility?

The Curling Club has a lease agreement with the City to operate both facilities.

Who will use or occupy the facility?

The main tenants for the ice arena are youth hockey and two figure skating clubs. Youth hockey has about 270 participants from Chisholm, Hibbing and the surrounding communities. In the past there typically is 9 youth hockey tournaments at the ice arena and the fall and spring Skills program brought in upwards of 300 youth hockey players for the two 5 week programs. The figure skating clubs have around 150 participants and hold 2 skating shows each year. Between youth hockey and figure skating thousands of people visit our community each year. The ice arena also has 4 adult hockey leagues with about 110 people participating. The arena and curling club are both open 7 days a week. The ice arena operates between September and May whereas the curling club is open from November to April. The curling club has approximately 145 registered curlers. The curling club hosts 4 to 5 bonspiels per year with the largest being the Serrano Junior Bonspiel, which is probably the largest youth bonspiel in the state if not the country. The ice arena lobby is the election polling place for the City of Chisholm and the curling club is used in the summer for the city youth program.

Public Purpose

The ice arena and curling club are multi-functional non-discriminatory public facilities that serve citizens of the region/state. The ice arena features seating for 1250 spectators. This allows for a variety of events/activities to be held indoors. The ice arena and curling club are used by various citizens of Chisholm. The ability to provide this type of service to the citizens is valuable and important to continue moving forward. It is very important to keep the facility in working order to

serve the community for years to come.

Description of Previous Appropriations

Project Contact Person

Stephanie Skraba
Co-Interim Clerk-Treasurer/Administrator
218-254-7960
sskraba@ci.chisholm.mn.us

(\$ in thousands)

Ice Arena and Curling Club

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,618	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$172	\$0	\$0
TOTAL	\$0	\$2,790	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$19	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,619	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$152	\$0	\$0
TOTAL	\$0	\$2,790	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Cold Spring Baseball Park Improvements	1	GO	\$ 182	\$ 0	\$ 0
Total Project Requests			\$ 182	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 182	\$ 0	\$ 0

Cold Spring Baseball Park Improvements

AT A GLANCE**2022 Request Amount:** \$182**Priority Ranking:** 1**Project Summary:** The historic Cold Spring Baseball Park is in need of improvements to provide for additional safety for players and better viewing experience for fans.**Project Description**

The lighting system is fifty years old and uses outdated halogen light technology. The project will replace that system with an energy efficient LED system that will provide a wider light cast and will reduce the cost by roughly 42%.

Project Rationale

The improvements needed are an update to the current lighting system. The lighting poles that surround the field are over 50 years old and use outdated and inefficient halogen light bulbs and lighting system. There are eight light poles and a total of 66 light bulbs and canisters. Each bulb uses roughly 150Kwh and by changing the light system to an LED bulb, the City anticipates an average of roughly 42% in energy use. The LED bulbs that the City anticipates installing will use roughly 88Kwh per bulb. Not only will the City save on energy use, the light cast from the bulbs will offer far superior coverage for the outfield players and for the crowd by lighting up the field to a superior illumination level than the halogen.

Project Timeline

The 2022 season typically ends in late August to early September depending on tournament play for the various teams that call the Cold Spring Baseball Park home. Upon completion of the 2022 playing season, the project will begin and will continue into the Fall of 2022. Any activity not completed by the end of the construction season for 2022 will be worked on in the spring of 2023 with an anticipated completion before the start of the 2023 baseball season.

Other Considerations

None

Impact on State Operating Subsidies

None

Who will own the facility?

City of Cold Spring

Who will operate the facility?

Parks Department of the City of Cold Spring and in conjunction with the Cold Spring Area Baseball Association. The Baseball Association runs the concession stand and is the entity that holds the liquor license for the park. The teams that are sponsored by the Association assist the City of Cold Spring's Parks Department staff in prepping the field for the start of the season. Additionally the teams prep the field for the start of games.

Who will use or occupy the facility?

The Baseball Association sponsors three amateur teams, The Springers, The Silver Springers and The Rockies. The Rocori High School Baseball team also uses the field. The Association applies to the State Baseball Association to host various statewide tournaments. In addition, the Legion Little League has hosted state tournaments as well.

Public Purpose

The public purpose is to provide a safe and enjoyable location to watch a baseball game in the City of Cold Spring.

Description of Previous Appropriations**Project Contact Person**

Brigid Murphy
City Administrator
320-685-3653
bmurphy@coldspring.govoffice.com

(\$ in thousands)

Cold Spring Baseball Park Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$182	\$0	\$0
Funds Already Committed				
Other Funding	\$0	\$150	\$0	\$0
Pending Contributions				
City Funds	\$0	\$32	\$0	\$0
TOTAL	\$0	\$364	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$364	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$364	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Coon Creek Regional Trail and Pedestrian Bridge	1	GO	\$ 1,600	\$ 0	\$ 0
Total Project Requests			\$ 1,600	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,600	\$ 0	\$ 0

Coon Creek Regional Trail and Pedestrian Bridge

AT A GLANCE

2022 Request Amount:	\$1,600
Priority Ranking:	1
Project Summary:	\$1.6 million in state funds is requested to design and construct a new trail, pedestrian bridge along with associated lighting and streetscaping improvements for the Coon Creek Regional Trail over County State Aid Highway 1 (Coon Rapids Boulevard) approximately 400' northwest of the intersection of Avocet Street and Coon Rapids Boulevard in Coon Rapids.

Project Description

The project will involve the construction of a pedestrian bridge spanning Coon Rapids Boulevard (\$4,440,000); trail connections (\$335,000) to the bridge approaches; pedestrian-scale lighting (\$112,500); and related streetscaping improvements (\$112,500) for a total projected price of \$5,000,000. The City of Coon Rapids has received regional solicitation funding of \$2,400,000 for the project and is seeking \$1,600,000 in state funds. The City would contribute the remaining funds (anticipated at \$1,000,000) from local sources, including the City's pooled tax increment program that is available for public infrastructure. The project would be built within existing road right-of-way and would not require any additional land acquisitions.

Project Rationale

The project provides a grade separation for Coon Creek Regional Trail over Coon Rapids Boulevard, which is a 6 lane divided county state aid highway that carries 29,000 vehicles per day. In addition, the project will help facilitate safe and continuous trips to regional destinations and eliminate pedestrian and cyclist exposure to vehicle traffic on Coon Rapids Boulevard.

Project Timeline

- Pre-Design Work: June 2022
- Public Engagement: July - August 2022
- Design Engineering Work: September - November 2022
- Advertising & Public Bidding: December 2022 - January 2023
- Bid Award: February 2023
- Utilities & Site Preparation: May 2023
- Construction Start: June 2023
- Construction Complete: Spring 2024

Other Considerations

This project also serves to benefit the immediately adjacent communities. According to U.S. Census data, the census tract encompassing the proposed bridge has a far higher rate of residents below the poverty line (25.7%) than surrounding tracts (averaging 8.9%). The surrounding neighborhoods contain a number of multi-family housing developments, as well as the alternative Anoka Hennepin

Regional High School. The school serves as a community resource, offering night classes for all ages and other adult educational opportunities. The bridge will make it easier for residents of any age to reach these and other resources, such as existing transit stops for residents to reach employment in downtown Minneapolis. Creating a safe connection between these locations opens up the adjacent community to greater economic and social mobility.

Impact on State Operating Subsidies

Who will own the facility?

City of Coon Rapids

Who will operate the facility?

City of Coon Rapids

Who will use or occupy the facility?

The trail and pedestrian bridge will be used by the general public, including pedestrians and bicyclists.

Public Purpose

Construction of the trail and pedestrian bridge will improve pedestrian and bicycle connectivity and do so in a safe manner. Coon Rapids Boulevard is a high traffic volume roadway that is a barrier to pedestrian and bicycle connections on the Coon Creek Regional Trail. A traffic signal exists at Avocet Street, where the Coon Creek Regional Trail intersects with Coon Rapids Boulevard that allow pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during public engagement revealed a perception that the pedestrian crossing is difficult and a barrier to pedestrian use, particularly for children and senior citizens that may have a slower walking pace. The Coon Creek Regional Trail bridge also improves the connection to the Mississippi River Regional Trail, which is less than a mile south of Coon Rapids Boulevard and provides access for Coon Rapids residents to other regional, state and national trails

Description of Previous Appropriations

None

Project Contact Person

Grant Fernelius
Community Development Director
763-767-6451
gfernelius@coonrapidsmn.gov

(\$ in thousands)

Coon Creek Regional Trail and Pedestrian Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,600	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$1,000	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$2,400	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$495	\$0	\$0
Project Management	\$0	\$250	\$0	\$0
Construction	\$0	\$4,250	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$5	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Cottage Grove 50 Meter Outdoor Pool Design and Construction	1	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 3,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,000	\$ 0	\$ 0

Cottage Grove 50 Meter Outdoor Pool Design and Construction

AT A GLANCE

2022 Request Amount:	\$3,000
Priority Ranking:	1
Project Summary:	\$3 million in state funds is requested to design and construct an outdoor 50 meter pool as part of the future \$39.2M community center to be located at Keats Avenue and East Pt Douglas near State Highway 61 in Cottage Grove, MN.

Project Description

The City of Cottage Grove desires to construct an outdoor 50 meter pool as part of its future community center. The 50 meter pool will be one component of the larger outdoor aquatic center which would include a zero entry play pool, lazy river, slides, leisure areas and supporting facilities.

The 50 meter pool is designed for multi-purpose recreational use. This one pool can serve as a source for swim lessons, swim club training, individual training, competitions, diving training/competition, special events and leisure use. Concept plans include floating structures, climbing walls, sports equipment and a zip line to maximize use and interest in the pool. With the ability for this one facility to service life/safety concerns (swimming lessons), competition and leisurely needs of the Cottage Grove area, it is a very efficient use of public resources.

The City Council of Cottage Grove has passed a resolution to ask voters at the November 2, 2021 election to consider the sale of \$39.2M in general obligation bonds to pay capital expenses to design and construct a community center. The City is looking for partnerships at various levels to make this community vision a reality in order to better serve its 37,000 residents and surrounding communities. State bonding support for the capital necessary to build the 50 meter pool is one of the most important partnerships to secure. The City is also finalizing partnerships with the local school district, athletic association(s), swim clubs and other entities to truly make this a community and regional investment.

The aquatic center as a whole will consume about 2 acres of the community center property. The 50 meter pool is approximately 25% of that total space. The total project estimate for the aquatic center is \$18 million. The City is respectfully requesting \$3 million to support the 50 meter pool portion of the project given the regional need and significance of this particular facility. Supporting elements such as parking, greenway connections and shared common spaces are all costs that will be paid directly by the City of Cottage Grove as part of the community center project and is not included in this funding request. Thus, strategic advantage is achieved by making the best and most efficient use of public dollars, land and all resources in this one key project.

Project Rationale

The City of Cottage Grove has spent over 15 years studying the need for a community center. The

community engagement process was vast and led by multiple citizen task forces. The mission was always to hear directly from the citizens and attempt to deliver a community center option that meets the needs of all residents and visitors today and into the future. We heard from thousands of citizens, neighbors, visitors and industry professionals over the course of this development process and used many traditional and unique methods to guide the community engagement process.

Studies, community surveys, open houses and all other community engagement programs consistently revealed a need and desire for a community center to serve as a hub and unifying space for Cottage Grove residents, visitors and the local economy. Throughout the research process, aquatics have consistently ranked as the #1 desire in a community center; particularly in resident polls. Because of that expressed public interest, the City Council has invested much time, money and resources into assuring the aquatic recreational opportunities at the community center are a priority. Further, it is important that what is built will service not only today's residents, but are designed in a manner to meet the needs of generations of residents and visitors to Cottage Grove.

While the community center is being designed as a unifying place for the community, Cottage Grove is also primed to become a regional destination for recreational opportunities and is intent on helping support the recreational needs of our east metro neighbors. The community center's outdoor aquatic center, indoor playground and sports dome clearly show the intent for this facility to serve those beyond Cottage Grove's borders. This capital request from the State of Minnesota stems from the fact that nearly 10% of the community center capital budget is wrapped into the provision of a 50 meter pool which the City feels will benefit Minnesota residents well beyond just Cottage Grove.

Outdoor competitive pools are in high demand in the east metro. Initial design concepts were considered for both a 25 meter and 50 meter pool but studies revealed a desperate regional need for an outdoor 50 meter pool in the southeast metro area. Comparable metro area facilities and their distance from Cottage Grove include:

1. St Paul Highland Park - 23 miles
2. Richfield - 26 miles
3. Edina - 30 miles
4. Bloomington - 30 miles
5. New Hope - 39 miles

Further, Cottage Grove considers its primary and secondary recreational service market to include the communities of Woodbury, Hastings, St Paul Park, Newport, Denmark Township and Afton. Within this market, the only outdoor public pool is the Hastings Family Aquatic Center (no 50 meter pool). At a cumulative population of nearly 150,000 and rapidly growing, the need for aquatic recreation is evident for this market. Adding the aquatic center in Cottage Grove will give these east metro residents access to all of proposed outdoor aquatic training and recreational opportunities less than 15 miles from their homes.

Because of the lack of supply for 50 meter pools in the east metro, access to existing facilities is extremely limited and in some cases not available. The need for more outdoor competitions has been clearly expressed by swim groups to take advantage of the beautiful Minnesota summers. Outdoor summer swimming competitions are a better summer experience than indoors and build memories of a lifetime. Further, swimming competitions will assure use of the facility from the region, state and beyond.

The City has met with several swim clubs to discuss this need and understand how Cottage Grove

might be able to help service that need. Currently, the City Council issued a memorandum of understanding with the Southeast Metro Swim Club (SEMS) Board to assure there is committed use and need for this facility upon construction. We feel memorializing those intended use agreements is a true indicator of the recreational need. We look forward to working with SEMS to create programming and events to assure the pool is used to its best and fullest extent possible. The City has also met with clubs such as St. Croix Area Swim Club and the Hastings Area Swim Team who both stated they also would desire for their clubs to utilize the facility for practices, competitions or other programmed uses.

The City of Cottage Grove, as one of the fastest growing communities in the metro area, is committed to making sure everyone in the City feels included and valued. Creating a diverse, multicultural and equitable environment throughout our community remains essential for Cottage Grove's continued prosperity. The community center project is designed to unify recreational and leisure opportunities at one location and act as a hub of activity for the community. Cottage Grove has always been proud to retain its "small town feel" but needs amenities such as this community center for its citizens to socialize, be active and have fun together. And Cottage Grove has and will continue to be a leader in assuring equity in public access to services for ALL people.

The facility is a fully encompassing service design which meets the needs of today's residents and visitors but also has the forethought for expansion and flexibility to meet future community needs.

Project Timeline

November 2, 2021 - Election - Referendum Question on Community Center Project
December, 2021 - Architect Hiring
January - September, 2022 - Community Center (with 50 Meter Pool) Design, Plans and Specifications
May, 2022 - Community Center (with 50 Meter Pool) Mass Grading and Infrastructure Begins
September - December, 2022 - Community Center Community Center (with 50 Meter Pool) Bidding and Procurement
April 2023 - September 2024 - Community Center Community Center (with 50 Meter Pool) Construction
October 2024 - Community Center Community Center (with 50 Meter Pool) Ready for Occupancy

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Cottage Grove will fully own the facility and supporting land and infrastructure.

Who will operate the facility?

The City of Cottage Grove will fully operate and maintain the entire facility with no operating costs incurred to the State of Minnesota.

Who will use or occupy the facility?

The project will be open to general admission public use on all days of the swimming season. Lease

agreements have been memorialized for early morning hours as well as competitive events with the SEMS Swim Club. However, that lease agreement will not eliminate public access to the 50 meter pool or any other portion of the aquatic and/or community center.

Public Purpose

To provide for and serve the aquatic recreational and competitive swim needs for Cottage Grove, East Metro and surrounding communities by constructing an outdoor 50 meter pool as part of the Cottage Grove Community Center project.

Description of Previous Appropriations

Project Contact Person

Zac Dockter
Parks and Recreation Director
651-458-2808
zdockter@cottagegrovemn.gov

(\$ in thousands)

Cottage Grove 50 Meter Outdoor Pool Design and Construction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$36,200	\$0	\$0
TOTAL	\$0	\$39,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$600	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,953	\$0	\$0
Project Management	\$0	\$715	\$0	\$0
Construction	\$0	\$32,842	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$390	\$0	\$0
Occupancy Costs	\$0	\$1,700	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$39,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Crane Lake Public Water Access	1	GO	\$ 1,910	\$ 0	\$ 0
Total Project Requests			\$ 1,910	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,910	\$ 0	\$ 0

(\$ in thousands)

Crane Lake Public Water Access

AT A GLANCE

2022 Request Amount: \$1,910

Priority Ranking: 1

Project Summary: Crane Lake Township is requesting \$1,910,000 in state funds to acquire land, design and construct an access road, parking lot, stormwater system, and utilities for a DNR boat landing to provide public water access.

Project Description

Crane Lake Township, in cooperation with the MN DNR, are requesting bonding bill funds for the predesign, design, site preparation, and construction of a public water access facility for access to Voyageurs National Park, the Boundary Waters Canoe Area Wilderness, and related waterways. The public access facility will include land acquisition, launch ramps, docks, asphalt parking, storm water and aquatic invasive species management, a flush toilet, associated road and utility improvements, green spaces and picnic structures. Also, this DNR access point will be connected to the new Voyageurs National Park Visitor Center and campground. This will be accomplished by using bond proceeds to purchase an existing home and land to provide for a new roadway connection. This new public water access will be located on Crane Lake adjacent to the planned Crane Lake Visitors Center and Crane Lake Campground.

Project Rationale

Voyageurs National Park is the nation’s only water-based national park, consisting of more than 84,000 acres of water and 134,000 acres of land. The Voyageurs National Park, along with the BWCA, provide many access opportunities to the interconnected waterways of the park to provide an unparalleled opportunity for citizens to explore the Northwoods lake and border country. Today, people explore the park by canoes, kayaks, houseboats, and motorboats. Water is the defining feature of Voyageurs National Park and the Boundary Waters Canoe Area. The remoteness of the Park calls for the best effort by Park officials to provide access that enhances the visit of guests to the Park. Access and tourism expansion was the long-term promise that the Park would provide increasing economic opportunities for local residents while preserving a national treasure and developing recreational and educational opportunities for our citizens and guests.

Project Timeline

Engineering/ Design/ Permitting Start - 09/2022

Project Bid - 3/2023

Award Contract - 4/2023

Begin Construction - 5/2023

Project Completion - 12/2024

Other Considerations

This is a regionally significant project for the state and for tourism to the state.

Impact on State Operating Subsidies

N/A: the Town of Crane Lake does not intend to seek any additional state funds for operational and maintenance costs.

Who will own the facility?

The Town of Crane Lake will own the access road right a way that will be purchased from a willing seller and parking lot space. The Town of Crane Lake will also own the storm water improvements and all necessary utility improvements. (The Minnesota Department of Natural Resources will own the nearby boat landing, which is a separate project. The DNR currently owns the land for the boat ramp and related facilities.)

Who will operate the facility?

The Town of Crane Lake.

Who will use or occupy the facility?

The Minnesota DNR will occupy the project but it will be used by Minnesotans and guests from around the world who are visiting Crane Lake, the Voyageurs National Park, the Quetico Provincial Park, and the BWCAW.

Public Purpose

The Public Purpose of the project is to alleviate the congestion at existing boat ramps and parking areas at Crane Lake so guest can more easily access the national park, BWCAW, and related wilderness areas. Also this area will serve the guests at the new campground and Voyageurs National Park Visitor Center at Crane Lake.

Description of Previous Appropriations

N/A.

Project Contact Person

Jo Ann Pohlman
Clerk
218-993-1303
info@canelaketwp.com

(\$ in thousands)

Crane Lake Public Water Access

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,910	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,910	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$591	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,019	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,910	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
South St. Paul Library Construction	1	GO	\$ 4,700	\$ 0	\$ 0
County Road 46 Reconstruction	2	GO	\$ 11,500	\$ 0	\$ 0
Mississippi River Greenway Pedestrian Railroad Separation	3	GO	\$ 6,500	\$ 0	\$ 0
Minnesota River Greenway Pedestrian Railroad Separation	4	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 27,700	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 27,700	\$ 0	\$ 0

South St. Paul Library Construction

AT A GLANCE

2022 Request Amount:	\$4,700
Priority Ranking:	1
Project Summary:	\$4.7 million in state funds is requested to design, construct, furnish and equip a new Dakota County branch library in the city of South St. Paul. The project will meet the needs for library services in the southeast metro area as well as showcase Net Zero energy use in a municipal building.

Project Description

The new South St. Paul (SSP) branch of the Dakota County Library system would be a new structure on the corner of Seventh and Marie avenues in central SSP. It would total roughly 16,000 gross square feet on one floor which would incorporate just over 14,000 net square feet of program spaces. Currently, the base project cost of \$9.4 million would be funded half with State bond funds. Most of the other half would be funded by the County with contributions by our municipal and other project partners.

Project Rationale

The City of South St. Paul (SSP) has maintained its own city library since the 1920s and approached Dakota County in 2020 with a proposal to cease independent operation and join the countywide library system. The City's original building dates to 1927 and can no longer deliver modern library services. The Dakota County Board of Commissioners authorized a programming study which was completed in 2021. The study determined the size and best location for the building and estimated its costs. The study outcomes were solidly supported in resolutions by both the SSP City Council and the SSP Library Board. This multigovernmental initiative will benefit not only the citizens of SSP but Dakota and surrounding counties as a whole. The unique, legacy SSP book collection offers a range of titles not present at the county libraries while the new building will include meeting rooms, workspaces and technology not attainable by the city at its present location and on its limited budget. This project is an excellent example of a win/win outcome for all concerned.

In addition to its library functions, the volume and broad demographics of its patrons make this new building an excellent opportunity to showcase a municipal building designed as a Net Zero energy facility. Elements within the library can track and display energy as it is made, stored, used and redeployed during the day and across the year. All this could be done while decreasing the building's carbon footprint and educating the visitor. In the long run, Dakota County would use the reduced energy billings to pay for the increased maintenance and operating costs of this more complex building.

Project Timeline

- Predesign: Programming completed June 2021

- Design and Bidding: September 2021 through October 2022
- Construction: November 2022 through November 2023

Other Considerations

This would be the first Net Zero facility in the Dakota County buildings portfolio and the first municipal building of its kind in the Metro area. It would be a great example of State and Local funding of the next generation of energy use in public buildings. It could be used as a guidepost in future municipal designs statewide.

Impact on State Operating Subsidies

This is a capital request only. After construction, operating and maintenance funding would come from Dakota County.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County, Ramsey County and Washington County residents

Public Purpose

Public libraries have long championed equal access to information be it through technology or a physical book. It is a community hub— a place where people can work, gather, connect, learn, and create. Libraries are places which offer opportunities for lifelong learning, civic engagement and access to technology. From computers and copiers, 3D printers and scanners, anyone may enter a library and use the technology available. The new SSP Library will bring broadband to children and adults from all backgrounds and experiences, making available to them countless digital resources and information. The constantly changing daily mix of patrons make this an excellent building in which to showcase cutting edge strategies such as Net Zero energy use. Lastly, the current building is unable to meet the needs of the community and must be replaced. The public will be better served by a new public library offering a wide variety of services to the regional area.

Description of Previous Appropriations

Project Contact Person

Steve Mielke
Physical Development Division Director
952-891-7007
steven.mielke@co.dakota.mn.us

(\$ in thousands)

South St. Paul Library Construction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,700	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$4,700	\$0	\$0
TOTAL	\$0	\$9,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$850	\$0	\$0
Project Management	\$0	\$280	\$0	\$0
Construction	\$0	\$7,317	\$0	\$0
Relocation Expenses	\$0	\$6	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$947	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,400	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

County Road 46 Reconstruction

AT A GLANCE

2022 Request Amount:	\$11,500
Priority Ranking:	2
Project Summary:	\$11.5 million in state funds is requested to improve County State Aid Highway (CSAH) 46 (160th St./Brandel Ave.) from Trunk Highway (TH) 3 east through the TH 52 interchange to County Road 48. The project will reconstruct CSAH 46 from a 2-lane highway to a divided 4-lane highway from TH 3 to the TH 52 interchange and include CSAH 46 pavement preservation work from the TH 52 interchange to County Road 48 in the Cities of Coates and Rosemount and Empire Township.

Project Description

The proposed project includes the reconstruction of 5.3 miles of existing County State Aid Highway (CSAH) 46 as a divided 4-lane roadway from Trunk Highway (TH) 3 in the City of Rosemount and Empire Township to the TH 52 interchange in the City of Coates and includes approximately 0.5 miles of pavement preservation work along CSAH 46 from the TH 52 interchange to County Road 48 in the City of Coates.

To improve safety, mobility and modernization, the proposed project includes the addition of turn lanes at public roadway intersections, access management along the corridor, a trail along the north side of the roadway from TH 3 through the TH 52 interchange, a grade-separated trail crossing of CSAH 46 for the County's Vermillion Highland Greenway that connects Lebanon Hills Regional Park to Whitetail Woods Regional Park and additional through lanes in each direction.

The project funding is local county and city funds. Below is the project cost breakdown:

- Preliminary Design Estimated Cost: \$1,100,000
 - Local Contribution: \$1,100,000
- Final Design Estimated Cost: \$1,600,000
 - Local Contribution: \$1,600,000
- Right of Way Acquisition Estimated Cost: \$4,000,000
 - Local Contribution: \$4,000,000
- Construction Estimated Cost: \$23,000,000
 - Local Contribution: \$11,500,000
 - State Bond Funds: \$11,500,000
- Construction Administration Estimated Cost: \$2,000,000

- Local Contribution: \$2,000,000
- Estimated Total Cost: \$31,700,000
 - Local Contribution: \$20,200,000
 - State Bond Funds: \$11,500,000

Project Rationale

CSAH 46 is currently a 2-lane roadway with a large percentage of truck traffic (up to 15%) and average daily vehicle counts (11,000 to 15,100) approaching levels that are best accommodated by a divided 4-lane facility to maintain safety and mobility of all users. CSAH 46 is a classified A-minor and intended to supplement the capacity of principal arterials (CSAH 42, TH 52, etc.). With the lack of east-west state highways in this area, this roadway not only supplements principal arterials but provides a necessary east-west connection in the absence of an east-west trunk highway.

Dakota County has continued to see growth in the cities of Apple Valley, Lakeville, Farmington and Rosemount as well as Empire Township. CSAH 46 is anticipated to be an essential part of maintaining the local and regional transportation network. With several gravel mining operations located along and near this corridor, these businesses provide a local and regional benefit. As the mining operations continue to operate and expand, it is anticipated that the truck volume of CSAH 46 will continue to increase. During the busy season (April to early November), Dakota Aggregates can have up to 600 trucks and Cemstone can have up to 225 trucks entering CSAH 46 in a day. It is possible that 75% of these trucks will need to make a left turn onto CSAH 46 (southbound left onto eastbound 46). These large trucks do not have the ability to accelerate quickly, thus creating conflicts with other users along the corridor. The proposed expansion from 2 to 4-lanes along with the addition of turn lanes, will improve vehicle traffic distribution allowing for better gaps in traffic for vehicles entering or exiting off of CSAH 46.

Project Timeline

The project is currently in the preliminary design phase and it is anticipated to be complete by late Fall 2021. At the completion of the preliminary design, the County anticipates entering into a final design contract during the winter 2021-2022. The right of way acquisition process would begin in late Spring 2022 and continue through the summer of 2023. Construction is anticipated to start in the Fall 2023 with utility relocations and tree clearing. The majority of the construction work will occur in 2024 and 2025.

Other Considerations

MnDOT has a pavement preservation project on Trunk Highway 52 in 2023 and 2024. Dakota County will coordinate with MnDOT to lessen impacts to local and regional users.

Impact on State Operating Subsidies

None

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County

Public Purpose

The project corridor is regionally significant due to its east-west connectivity, designation as a Regional Truck Tier 3 route, and the industrial businesses located along the corridor including gravel mining, asphalt and concrete plants, and wall fabricators. State bond funds will help offset increasing costs while providing a regional benefit to the Twin Cities area. To improve the safety and mobility of all users (pedestrians, bicyclists, passenger vehicles, and freight) along the CSAH 46 corridor by reconstructing the roadway from 2-lane to 4-lane divided highway, adding turn lanes at public road intersections, providing a trail along the north side of the roadway (no trail existing between Biscayne Avenue and the Trunk Highway 52 interchange), and providing a grade separated crossing of the County's Vermillion Highlands Greenway.

Description of Previous Appropriations**Project Contact Person**

Mark Krebsbach
Transportation Director/County Engineer
952-891-7102
mark.krebsbach@co.dakota.mn.us

(\$ in thousands)

County Road 46 Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$11,500	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$99	\$0	\$0
County Funds	\$0	\$24,690	\$0	\$0
Pending Contributions				
City Funds	\$0	\$1,719	\$0	\$0
TOTAL	\$0	\$38,008	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$4,000	\$0	\$0
Predesign Fees	\$0	\$1,100	\$0	\$0
Design Fees	\$0	\$3,600	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$23,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$6,308	\$0	\$0
TOTAL	\$0	\$38,008	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Mississippi River Greenway Pedestrian | Railroad Separation

AT A GLANCE

2022 Request Amount:	\$6,500
Priority Ranking:	3
Project Summary:	\$6.5 million in state funds is requested to construct safety improvements that will protect pedestrians and cyclists from high-volume truck traffic and two railroad crossings within an industrial area.

Project Description

The Mississippi River Greenway is designated as a State and National Trail and is the most popular greenway trail in Dakota County. Nearly complete, the County's portion of the greenway will extend 27 miles along the Mississippi River from St. Paul to Hastings, providing scenic river views and connections to local and regional parks, trails, and other community destinations. The greenway is part of the larger 3,000-mile route from Minnesota to Louisiana. A two-mile gap currently exists in the trail, forcing pedestrians and cyclists onto the Pine Bend Trail road edge and across two skewed at-grade railroad crossings with no separation or accommodation for safety. The project will be ready for construction in late summer 2022. The total cost is estimated to be \$13.7 million. The project received \$1.4 million in federal funding to assist with construction, but responsibility for the balance of the cost falls to Dakota County.

Project Rationale

Regional greenway users face a two-mile gap that interrupts the trail in Rosemount, between Inver Grove Heights and Spring Lake Park Reserve in Hastings. Completion of the trail is needed to protect users from heavy truck traffic, two skewed at-grade railroad crossings, and steep grades. Currently, users are required to ride the road edge of Pine Bend Trail which is primarily used by industrial truck traffic entering the commercial facilities within the trail gap section. The two skewed at-grade railroad crossings pose an unexpected safety hazard for bicyclists who are unfamiliar with the dangers of traversing a skewed track. The greenway also needs safety enhancements at key access points to accommodate over 218,000 annual users from across the region, state and country.

Project Timeline

- Design: Completion in Fall 2021
- Right of Way Acquisition: Summer 2021 - Winter 2022
- Construction: September 2022 to September 2023

Other Considerations

This high-profile project would provide two critical outcomes. First, it would protect hundreds of thousands of trail users from across the state from heavy truck traffic (often more than 400 trucks per day) and two skewed at-grade railroad crossings. Second, it would complete the final gap in the 27-

mile Mississippi River Greenway Trail, connecting St. Paul to Hastings and advancing the larger 3,000-mile route from Minnesota to Louisiana. Successful completion will significantly enhance safety, commerce, and recreation for the region and the state.

Impact on State Operating Subsidies

None

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County

Public Purpose

Development of a public regional greenway trail utilized for recreation and transportation within one of the highest visited trail corridors in the metropolitan area.

Description of Previous Appropriations

Project Contact Person

Steve Mielke
Physical Development Division Director
952-891-7007
steven.mielke@co.dakota.mn.us

(\$ in thousands)

Mississippi River Greenway Pedestrian | Railroad Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$6,500	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$1,400	\$0	\$0
County Funds	\$0	\$5,200	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$600	\$0	\$0
TOTAL	\$0	\$13,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$2,912	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,043	\$0	\$0
Project Management	\$0	\$790	\$0	\$0
Construction	\$0	\$8,955	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$13,700	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Minnesota River Greenway Pedestrian | Railroad Separation**AT A GLANCE**

2022 Request Amount:	\$5,000
Priority Ranking:	4
Project Summary:	\$5 million in state funds is requested to construct safety improvements that will protect pedestrians and cyclists from a high-speed railroad crossing through an environmentally sensitive area.

Project Description

This project fills a three-mile critical gap along the Minnesota River Greenway Regional Trail through Fort Snelling State Park in Eagan. The greenway's corridor is 17 miles, stretching from St. Paul to Burnsville. It provides multiple connection points across the river into the cities, as well as a connection to the south where it connects with the Minnesota Valley State Trail and eventually to Le Sueur. The existing gap forces bicyclists and pedestrians to cross a high-speed Union Pacific railroad track and use State Highway 13 as an unsafe three-mile detour before rejoining the trail. Design of a dedicated trail and bridge over the railroad is in the final stages. The total project cost is estimated at \$13.2 million.

Project Rationale

Regional greenway trail users face a three-mile gap which requires them to use a minimum maintenance road to cross a high-speed railroad track and utilize the shoulder of State Highway 13 before rejoining the trail. The project will not only provide a safe connection through Fort Snelling State Park, but will provide an enhanced educational and recreational experience through an environmentally rich area in the heart of the metropolitan area.

Project Timeline

- Design: Completion in Fall 2021
- Construction: Summer 2022 - Summer 2023

Other Considerations

This project is among Dakota County's top priorities given the implications for public safety along and within state facilities (e.g., Fort Snelling State Park and State Highway 13). It would also complete the final gap in the 17-mile Minnesota River Greenway Regional Trail corridor, linking St. Paul with the state's birthplace in historic Mendota to Eagan, Burnsville, Mendota Heights and on to the Minnesota Valley State Trail.

Impact on State Operating Subsidies

None.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County

Public Purpose

Development of a public regional greenway trail utilized for recreation and transportation within one of the highest visited trail corridors in the metropolitan area.

Description of Previous Appropriations

Project Contact Person

Steve Mielke
Physical Development Division Director
952-891-7007
steven.mielke@co.dakota.mn.us

(\$ in thousands)

Minnesota River Greenway Pedestrian | Railroad Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$3,508	\$0	\$0
County Funds	\$0	\$3,402	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$1,290	\$0	\$0
TOTAL	\$0	\$13,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$207	\$0	\$0
Design Fees	\$0	\$719	\$0	\$0
Project Management	\$0	\$500	\$0	\$0
Construction	\$0	\$11,774	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$13,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Water Treatment	1	GO	\$ 4,000	\$ 0	\$ 0
Total Project Requests			\$ 4,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,000	\$ 0	\$ 0

Water Treatment

AT A GLANCE

2022 Request Amount:	\$4,000
Priority Ranking:	1
Project Summary:	Provide New Well Head Water Treatment

Project Description

Well head treatment would provide a water product that is able to meet primary and secondary standards set by the MN Dept of Health. This is the primary reason for this well head treatment is to provide the best possible product while also keeping in mind that our end users are the ones paying for it and that is a primarily residential base. This project would provide a product that would meet MN Dept of Health primary and secondary standards along with providing a good tasting, clean and clear and no smell water that would create a better residential experience when it comes to water coming out of their tap.

Project Rationale

Project costs along with the water product being delivered are not of the highest quality . To elaborate on the costs portion of the conversation is related to the other options that are available for the City to supply a quality product that is able to meet all standards set by the MN Dept of Health. The options are to building a full water treatment system for the entire community which would be roughly \$20 million and would create a large burden on our heavily residential water supply base. This option would be roughly \$3.5-\$4 million and would be much more manageable in terms of cost for our residential customers that are our primary source of revenue in the water fund. Additionally the water has a distinct smell and color to it when it is coming into residents homes and can have a foul taste to it at times depending on factors of usage from the system. This smell and color are reasons for multiple ongoing complaints from our residents that are expecting a very high quality product when they are paying for it.

Project Timeline

Anticipated start date would be the 1st of January 2022 due to our new well #4 being completed at the end of August 2021. The City would like to provide the best product to our residents by the end of 2022 as the end completion date and the well head treatment being fully functional by December 31, 2022.

Other Considerations**Impact on State Operating Subsidies**

This would decrease our dependence on our neighboring cities providing us water with a standard that is meeting both primary and secondary standards by the MN Dept of Health. The cost of this

water treatment would be roughly \$3.5-\$4 million for the entire project. There is a sufficient local match is that is needed for funding.

Who will own the facility?

The City of Dayton will own this well head treatment once completed.

Who will operate the facility?

City of Dayton Public Works Employees will operate the project once completed. Our consulting engineering firm, Stantec, will operate the project during its planning and building stages.

Who will use or occupy the facility?

Users of the water will be Dayton residents in our Northeast Quadrant of the City who currently have water directly from the ground with very minimal treatment at best.

Public Purpose

The Public Purpose of this is to provide quality water that meets both primary and second standards set by the MN Dept of Health.

Description of Previous Appropriations

Project Contact Person

Zach Doud
Finance Director
763-323-4010
zdoud@cityofdaytonmn.com

(\$ in thousands)

Water Treatment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,000	\$0	\$0
Project Management	\$0	\$1,000	\$0	\$0
Construction	\$0	\$2,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Washington Ballfield and Grandstand Renovation	1	GO	\$ 1,172	\$ 0	\$ 0
Total Project Requests			\$ 1,172	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,172	\$ 0	\$ 0

Washington Ballfield and Grandstand Renovation

AT A GLANCE

2022 Request Amount:	\$1,172
Priority Ranking:	1
Project Summary:	\$1,171,500 in state funds are requested to preserve and rehabilitate the historic Washington Ballfield and Grandstand. Preservation and restoration of this landmark structure will update a crown jewel in the downtown Detroit Lakes area and will welcome visitors to our community with a unique premier ballpark by the lake.

Project Description

Washington ballpark was established in 1907. Later in 1948, the grandstand and lighting were added. Since then, there have been very few improvements to the location. While the steel and concrete structure of the grandstand itself is very sound, the wood siding and spectator benches are extremely weathered. The grandstand and ballfield also have safety issues which need to be addressed including: ADA accessibility, more complete netting for fan and player safety, improved dugouts, adding a warning track so players know they are approaching the fence, and removing a storm sewer manhole that is in the outfield. This project would also include lighting efficiency upgrades to reduce electricity usage and upgrades to the restroom facilities to promote water conservation.

The grandstand seats 1,200 fans and if updated, would be used not only for baseball games, but also for various other community events, concerts, and gatherings. An improved plaza space would be an inviting area for visitors to meet and gather. This upgraded facility would gain attention and would draw in significantly more visitors.

Project Rationale

This ballfield and grandstand is well overdue for some attention and would be an extremely valuable asset for the community and region, attracting residents and visitors for many years to come. This project also meets many of the administration's goals by addressing safety and accessibility issues, upgrading and rehabilitating existing facilities, and also adding energy and water conservation measures to make the facility more efficient.

The state's investment would not be an extremely significant portion of the state's overall bonding bill, but it would be an extremely significant and important investment for the City of Detroit Lakes and the lakes region of the state.

Project Timeline

- Design - Current - May 2022
- Bid - June/July 2022
- Construction Begins - August 2022
- Grandstand Completion - November 2022
- Field Completion - by May 2023

Other Considerations

This property was placed on the National Register of Historic Places 5/30/2008.

Impact on State Operating Subsidies

n/a - none

Who will own the facility?

The City of Detroit Lakes will own and maintain the facility.

Who will operate the facility?

City of Detroit Lakes

Who will use or occupy the facility?

City of Detroit Lakes, Detroit Lakes Public Schools, American Legion Baseball, Detroit Lakes Summer Recreation, Various non-profits that host events at the ballfield

Public Purpose

This facility is a City-owned facility that is enjoyed by residents and visitors alike. Because this facility is used not only by residents of the City of Detroit Lakes, but non-residents as well, we humbly request that the state participate in the upgrade and rehabilitation of this regional asset.

Description of Previous Appropriations

n/a - None

Project Contact Person

Kelcey Klemm
City Administrator
218-846-7123
kklemm@cityofdetroitlakes.com

(\$ in thousands)

Washington Ballfield and Grandstand Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,172	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$463	\$0	\$0
Pending Contributions				
City Funds	\$0	\$400	\$0	\$0
Other Funding	\$0	\$309	\$0	\$0
TOTAL	\$0	\$2,344	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,344	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,344	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Dilworth Fire Station	1	GO	\$ 3,794	\$ 0	\$ 0
Total Project Requests			\$ 3,794	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,794	\$ 0	\$ 0

Dilworth Fire Station

AT A GLANCE

2022 Request Amount:	\$3,794
Priority Ranking:	1
Project Summary:	\$3.794 million is being requested for the demolition (or renovation) of an existing fire station and community center, pre-design, design, construct, furnish, and other soft costs associated with a new fire station, located in Dilworth, MN.

Project Description

The existing fire station in Dilworth, MN is approximately 40 years in age and co-located with the city's community center. The intent is to do some combination of a demolition and/or remodel of the existing building(s) and have a new stand-alone fire station to accommodate the growing demands. The existing fire station is approximately 6,200 square feet in size; and the community center is approximately 6,500 square feet. It is anticipated the new stand-alone fire department will need to be over 13,000 square feet for adequate training, storage, and ventilation. The estimated cost is \$7.589 million and will be locally funded though the city continues to explore all funding options.

Project Rationale

It is first important to note the Dilworth Fire Department is not just responsible for the near 4,600 Dilworth residents, but it also provides service to the City of Georgetown as well as to the Morken, Moorhead, Kragnes, and Oakport townships. Additionally, mutual aid service is provided to the other eight Clay County agencies. The current fire department was built in 1982, when the population of the City of Dilworth was approximately 2,500; so, the coverage of the fire department has more than doubled. As population has increased, there are more calls for service... but due to the restrictions of the existing station, the department size cannot increase.

Our current facility creates many hazards to the firefighters. Some of those hazards are dangerous to the health and well-being of the 30 firefighters that serve on the department. We have very limited space in our meeting area, so working in our department during the COVID-19 pandemic brought on many other challenges and health risks to department members.

There is also a safety concern with the current facility and the need to purchase new equipment. The last engine was bought in 2015. Engines run on a 10-year cycle, but how it presently stands, Dilworth will be unable to purchase its next engine until the facility is renovated due to a lack of space.

Some of the other health risks that are currently lacking in our facility are: no exhaust systems for current fire engines, so the fumes from the trucks are adhering to our protective equipment and exposing all members to carbon monoxide; no safety switches on the overhead garage doors, so if a door fails, it will not stop and could potentially fail on a member; no hazardous material decontamination area, so the firefighters are bringing contaminated clothing home and exposing their family to dangerous carcinogens as well; and the current system we have in place to fill our air

bottles is also located in the apparatus floor, where it is also exposed to exhaust fumes from the trucks.

These are just to name a few, there are other hazardous and risks within our current facility that pose many dangers to our firefighters.

Project Timeline

Predesign/conceptualization: 2021 (complete)
Engineering/Design/Testing: 2023
Demo/Construction: Spring/Summer 2024
Facility opens: Late Fall / Early Winter: 2024

Other Considerations

In 2021 the City of Dilworth developed a master plan of all of its city facilities. Through working with an independent firm, it was determined the fire department has the most immediate needs, and will need to be completed before any other phase occurs. This is phase 1 of 6.

Impact on State Operating Subsidies

No additional State operating dollars are anticipated for this project.

Who will own the facility?

City of Dilworth

Who will operate the facility?

City of Dilworth (Fire Department)

Who will use or occupy the facility?

City of Dilworth (Fire Department)

Public Purpose

The new station will provide fire safety coverage for residents across Clay County as well as a modern setup to train and support firefighter staff/equipment.

Description of Previous Appropriations

n/a

Project Contact Person

Peyton Mastera
City Administrator
218-287-2313
peyton.mastera@ci.dilworth.mn.us

(\$ in thousands)

Dilworth Fire Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,794	\$0	\$0
Funds Already Committed				
City Funds	\$19	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$3,795	\$0	\$0
TOTAL	\$19	\$7,589	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$19	\$0	\$0	\$0
Project Management	\$0	\$282	\$0	\$0
Construction	\$0	\$5,920	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$160	\$0	\$0
Inflationary Adjustment	\$0	\$1,227	\$0	\$0
TOTAL	\$19	\$7,589	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Wasioja Seminary Ruins Stabilization	1	GO	\$ 1,842	\$ 0	\$ 0
Civil War Recruiting Station Trail Head Property Aquisition	2	GO	\$ 107	\$ 0	\$ 0
Total Project Requests			\$ 1,949	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,949	\$ 0	\$ 0

Wasioja Seminary Ruins Stabilization

AT A GLANCE

2022 Request Amount:	\$1,842
Priority Ranking:	1
Project Summary:	\$1.7 million in state funds is requested for predesign, design, and construction for the purpose of permanent stabilization of the historic Wasioja Seminary ruins.

Project Description

The Wasioja Seminary was built in 1857, in what was then the public square of a small village named Wasioja. The Seminary was dedicated in 1858, and instruction began. By 1860 it was renamed Northwest College. Unfortunately, the outbreak of the Civil War drastically affected the fortunes of the students and the building. In 1861, a large number of the seminary students and faculty volunteered to form Company C of the 2nd Minnesota. At the conclusion of the war few students returned to take up their studies, and by 1868 the Seminary was failing. The Seminary changed hands and names as different groups tried to make things work. In 1868 it became Groveland Seminary, in 1872 it became Wesleyan Methodist Seminary. The Seminary was closed for the last time in 1984. In 1905, a large fire gutted the building. The property was deeded to Dodge County shortly after. Limited stabilization efforts were undertaken in 1994, but permanent stabilization is needed before it is too late to save this structure.

The proposed project outcome upon completion is permanent stabilization and preservation of the Wasioja Seminary Ruins. The project must be completed in two parts (temporary and permanent) to protect workers during the archaeological survey and permanent stabilization efforts. The project request is for cost associated with installation of temporary stabilization measures, completion of construction documents for permanent stabilization and construction/installation of permanent stabilization measures. The total project cost is estimate to be approximately \$1.7 million dollars. Dodge County has obtained two grants from the Minnesota Historic Society for this project. In 2015, a \$10,000 grant was obtained for a Conditions Assessment of the ruins. In 2020, a grant in the amount of \$49,800 was also obtained for the preparation of construction documents for temporary stabilization.

Project Rationale

The Wasioja Seminary ruins are a popular and significant asset to our community and a meaningful historic site for Minnesota. Dodge County would like the Seminary Ruins and other nearby historic structures to become historic focal point within the broader context of the grounds and nearby proposed recreational trails.

The Seminary Ruins have been owned by Dodge County since 1905. It is currently operated as a park, with annual celebrations taking place there. Public safety dictates that the increasingly fragile ruins be

stabilized. Over the decades, Dodge County has worked to stabilize and preserve the ruins. In 1994, the ruins were stabilized and a historic marker was erected. In 2016, a Conditions Assessment funded by a Minnesota Historical and Cultural Heritage grant was completed which indicated that the ruins are in a "fair but precarious condition". The Ruins are exposed to the elements, and water intrusion is and will continue to cause ongoing damage. The walls of the ruins are tall and slender and there are sections missing which are crucial to structural integrity, which makes them delicate. A secondary, structural system to support the walls is necessary both for preventing any further collapse and for allowing masons to be able to safely carry out interventions to make the walls more water resistant. The secondary structure system is also necessary in order to assure a reasonably safe environment for archaeological investigation. Neither activity will be safe until the walls are stabilized. In October of 2020, additional grant funding from MHS was also obtained for the development of construction documents for the purpose of the temporary stabilization measures. Development of these documents is currently underway.

This request now seeks funding for the installation of temporary stabilization measures, preparation (pre-design and design) of construction documents for permanent stabilization and the completion of permanent stabilization/preservation measures.

Project Timeline

Summer 2021- Completion of construction documents
Winter 2021-2022 obtain bids for temporary stabilization
Summer 2022- complete temporary stabilization
Fall 2022 pre-design and design construction documents for permanent stabilization
Summer 2023- complete permanent stabilization

Other Considerations

The proposed projects are part of a larger effort to revitalize and improve the Wasioja Historic District. Development of the Interpretive Plan has been completed and is in the process of being implemented. Interpretive signage is currently being developed for the six historic structures.

Impact on State Operating Subsidies

Who will own the facility?

Dodge County will own the project.

Who will operate the facility?

Dodge County Parks and Trails, a division of the Dodge County Highway Department, will operate and maintain the project.

Who will use or occupy the facility?

The general public, history buffs and users of the parks and future trail systems will utilize the project.

Public Purpose

The Wasioja Seminary Ruins is a park owned by Dodge County that will be utilized by the public.

Description of Previous Appropriations

2015- Minnesota Historical Society Grant for \$10,000 for Conditions Assessment of Wasioja Seminary Ruins

2020- Minnesota Historical Society Grant for \$49,800 for laser scan, archaeological survey and preparation of construction documents for temporary stabilization.

Project Contact Person

Melissa DeVetter

Project Manager

507-635-6253

melissa.devetter@co.dodge.mn.us

(\$ in thousands)

Wasioja Seminary Ruins Stabilization

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,842	\$0	\$0
Funds Already Committed				
Other State Funds	\$49	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$49	\$1,842	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$49	\$60	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,640	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$142	\$0	\$0
TOTAL	\$49	\$1,842	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Civil War Recruiting Station | Trail Head Property Aquisition

AT A GLANCE

2022 Request Amount:	\$107
Priority Ranking:	2
Project Summary:	\$100,000 request for acquisition of property surrounding Civil War Recruiting Station in Wasioja. The property contains a derelict, fire damaged building which will be demolished and properly disposed of.

Project Description

Dodge County is requesting \$100,00 for the purchase of a 1.32 acre parcel containing a burned dwelling, septic system and well. The cost of purchase of the lot is \$80,000 and demolition and disposal of the dwelling is estimated to be \$20,000.

The Civil War Recruiting Station is owned by the Dodge County Historical Society. This building was one the first buildings created in Wasioja and was the center of town affairs. During the building boom of the mid 1850s it served as a law office and bank for two of the town founders, Captain James George and Curtis Moses. However, in 1861, this building also served as a recruiting station when Wasioja Seminary students, inspired by patriotic speeches, marched to this building to enlist for service in the Civil War. It remained as an active recruiting stations until the war ended in 1865.

In 2015, the Dodge County Historical Society received a Minnesota Historical Society Cultural and Heritage Grant to develop plans to restore the Civil War Recruiting Station. This building is believed to be the only Civil War Recruiting Station left in Minnesota, and possibly west of the Mississippi River. In 2018, the restoration work was complete and this building now contains artifacts collected by volunteers from the Civil War era.

Currently, Dodge County is seeking a funds for the purpose of acquisition and restoration of the property located at 20917 601st St, Dodge Center, MN 55927 which is surrounds the Civil War Recruiting Station. This 1.32 acre property is located within the Wasioja Historic District which was placed on the National Register of Historic Places in 1975. This district also encompasses six historic structures which includes the Civil War Recruiting Station, the Wasioja Seminary Ruins, the Wasioja Baptist Church, the Wasioja School, the Andrew Doig House and the Limestone Kiln.

Over the years, this adjacent property fell into disrepair and the county pursued clean-up efforts with the landowner. The majority of the junk has been removed, but in February of 2019, a fire destroyed the existing dwelling and the burned out shell of the building still exists on site. The well and septic system that are still on site are expected to be compliant.

Also adjacent to this property is the parking lot area owned by Dodge County. This lot was proposed to be for users of the Stagecoach State Trail in accordance with the DNR’s Master Plan developed in 2012. The route was to follow the historic stagecoach route from Rochester to Owatonna and would be used for biking, walking, hiking, dog walking, horseback riding, cross-country skiing, snowmobiling, in-line skating and environmental education. While this effort is presently on hold, plans to renew

the efforts for a limited trail corridor between the historic districts of Wasioja and Mantorville are currently being explored. In addition, Dodge County (along with Olmsted, Goodhue and Wabasha) is currently at the beginning stages of development of the Zumbro River Regional Water Trail Master Plan which could include a potential water trail access for canoes, kayaks and tubes at the bridge located immediately southwest of the parcel.

At this time, it is anticipated that the property will be sold in the near future. Because of its size, existing improvements, proximity to historical society and county property, and a central location, this property would be ideal for a future interpretive center, park, and a trailhead, which would be consistent with Dodge County's goals for historical revitalization and promotion of this area. If this property is not acquired, it will be a significant loss and it is unlikely to ever become available again.

Project Rationale

The property is within the Wasioja Historic District and is adjacent to the Civil War Recruiting Station and a parking lot owned by Dodge County. The property's central location in the Wasioja Historic District, as well as the well and septic, makes it an ideal property for a future interpretive center. In addition, the property would serve as a trail head for a proposed walking/biking trail connecting the Mantorville and Wasioja Historic District and is located close to the Zumbro River where a water trail access is proposed. This project is part of larger county efforts to develop this area for historical tourism. An interpretive plan has been developed for the Wasioja Historic District and interpretive signage is being developed for the six historic structures. If this property is sold, this opportunity is unlikely to come again.

Project Timeline

Summer 2022- acquire property, demolish and dispose of dwelling

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Dodge County will own the project.

Who will operate the facility?

Dodge County Parks and Trails, a division of the Dodge County Highway Department will operate and maintain the project.

Who will use or occupy the facility?

The general public and those interested in history will use the property. The site will also be used by people utilizing the biking/walking and water trails.

Public Purpose

The property will be utilized as public land associated with the Civil War Recruiting station. The site is proposed for a future interpretive center and trail head.

Description of Previous Appropriations

Project Contact Person

Melissa DeVetter
Project Manager
507-635-6253
melissa.devetter@co.dodge.mn.us

(\$ in thousands)

Civil War Recruiting Station | Trail Head Property Aquisition

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$107	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$107	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$7	\$0	\$0
TOTAL	\$0	\$107	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Spirit Mountain Recreation Area Infrastructure Investment	1	GO	\$ 12,000	\$ 0	\$ 0
Total Project Requests			\$ 12,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 12,000	\$ 0	\$ 0

Spirit Mountain Recreation Area Infrastructure Investment

AT A GLANCE

2022 Request Amount: \$12,000

Priority Ranking: 1

Project Summary: The City of Duluth requests \$12m in state funds to renew, replace, and improve aged infrastructure at Spirit Mountain Recreation Area in order to increase the facility's annual economic impact from \$22m and 301 full-time jobs to a projected \$39m and 506 full-time jobs and expand the use and enjoyment of the facility to a greater number and diversity of residents. State funds will be used to predesign, design, construct, furnish and equip new and renewed infrastructure.

Project Description

The total cost of this project is \$24m. The diverse components of the project are located across a 400-acre portion of a multi-activity outdoor recreation area. The primary deliverables are:

1. Main chalet renovation: Renovation of 45-year-old 42,000-square-foot building that houses food service, retail, equipment rental, ticketing, office space, event and meeting space, outdoor decking, and snow sports school, among other functions. Work will include replacement of electrical, HVAC, phone, internet, POS, and lighting systems as well as renewal of commercial kitchen and food prep area.

2. Lift consolidation and renewal: Replacement of three slow and aged fixed grip chairlifts covering a total length of approximately 6500 linear feet with one, approximately 2000 linear-foot, high-speed quad chairlift. Also includes replacement of a beginner area lift and a tubing hill lift.

3. Exterior lighting replacement and expansion: Replacement of lighting in downhill skiing/boarding area and addition of lighting to Nordic skiing area.

4. Snowmaking enhancement and expansion: Enhancement of the downhill snowmaking system and completion of Nordic skiing system.

5. Campground renewal: Renewal and update of existing 73-site campground including utilities to sites and two, 1000-square-foot, shower houses.

6. Trail system completion: Completion of Nordic skiing and mountain biking trail systems.

7. Equipment replacement: Replacement of summer and winter maintenance equipment and rental gear.

8. Adventure Park renewal and expansion: Renewal and modest expansion of summer Adventure Park activities including a new high ropes course, addition of summer tubing, replacement of the

mini-golf course, and renewal of the coaster and zip line.

9. Connection to adjacent outdoor recreation destinations: Multi-use trail connections from Spirit to the Lake Superior Zoo, the Munger State Recreation Trail, and the St. Louis River National Water Trail.

10. Parking and entry road improvements: Repaving of entry road and addition of parking at Grand Avenue.

Project budget - \$24m

- Construction Cost - \$20m
- Pre-Design Fee (1%) - \$200k
- Professional Design Fees (10%) - \$2m
- Project Management (6%) - \$1.2m
- Art (1%) - \$200k
- Occupancy (2%) - \$400k

Funding approach

- 50% State of Minnesota
- 25% by Spirit Mountain Recreation Authority
- 25% by City of Duluth

Project Rationale

Spirit Mountain Recreation Area is a regional economic driver that:

- Produces a \$22 million annual economic impact
- Welcomes approximately 250,000 visits per year
- Directly or indirectly supports 301 full-time jobs
- Attracts visitors, residents, and businesses to choose Duluth

Spirit Mountain is essential to Duluth’s quality of life, enabling thousands of Duluth residents and visitors of every age to be active, outdoors, together, year-round, in a beautiful natural setting. Spirit Mountain has not, however, reached its full potential. Spirit can and must be:

- More inclusive and accessible
- Better managed and maintained by Spirit and the City
- More stable, operationally and financially
- Better positioned to maximize its impact on our economy and quality of life

The City proposes to leverage the proposed capital reinvestment to:

- Increase Spirit’s annual economic impact – to an estimated \$39.9 million, more than 300,000 visits, and 506 full-time jobs.

- Renew Spirit facilities to serve Duluth for another 30 years.
- Provide recreational experiences that are more relevant and enjoyable for today’s outdoor recreationists.
- Lower cultural, financial, and physical barriers to enjoyment of Spirit Mountain and all that it has to offer.
- Further strengthen the appeal of western Duluth as great place to live, work, visit, and invest.

Project Timeline

Project Schedule – 30 months from July 1, 2022 to January project completion

- September, 2022 – Complete project funding award/grant agreement with DEED
- November, 2022 – Complete schematic design
- January, 2023 – Complete design development
- June, 2023 – Complete construction documents
- September, 2024 – Complete construction

Other Considerations

The project will be designed, constructed, and operated to advance vital Minnesota values including:

- Climate protection – Complete replacement of 1970’s electrical and lighting infrastructure to significantly reduce GHG emissions.
- Cultural inclusion – Spirit will engage the indigenous community in stewarding the mountain, enjoying the mountain and the recreation area, and visibly honoring the indigenous heritage of this special place.
- Equity – Facility improvements and new programs will lower financial barriers to enjoyment of Spirit Mountain and increase accessibility for those with disabilities.

Impact on State Operating Subsidies

No new or additional state operating dollars will be requested as a result of this capital project.

Who will own the facility?

The City of Duluth

Who will operate the facility?

Spirit Mountain Recreation Authority

Who will use or occupy the facility?

Spirit Mountain Recreation Authority may enter into one or more use contracts with a non-public party for the lease or management of all or a portion of the project.

Public Purpose

As envisioned in the 1973 enabling legislation, the project will enable Spirit Mountain Recreation Area to continue to advance the prosperity of all Duluth residents by:

- Fostering economic growth and job creation
- Providing accessible opportunities for healthy, active, outdoor recreation
- Protecting the natural environment

Description of Previous Appropriations

No State appropriations have been awarded for this project.

In 2014 Spirit Mountain was allocated \$3.4M from the State's general fund to assist with construction of a system to transport water from the St Louis River estuary.

Project Contact Person

Erik Birkeland
Property and Facilities Manager
218-576-7396
ebirkeland@DuluthMN.gov

(\$ in thousands)

Spirit Mountain Recreation Area Infrastructure Investment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$6,000	\$0	\$0
Other Funding	\$0	\$6,000	\$0	\$0
TOTAL	\$0	\$24,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$200	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$1,200	\$0	\$0
Construction	\$0	\$20,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$200	\$0	\$0
Occupancy Costs	\$0	\$400	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$24,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Environmental remediation project	1	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 2,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,000	\$ 0	\$ 0

Environmental remediation project

AT A GLANCE

2022 Request Amount:	\$2,000
Priority Ranking:	1
Project Summary:	\$2 million in state funds is requested to decommission a failed Subsurface Sewage Treatment System (SSTS) in NE Elk River, mediate contaminated soils, and to connect to the City of Elk River sewer system.

Project Description

The proposed sewer improvements will connect the existing low pressure sanitary force main on the Northeast side of the city to the existing City of Elk River sanitary sewer system. Connection is anticipated at the intersection of 193rd Avenue NW and Xavier Street NW. The current drain field and recirculating sand filter will be removed once the new system is operational due to soil contamination. A new lift station would be constructed at the current system and connect directly to the existing 1.5-inch low-pressure sanitary force main. The lift station would need to have two pumps capable of pumping 180 gallons per minute each at a head of 136'. Starting at the lift station, a 6-inch sanitary force main would use trenchless installation methods to minimize cost and surface disturbance. The force main would run approximately 29,500 feet starting at Jarvis Street NW, continuing along Twin Lakes Road NW, and turning up 193rd Avenue NW. This route was selected after reviewing multiple different connection points and alignments due to the following conditions:

1. The proposed route follows city and county roadways where minimal easements are anticipated.
2. Access to the entire length of the force main will be maintained as it will not stray away from roadways, cross wetlands, or inaccessible land.
3. The connection point is the closest point that has the pipe size and available capacity for the added flow to the NE region of the sewer system.

Due to the over 5.5 miles length of this force main and the minimal amount of flow, the sewage in the line will go septic, as in, it will generate a foul odor. To remedy this issue, odor control systems are proposed at the new lift station location as well as the discharge manhole. Also, air relief manholes would be placed every half-mile along the force main to relieve gases and prevent airlock on the system.

Project Rationale

- 1) The system has been discharging effluent to the ground surface frequently for some time.
- 2) Components of the system on the ground appear to have been removed from the system.
- 3) There are concerns about inflow and infiltration into the system as it has been reported that there are more problems following rainfall events. This inflow and infiltration could be due to damaged or improperly installed components at the individual homes and/or the main system.
- 4) The existing SSTS has 'failed to protect groundwater' as it discharges untreated or partially treated sewage too close to the water table and causes groundwater and soil contamination.

5) Long-term benefit to protecting the environment for that section of the city.

Project Timeline

Construction start date will depend on weather and contractor's schedule. **Estimated date: May, 2022**

Construction of the project is anticipated to take approximately 3 months to complete with another 3 months before the lift station is fully online and functional. **Estimated date of substantial completion November 2022**

The existing drainfield system will need to remain in service until the lift station is ready to go online and the supporting infrastructure is in place.

Other Considerations

- The need for permanent utility easements and temporary construction easements will be evaluated during the final design process.
- Various approvals and permits are required from various public agencies to connect to the City sewer system:
 - Minnesota Pollution Control Agency (MPCA) - NPDES Stormwater Permit
 - Minnesota Pollution Control Agency (MPCA) - Sewer Extension Permit
 - Sherburne County ROW Permit
 - City of Elk River ROW Permit
 - MPCA NPDES/SDS Permit: This surface discharge permit is a one-to-two-year process. The limited discharge option to the existing ditch, may cause the permit to be denied, or approved with strict requirements. Environmental and antidegradation reviews for discharge are required. The city, County and Township must all approve/sign-off on project requirements.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Elk River

Who will operate the facility?

Construction Management group chosen through a RFP.

Who will use or occupy the facility?

N/A

Public Purpose

This project is considered a public improvement project through environmental remediation. The current area is subject to further contamination and potentially a threat to public health. This project will recover and sustain future environmental impact for that area.

Description of Previous Appropriations

N/A

Project Contact Person

Calvin Portner
City Administrator
763-635-1001
cportner@elkrivernm.gov

(\$ in thousands)

Environmental remediation project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$10	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,690	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Ely Regional Trailhead	1	GO	\$ 4,051	\$ 0	\$ 0
Total Project Requests			\$ 4,051	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,051	\$ 0	\$ 0

Ely Regional Trailhead

AT A GLANCE**2022 Request Amount:** \$4,051**Priority Ranking:** 1**Project Summary:** The City of Ely is requesting \$4,051,000 in funding to complete the construction of the trailhead facility and needed infrastructure for the expansion of Ely Bloomenson Hospital, work force housing and the Ely Area Ambulance Facility.**Project Description**

The City of Ely is continuing to work with community partners on the construction of a regional trailhead complex and visitors center. The trailhead facility will serve the State- David Dill Taconite Snowmobile Trail, the Mesabi Trail and the Prospector's Loop ATV Trail. The facility will also be utilized as a visitor's center to provide information concerning local businesses, lodging and trail routes. The first phase of the project consisting of the utility extension, access road construction and trailhead site grading was completed in the spring of 2020. That phase of the project was funded by a \$1,300,000 allocation of state bonding funds through the DNR. The second phase of the project included the trailhead building construction, further extension of the roadway and utilities to serve the Ely Bloomenson Hospital's planned expansion. The estimated cost of phase two work was \$2.8 million. The City of Ely was successful in securing \$1.5 million in state bonding funds for a portion of the phase two work. Other planned development in the area includes the construction of work force housing, market rate housing and the redevelopment of the old City garage site for the construction of a regional ambulance service facility and other future mixed-use development on the location. The overall project will provide multiple develop opportunities for housing, public safety, and private investment.

The City of Ely is hereby submitting a request for capital budget consideration in the 2022 legislative session for \$4,051,000 for the completion of the trailhead facility and necessary roadway and utility infrastructure for the planned Ely Bloomenson Hospital expansion, work force housing, and necessary infrastructure for the construction of a regional ambulance service facility. The City of Ely bid the regional trailhead facility project this spring and received bids over double of the estimate. The increase in cost is the result of material cost increases caused by the pandemic and other factors out of our control. Other large projects in the area have experienced the same issues. The city continues to work with the Ely Chamber of Commerce, Ely Tourism Bureau, Minnesota DNR, Prospector's Loop Trail Alliance and the Mesabi Trail to provide the necessary facility to support the trail group's needs. This project is the top priority for the City of Ely and the Ely Economic Development Authority again in 2021. The project is located on the west entrance to the City of Ely on City owned land.

The total cost to complete the remining portions of the regional trailhead facility and needed infrastructure for the planned development is \$4,051,000. The trail projects are being funded by other funding sources and are not part of this request. The infrastructure and roadway access

provided by these funds will be matched with an anticipated expansion of the Ely Bloomenson Hospital Facility estimated to be \$12 million, construction of workforce house estimated to cost \$2.2 million and the construction of a regional ambulance facility estimated at \$3.2 million. Additional development in the area may include an expansion of the current assisted living facilities as well as mixed use development where the existing old public works facility is located.

The Prospectors Loop Alliance has completed many sections of an all-terrain vehicle trail system connecting Ely and many other communities in the region by a designated route. This effort is a collaboration of all area cities, townships and Lake and St. Louis County. The trailhead facility is needed for parking, restroom facilities and support of the expected trail users. The Ely area is very dependent on tourism for economic vitality and the new trail system and trailhead are needed to attract new visitors to the area. We have all ready experienced a dramatic increase in ATV and UTV visitors with just a portion of the trail system completed. The Taconite Snowmobile Trail is also a significant economic and recreation resource for the businesses and citizens of the region. The DNR maintains the David Dill Taconite trail with the local snowmobile club maintaining the grants in aid spur trails that connect to Ely and the area lake. The trailhead is located on this trail system.

We are also working with the St. Louis and Lake County Rail Authority on the completion of the Mesabi Trail. The final segments to complete the route from Ely to Grand Rapids are anticipated to be completed in the next two years. This will be a great asset for the region to attract additional visitors and drive economic development and additional recreation opportunities. The trailhead is located adjacent to the Mesabi Trail where it enters Ely.

Project Rationale

The City of Ely is currently working with the Prospectors Loop Alliance Board, The Mesabi Trail Group and the Minnesota DNR and local snowmobile club concerning the trail systems connecting Ely to the rest of the Region. Through the development and promotion of these trail systems a significant economic impact can be realized by the City of Ely and the region.

With these three regional trails coming to Ely, a trail head is needed to accommodate these trail users as well as the thousands of tourists that travel to Ely. By planning for the convergence of all three trail systems at the west entrance to Ely a combined trail head can be utilized for all three trail systems. This combined effort will reduce redundancy and reduce overall project costs. The combined trail head will also allow for reduced future maintenance and reduce the overall burden on the tax payers.

The proposed expansion of the Ely Bloomenson Hospital, construction of work force housing and the construction of a regional ambulance facility will all benefit the region greatly. Currently the housing market in the area has a severe lack of inventory and available properties for the needed work force. With the current redevelopment and economic development activity in Ely the lack of housing has become a critical issue.

Project Timeline

The City of Ely completed phase one of the project in 2020, received bids for the construction of the trailhead building in May 2021 and are hopeful to began construction of the trailhead no later than spring 2022. With award of this request, the design work and bidding would be anticipated by May of 2022 with construction to be completed by Fall of 2022.

Other Considerations

The public purpose is to provide public infrastructure and public facilities to support recreational opportunities, emergency services, and critical housing needs in the region.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Ely

Who will operate the facility?

The City of Ely

Who will use or occupy the facility?

The project request is for public infrastructure to support other investment. The City of Ely, volunteers, other government agencies and local business support groups will occupy the Trailhead Facility.

Public Purpose

\$1,300,000 was spent to complete phase one work to provide utilities, roadway access and complete site grading work for the trailhead facility. We currently have a grant agreement for an addition \$1,500,000 of bonding funds for the construction of the trailhead facility. Work completed to date on phase two is predesign, design and bidding.

Description of Previous Appropriations**Project Contact Person**

Harold R. Langowski
Clerk-Treasurer
218-226-5474
elyod@ely.mn.us

(\$ in thousands)

Ely Regional Trailhead

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$2,800	\$4,051	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$2,800	\$4,051	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$9	\$23	\$0	\$0
Design Fees	\$118	\$400	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$2,673	\$3,628	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,800	\$4,051	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	Yes
Has the predesign been approved by the Department of Administration?	Yes
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Elysian Water Improvement Program 2022	1	GO	\$ 3,500	\$ 0	\$ 0
Total Project Requests			\$ 3,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,500	\$ 0	\$ 0

Elysian Water Improvement Program 2022

AT A GLANCE**2022 Request Amount:** \$3,500**Priority Ranking:** 1

Project Summary: The City of Elysian is requesting \$3.5 million construction of a filtration water treatment plant which would allow the City full use of both wells. The proposed WTP will remove radium from the primary water supply and also iron and iron bacteria from the secondary well to provide the City with a redundant water supply as recommended by the Ten States Standards for Drinking Water Systems

Project Description

Funding for drinking water improvements due to MDH's corrective action per exceeding radium limits. A new water plant must be built. This cost is \$7 million. The water plant will be new and decrease radium levels to acceptable limits of MPCA.

Project Rationale

In November of 2020, the City of Elysian was notified by the Minnesota Department of Health (MDH) that the primary well serving the City of Elysian exceeded the maximum contaminant level (MCL) for gross alpha and combined radium 226 and 228. This is primary drinking water standard set for the health and safety of the population. These contaminants at the current elevated levels increase the risk of cancers. MDH is requiring corrective action be taken by the City.

Background: The City of Elysian has a population of approximately 631. Its water system consists of two wells, an elevated water tower and a water distribution system. Currently, only the well located in town near the water tower can provide potable water to the community. The second well is inundated by iron bacteria and cannot be used as a source for the City. The City has tried, unsuccessfully over the years, to reclaim the second well, however without a treatment facility this well cannot be utilized. The well is operated monthly, pumping well water to waste, to ensure its operability and to service as a backup in the event of a fire and the City's primary well were to fail or not be able to keep up with demand.

Solution: Shortly after receiving the letter, the City hired the Engineering firm of Short Elliott Hendrickson, Inc (SEH) to identify options for the City. Options included drilling a new well and construction of a either a filtration or a reverse osmosis water treatment plant. The final recommendation of the study was the construction of a filtration water treatment plant which would allow the City full use of both wells. The proposed WTP will remove radium from the primary water supply and also iron and iron bacteria from the secondary well to provide the City with a redundant water supply as recommended by the Ten States Standards for Drinking Water Systems. The new WTP would be constructed on the west end of town on land already owned by the City. The WTP would be designed to treat 0.72 million gallons of water per day, include a clearwell for pumping

finished water out into the distribution system and a backwash receiving tank to collect backwash water from the filters and feed it at a controlled rate to the sanitary sewer.

Project Timeline

Project design 2021-2022

Pre construction 2022

Construction 2023-2024

Other Considerations

Reducing radium is a essential safety issue and MPCA has set limits for drinking water, with the city Elysian having a violation, this improvement has to be done as a drinking water safety issue to its citizens. This will be a burden on the citizens and cost per household is not economical . Help from the bonding bill will make it affordable to make a safe drinking water environment for its citizens. It is essential for a city to serve it citizens clean, safe, drinkable water.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Elysian

Who will operate the facility?

City of Elysian

Who will use or occupy the facility?

City of Elysian

Public Purpose

Reducing radium is a essential safety issue and MPCA has set limits for drinking water, with the city Elysian having a radium levels too high has to be fixed as a drinking water safety issue to its citizens. This will be a burden on the citizens and cost per household. Help from the bonding bill will make it affordable to make a safe drinking water environment for its citizens.

Description of Previous Appropriations

N/A

Project Contact Person

Lorri Kopischke
City Admin/Clerk
507-267-4708
lorri@elysianmn.com

(\$ in thousands)

Elysian Water Improvement Program 2022

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$3,500	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Northern Links Trail	1	GO	\$ 405	\$ 0	\$ 0
Total Project Requests			\$ 405	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 405	\$ 0	\$ 0

Northern Links Trail

AT A GLANCE

2022 Request Amount: \$405

Priority Ranking: 1

Project Summary: The proposed project is to construct a 0.25-mile trail along State Highway 3 that will link the Straight River Trail via a railroad underpass into an already established trail in North Alexander Park, and as a result, connect the Mill Towns State Trail and Sakatah Singing Hills State Trail to downtown Faribault and the larger City trail system.

Project Description

This last piece of the larger project will link two state trail systems, the Mill Towns and Sakatah Singing Hills state trails, while also connecting the west side of Faribault with the rest of the community. Additionally, the trail will connect trail-users to our largest regional park, North Alexander, our historic downtown area, and the southern portion of Faribault. Once completed, this connection will further highlight Faribault as a bike- and pedestrian-friendly community by allowing access to most of the community on a safe, well-maintained trail. We have applied for funding from several different sources over the past few years, and to date we have constructed nearly 2 miles of trail on the west side of town up to the underpass. The majority of the cost is due to an underpass needed to get under the railroad. The length of the trail is about 0.25 miles in length. Over the past several years we added about 1 ¼ miles of trail to get the connection close. We currently have nearly 9 miles of trail in Faribault. Preliminary design has been completed by two consulting engineering firms in 2010 and 2014. Preliminary discussions with the railroad about a possible underpass have been initiated and the railroad has indicated to the City to move forward and submit a permit request once final plans are complete. All land necessary for the trail extension on either side of the railroad are either in City, or State of MN/MnDOT control, and we have received written approval from MnDOT on a limited use permit for the project portion within the TH 3 right-of-way.

Project Rationale

This section of trail is a short section but very expensive since we need construct an underpass under the Canadian Pacific rail line. This section of trail will connect the City trail system to two State Trail systems. It will also provide a connection for State users and west siders from Faribault to access not only North Alexander park but also our downtown restaurants and drinking establishments. If this underpass is not completed, the users need to do on to State Highway 3 with traffic moving at 40+ miles per hour. It can be very dangerous

Project Timeline

- Planning and design 2021 and 2022
- Construction 2023
- Substantial completion in September 2023

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

This section of Trail will owned by the City of Faribault. It will be maintained by the Faribault Parks and Recreation Department with some occasional assistance from the public works department. This section of trail will be groomed on a regular basis with seal coating and snow removal completed as needed.

Who will operate the facility?

This project will be operated by the Parks and Recreation Department. We will receive assistance from the public works department and engineering department when needed.

Who will use or occupy the facility?

The Citizens of Faribault will be using this trail on a daily basis all year long. It will also provide a trail access for visitors to walk or ride to restaurants and parks.

Public Purpose

Providing an alternative transportation for users to access parks, state Trails, restaurants and other establishments. It also provides access from west Faribault and east Faribault residents. Access to two State Trails (Mill Towns State Trail and Sakatah State Trail).

Description of Previous Appropriations

City of Faribault has had previous appropriations for multiple projects including road construction, water reclamation facility and trails. Trails have included the Straight River Trails and the Mills Towns trails. We have received several budget allotments over the years through the DNR as well.

Project Contact Person

Paul Peanasky
Faribault Parks and Recreation Director
507-334-2064
ppeanasky@ci.faribault.mn.us

(\$ in thousands)

Northern Links Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$405	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$623	\$0	\$0
City Funds	\$0	\$120	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,148	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$132	\$0	\$0
Construction	\$0	\$896	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$120	\$0	\$0
TOTAL	\$0	\$1,148	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Fergus Falls Riverfront Corridor Phase Two	1	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 1,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,000	\$ 0	\$ 0

Fergus Falls Riverfront Corridor Phase Two

AT A GLANCE

2022 Request Amount:	\$1,000
Priority Ranking:	1
Project Summary:	\$1 million in state bond funds is requested for the construction of phase two of the Fergus Falls Riverfront Corridor project in downtown Fergus Falls. Phase one of this project will be complete in the fall of 2021 and phase two is slated for 2022.

Project Description

Phase two of the Fergus Falls Riverfront Corridor project consists of several riverfront improvements in downtown Fergus Falls. Phase two spans the “east block” of our project area, which is sandwiched between Mill St. and Court St., bounded by the river to the south and main street (Lincoln Ave.) to the north. Included in this project is the construction of a water feature/splash pad, expansion of the riverfront balcony, a pedestrian bridge over the river connecting the river walk on each side, parking lot paving and realignment, and other public spaces including a pergola with seating.

The splash pad water feature will highlight this project with its unique design by mimicking the existing Otter Tail River, including the “falls” or central dam that Fergus Falls is well known for. As a multiple leveled, terraced feature, water will flow like a river. Additionally, the water jets and features will include artist-designed otters spraying water out of their mouths. This will be the first public water feature in Fergus Falls. It will be user friendly for all ages and will include stone seating throughout the structure, allowing parents to relax while the kids play. There is a lot of community excitement around this splash pad and the local noon Rotary group has made this their significant project, putting their fundraising support behind it.

The riverfront balcony will continue through this block, picking up where it left off during the phase one project, which will connect to the existing river walk on the south side of the river through a pedestrian bridge. Once this trail connection is in place and the bridge is installed, we will have connectivity of a significant portion of the riverfront and downtown area, allowing pedestrians to easily and safely navigate this recreational area, as well as our downtown business district. The bridge will likely be designed by local artists and metal fabricators, making this a bridge that’s unique to Fergus Falls.

The existing parking lot which encompasses the project area will be reconstructed and realigned to better maximize the space that remains from this project. These public parking lots are heavily used and are in need of replacement, making the timing perfect. Opportunities for shade and respite will be plenty with the construction of a pergola near the water feature and other various seating opportunities on the balcony or around the splash pad.

For reference, phase one of this project was a block west of this block and included a river market structure and the extended river balcony, among other things.

This project has gone through pre-design and is nearing the end of final design. Minimal work needs to be done to complete the construction documents and the project is ready to go out for bids. This bonding request would be used for construction of this project. The intent is to construct this project in 2022.

The cost estimate for phase two is \$2,101,336. There are several funding sources that would comprise the required local match, including a \$700,000 grant from a local charitable trust, an \$80,000 pledge from the noon Rotary club, and \$150,000 in other local fundraising. The remainder of the costs will be borne by the City of Fergus Falls.

Project Rationale

The City of Fergus Falls has not made any significant investments in the downtown area for over 30 years. In the past ten years, the retail sector of Fergus Falls has been hit hard and several big box corporate retail stores have closed. As a result, the Community (and City) has been deliberate about supporting small and local businesses, driving the focus back downtown. With public investment in this area, we hope to continue to drive private investment through new and expanded business opportunities.

Beyond the focus on the downtown business community and driving foot traffic to this area, the Otter Tail River is a beautiful asset that runs right through the center of our City. The river is the reason that Fergus Falls exists and until now, we have underutilized this asset for several decades. There are very few opportunities for residents and tourists to get close to the river or to interact and enjoy the river. These improvements will provide many opportunities for folks to see the river and to use it for recreation.

Knowing that the river and the downtown are important to the City and are the key to our future, we went through a comprehensive master planning process in 2016 for this area. With dozens of public input sessions, stakeholder meetings, open houses, etc. we received feedback from hundreds of residents. The excitement was evident and has continued to build since that time. The improvements that are included in this project were identified by the Community as part of that project. While there is excitement around the whole project, there is a distinct enthusiasm around the splash pad, as Fergus Falls does not have a pool, aquatic center or existing splash pad. With the influx of young families into Fergus Falls over the past five years, this recreational need is more evident than ever. The Community buy-in is evident as well in the financing plan that we have for this project, with significant grants, donations and fundraising taking place.

Since the conversations around this project have started, we have already begun to see private investment and engagement in the downtown area. Multiple new businesses have opened and the vacancy rate is lower than it has been in decades. Some of the new businesses have cited this very project as the reason why they decided to open their doors and/or choose the downtown location. Just last year a Children's Museum was created and opened directly adjacent to the phase two project area, as those with the vision saw the synergy that can be created between this project, including the splash pad, and the indoor museum.

Finally, as studies show, individuals are choosing their residence based on quality of life more so now than ever. With remote work becoming more prevalent, we have seen an influx of people moving to Fergus Falls and Otter Tail County for quality of life, recreation and the natural beauty. This project enhances all of those things and put us in a position to be more competitive as a regional center. This project truly benefits our local residents, prospective residents, businesses and tourists alike. The

project is essentially shovel ready (needs to be bid) and we can get the work down in short order. State Bonding is a perfect fit for this capital project that is extremely important to our community and region.

Project Timeline

Pre-design (1/2020 – 4/2020)
Design Engineering (9/2021 – 3/2022)
Bidding (4/2022)
Contract Award (5/2022) -contingent on status of Capital Investment Bill
Construction (6/2022 – 11/2022 (Substantial Completion) and 7/2023(Final)

Other Considerations

This project is the final phase of a larger project, which is transformational for our downtown and riverfront area. It's imperative that this project happens and the partnerships that the City has created in relation to this project should be celebrated and considered. We have truly engaged the whole community on this project and know that this is a major part of our successful future.

The State did provide \$1.75 million towards the first phase of this project, which is very appreciated. The total project cost for both phases is just under \$6.9 million, making the State's contribution about 40%, should this request be funded.

The 50% required is not a problem for this project, as we have secured well over 50% through fundraising, gifts and local bonding.

Project costs have gone up since our initial request and our phase one project was over the engineer's estimate, as building supply and other material markets have been impacted.

Impact on State Operating Subsidies

There will be no new or additional state operating dollars requested as part of this project. Once constructed, the City of Fergus Falls will fully maintain and operate the improvements in this park. These planned improvements will require very little maintenance, which can be covered by existing staff. On-going maintenance items will be budgeted for by the City of Fergus Falls and will be covered within our parks budget. There will be no additional resources needed from the State of Minnesota related to this project once constructed.

Who will own the facility?

City of Fergus Falls

Who will operate the facility?

City of Fergus Falls

Who will use or occupy the facility?

The project will be used by the general public and there will be no user fees involved.

Public Purpose

This project is going to be constructed and owned by the City of Fergus Falls and is to be used by the

public without limitation. This area, once completed, will be known as Spies Riverfront Park and will become a City-park within the Fergus Falls park system. The City has an obligation to provide public spaces, recreation, amenities and quality of life opportunities, which this project does. Further, this project increases and enhances pedestrian connectivity and mobility in the downtown area.

Description of Previous Appropriations

2020 Capital Bonding Bill \$1,750,000 for phase 1

Project Contact Person

Andrew Bremseth
City Administrator
218-332-5403
andrew.bremseth@ci.fergus-falls.mn.us

(\$ in thousands)

Fergus Falls Riverfront Corridor Phase Two

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$1,750	\$1,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$600	\$0	\$0	\$0
City Funds	\$2,336	\$0	\$0	\$0
Non-Governmental Funds	\$5	\$1,130	\$0	\$0
Pending Contributions				
TOTAL	\$4,691	\$2,130	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,351	\$234	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$3,340	\$1,760	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$136	\$0	\$0
TOTAL	\$4,691	\$2,130	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of Floodwood Development Infrastructure Improvements	1	GO	\$ 2,500	\$ 0	\$ 0
Total Project Requests			\$ 2,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,500	\$ 0	\$ 0

City of Floodwood Development Infrastructure Improvements

AT A GLANCE

2022 Request Amount: \$2,500

Priority Ranking: 1

Project Summary: The City of Floodwood is requesting \$2,500,000 in state funds for the design, replacement and expansion of water and sewer infrastructure along County Road 8, State Highway 2 and State Highway 73 to enhance business and residential development.

Project Description

The City of Floodwood will be extending water and sewer mains, including necessary street reconstruction, along County Road 8, US Highway 2 and State Highway 73 to serve new residents and businesses located along these major transportation arteries within the City. County Road 8 infrastructure will extend approximately 2,500 feet to connect to underserved residents along the county road and will provide quality water and sewer services to residents with substandard and failing septic systems. U.S. Highway 2 infrastructure will be extended approximately 2,800 feet to serve residents and commercial businesses. State Highway 73 will be extended approximately 1.2 miles to provide municipal water and sewer to a new city housing development and to serve existing residents and businesses. The total cost of completing this project is \$5,000,000.

Project Rationale

It is very important for the City of Floodwood to undertake infrastructure expansions that will help enhance residential development and increase commercial/retail activity. Due to our geographic location, Floodwood serves as a regional hub with 2 major State Highways, one being US HWY 2 and the other State Hwy 73, which is a gateway to the Iron Range and NE Minnesota. We serve as a hub for a regional truck station for MN Dot, DNR Forestry, St. Louis County public works as well as Arrowhead Transit. Our fire Department alone services 288 sq miles, The Ambulance district services about 320 sq. miles, Our School District consists of 317 sq miles. Floodwood Services and Training which services people struggling with mental health challenges, encompasses a service area that exceeds a 40 mile radius of Floodwood. Floodwood also is home to a medical and dental clinic that services underserved patients throughout NE Minnesota. Our median household income is \$33,274 whereas St. Louis County’s median household is \$53,344 and the state median household income is \$74,593. Floodwood’s low to moderate income percentage is 70.21 %. Also, our tax base is much smaller than the larger communities that surround Floodwood and increasing property taxes has a huge impact on our residents and businesses.

Project Timeline

- Engineering Design/Permitting – 09/2022
- Project Bid – 03/2023
- Award Contract – 04/2023

Project Completion – 12/2024

Other Considerations

The City of Floodwood has a very low median household income, has a very high low to moderate income percentage, and provides services for a large area surrounding the city.

Impact on State Operating Subsidies

The City does not intend to seek state grants to support the operation or maintenance of this facility.

Who will own the facility?

City of Floodwood

Who will operate the facility?

City of Floodwood

Who will use or occupy the facility?

The businesses, residences, and visitors of the City of Floodwood.

Public Purpose

To provide quality infrastructure for the businesses and residents of the City of Floodwood.

Description of Previous Appropriations

2020 Bonding Bill of \$2,000,000 to improve wastewater treatment plant.

Project Contact Person

Corinne Suonvieri
Deputy Clerk
218-476-2751
admin@ci.floodwood.mn.us

(\$ in thousands)

City of Floodwood Development Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$2,500	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Next Gen Headwaters Stormwater Flood Control Park Planning & Implementation	1	GO	\$ 5,700	\$ 0	\$ 0
Total Project Requests			\$ 5,700	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,700	\$ 0	\$ 0

Next Gen Headwaters Stormwater | Flood Control | Park Planning & Implementation

AT A GLANCE

2022 Request Amount: \$5,700

Priority Ranking: 1

Project Summary: The City of Forest Lake requests \$5.7 million for land acquisition, final planning, and preliminary construction documents for land dedicated to stormwater management, flood control, and water quality improvements in a rapidly developing area in the southwest section of the city. The purchased land is also planned to be improved with public recreational facilities that will help spur economic development and promote community health and well being.

Project Description

In February 2021 the City of Forest Lake and Rice Creek Watershed District completed and adopted a study of the Rice Creek headwaters watershed area in preparation for regional stormwater management planning and land dedication in advance of development proposals. This included identifying 168 acres of land surrounding the current public drainage system and along historic drainage paths for regional flood control basins, greenway corridors, and wetland restoration. The City of Forest Lake requests funding for land acquisition and to finalize planning and design. The project includes the following:

- Coordinate final regional concepts with project partners including Rice Creek Watershed District, Washington Conservation District, Anoka Conservation District, and the Board of Water and Soil Resources.
- Finalize regional stormwater best management practices and flood control structures to accommodate anticipated development plans.
- Update hydraulic modeling to reflect final design.
- Develop preliminary construction plans and project specifications in preparation for future construction.
- Purchase land, currently undeveloped or in agricultural use, within the project area.
- Fund low-range planning and infrastructure improvements to protect natural resources, promote recreational opportunities, mitigate flooding, and reduce costs for storm sewer improvements in downstream communities.

Project Rationale

Forest Lake continues to steadily transition into an Emerging Suburban Edge community, shifting its growth to the Headwaters area. This area are primarily drained by a century-old public drainage system of ditches and draintile (underground pipe). As a result, the public drainage system is currently experiencing capacity issues largely due to upstream development, sediment accumulation,

overgrown vegetation and/or draintile breakage. These flooding issues are further exacerbated by the recorded increase in high intensity, short duration storms.

Forest Lake and project partners recognize without critical infrastructure and regional drainage planning the area could develop without detailed consideration for existing storm sewer capacity; extent of surface flooding impacts; and flow restrictions downstream of City limits. Proper planning should evolve with land use planning, transportation connectivity, stormwater regulation and climate adaptation. The primary goal of the project is to provide a framework that will assist the City in the planning of critical development and regional drainage areas while upholding their key goals of protecting natural resources, recreation, effective transportation, and growth management. The City and project partners want to build it right the first time.

- The project achieves multiple Comprehensive Plan, Public Works, Park Board, resiliency, and economic development goals
- The project restores of historic wetlands for flood storage, habitat improvements, aesthetics for local housing, and regional trail and park connectivity.
- The City's 2040 Comprehensive Plan identifies open space and park uses throughout. This project will reserve acreage now for establishment of greenway corridors for linear flood storage and water quality improvements.
- Large open water areas and regional stormwater ponds will be utilized as source water for regional irrigation, achieving water conservation goals.
- Long range stormwater/flood control/ park planning promotes climate adaptation and resiliency strategies in all development. This may include preservation of open space, reintroduction of native vegetation and trees in currently farmed areas, establishing flood control for rainfall events larger than the 100-year rain event, and incentivize reductions in impervious surface.
- Regional stormwater facility planning will result in fewer ponds and decrease the long-term maintenance costs for the City.

Project Timeline

Forest Lake has begun planning for single-family and mixed-use developments in the area. Therefore, dedication of this land for stormwater management is a high priority. It is likely that design and construction could be phased based on the location of development activities, but the City is interested in securing land as soon as possible to ensure that development plans are presented fit within the framework of the JD4 Stormwater Planning Study. Land could be leased back to farmers while development plans are proposed. The anticipated project timeline is:

- • Land acquisition – 12/2022
- • Final planning – 3/2023
- • Final design – 6/2023
- • Construction – timelines currently unknown.

Other Considerations

The City of Forest Lake is a Municipal Separate Storm Sewer System (MS4) community. Therefore, the City is required to develop regulatory ordinances that comply with state established water quality objectives. Inherently, these regulatory requirements help the City identify the baseline needs for

mitigating changes to drainage patterns, runoff volumes and water quality. MS4 standards help to improve water quality but do not necessarily identify regulatory needs in areas that are already developed and do not intend to redevelop any time soon. This could be the City's historic business district, older residential areas with little redevelopment, and highway commercial/industrial areas that were constructed prior to the introduction of stormwater regulation. This long-range stormwater planning, along with the scale of the project, can help mitigate the impact of those areas where no stormwater management facilities are installed.

One component of the City's funding request is to study and prepare for how land development impacts flood risk, which isn't a MS4 regulatory requirement. As land uses change, it is likely that soil structure and impervious area coverage will be impacted. Therefore, it is important to set a framework for the minimum land areas required to mitigate flooding. Through the use of the regional hydraulic modeling, new development can be added at smaller scales such that hydraulic impacts can be identified at a wider scale. Aided by Capital Bonding Bill funding, the City can design and implement precautionary measures to reduce or mitigate flooding from extreme weather events within the City and therefore reduce potential flood impacts in multiple downstream jurisdictions in the 200-square mile watershed. Since the project area is located at a higher elevation, literally the headwaters of Rice Creek, if floodwaters are re-directed from the creek or the rate of stormwater flow decreased, this results in significant reductions of infrastructure downstream. Storm sewer pipes and other facilities do not need to be enlarged. Improvements in Forest Lake may also prevent damage to city and downstream public and private property during extreme rain events.

Impact on State Operating Subsidies

No new or additional state operating dollars will be requested for this project in the next six years.

Who will own the facility?

The City of Forest Lake

Who will operate the facility?

The City of Forest Lake

Who will use or occupy the facility?

Park facilities will be available to the public; access to some areas with stormwater management facilities will be limited to City maintenance staff; green corridors will be provided for a variety of habitats.

Public Purpose

The purpose of this project is to develop and implement a regional integrated multi-jurisdictional approach to stormwater management, flood control, climate preparedness, and parks to achieve flood management and water quality goals of the City and project partners. Parks and open spaces are primarily for public active recreation activities with playfields/ground, exercise equipment, or other similar areas and passive open space park amenities. Stormwater management areas are interconnected with green corridors as a cohesive system that increases biodiversity, decreases stormwater runoff and pollution, and contributes to improved public health. An ancillary public purpose is that the project will facilitate preserving these environmentally sensitive, large, and contiguous wetland areas.

Description of Previous Appropriations

There have no previous state appropriations for this project.

Project Contact Person

Donovan Hart
Zoning Administrator
651-209-9734
donovan.hart@ci.forest-lake.mn.us

(\$ in thousands)

Next Gen Headwaters Stormwater | Flood Control | Park Planning & Implementation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,700	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$950	\$0	\$0
TOTAL	\$0	\$6,650	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$5,500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$950	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$6,650	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Water Treatment Plant Improvement	1	GO	\$ 6,250	\$ 0	\$ 0
Total Project Requests			\$ 6,250	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,250	\$ 0	\$ 0

Water Treatment Plant Improvement**AT A GLANCE****2022 Request Amount:** \$6,250**Priority Ranking:** 1**Project Summary:** The City of Gilbert is requesting \$6,250,000 in state funding to design and construct a new lime softening water treatment plant, raw water main, and lime sludge storage facilities and then demolish the existing water treatment, sludge facility, and abandoned wells.**Project Description**

Currently, the City of Gilbert's water system infrastructure includes three (3) groundwater wells, three (3) storage tanks, one (1) water treatment plant (WTP), one (1) booster station, and a distribution pipe network. The City's water system was established prior to the construction of the WTP. The existing WTP originally constructed in 1915 and has been expanded twice (1961 and 1992), and a sludge processing facility was added in 1982. The City also owns two (2) additional wells near the WTP which are no longer in operation. The existing WTP removes high levels of manganese from the well water, in addition to iron and hardness causing minerals through the lime softening process. The City desires to provide this same level of treatment into the future, as Gilbert is recognized in the area to have good tasting water, and the lime softening process is effective at removing manganese.

The existing WTP structure and treatment system has far exceeded the industry-accepted design life for similar facilities. As major improvements would be necessary to rehabilitate the existing WTP and update treatment processes the City has decided to pursue the design and construction of a new lime softening WTP. The proposed WTP will consist of a process including aeration (for stripping carbon dioxide), lime softening (hardness, iron, and manganese removal), recarbonation (stabilization), and dual-media filtration with silica sand and anthracite. A lime sludge processing system will also be provided. The project also includes improvements to the City's lime sludge storage facilities as well as installing better aquifer monitoring equipment in the City's existing water supply wells.

The existing WTP, sludge facility, and abandoned wells are planned to be decommissioned and either re-purposed or demolished based on community preference. Decommissioning and demolition of these facilities are included in the request for this project, although further public engagement efforts are necessary prior to demolishing the structures.

The total estimated cost of this project is \$12,500,000.

Project Rationale

The City of Gilbert also has two (2) interconnects for emergency water supply with neighboring Virginia and Fayal Township. However, the interconnects are unidirectional and do not provide equal benefit to all communities. The Gilbert-Virginia interconnect allows water to flow from the Virginia Midway water system into the Gilbert water system, but Gilbert cannot supply the Virginia Midway system with water. Currently, the Virginia Midway system is supplied water via a single pipeline that

crosses the Highway 53 bridge. The Gilbert-Fayal interconnect allows water to flow from the Gilbert water system into the Fayal system, but does not allow water to flow from Fayal to Gilbert without disrupting operation of the Gilbert high service pumps. This project will improve both emergency interconnects so that Gilbert can distribute water to and receive water from its neighbors through either interconnect. This phase of the project will involve constructing a booster station to provide water from Gilbert to the Virginia-Midway system and installing interconnecting piping between the Fayal water system and the new Gilbert WTP clearwell.

Upon completion of this project the cities of Gilbert, Virginia, Eveleth, Mt. Iron and the Town of Fayal water systems will be connected and all of these entities have cooperative agreements to provide water to each other when needed.

Project Timeline

Preliminary Design	Summer 2021
Final design/Permitting	Begin March 2022
project bid	April 2023
begin construction	June 2023
Project Completion	October 2024

Other Considerations

City of Gilbert has cooperative agreements with surrounding communities (eveleth, virginia, mt. iron, and Fayal) as well as supplies water to McKinley.

Impact on State Operating Subsidies

City of Gilbert will not be requesting any operating and maintenance funds from state.

Who will own the facility?

City of Gilbert

Who will operate the facility?

City of Gilbert

Who will use or occupy the facility?

City of Gilbert businesses and residents

Public Purpose

Provide safe and quality municipal water for city

Description of Previous Appropriations

Project Contact Person

Jim Paulsen
Executive Administrative Clerk
218-748-2232
clerk@gilbertmn.org

(\$ in thousands)

Water Treatment Plant Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$6,250	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$6,250	\$0	\$0
TOTAL	\$0	\$12,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Remote Fire Station	1	GO	\$ 1,700	\$ 3,500	\$ 0
Total Project Requests			\$ 1,700	\$ 3,500	\$ 0
General Obligation Bonds (GO) Total			\$ 1,700	\$ 3,500	\$ 0

Remote Fire Station

AT A GLANCE

2022 Request Amount:	\$1,700
Priority Ranking:	1
Project Summary:	\$5.2M in state funding is requested to acquire land, complete predesign and design work, and construct a new remote fire station for the Golden Valley Fire Department. \$1.7M is requested for allocation in 2022 for land acquisition, pre-design and design work. \$3.5M is requested for allocation in 2024 for construction.

Project Description

The City of Golden Valley proposes to construct a new remote fire station. Currently the City operates a paid-on-call (POC) fire department out of three stations. In order to continue to provide effective service delivery, the Golden Valley Fire Department (GVFD) needs to move to 24 hour 7 days a week duty-crew staffing model. However, the current stations lack the facilities needed to accommodate a duty-crew model, and the two existing remote stations are not geographically located to provide optimal incident response time within the community.

The City proposes to construct in approximately the next five years a 19,627 square foot remote fire station on the east side of T.H. 100. This general location, combined with the current headquarters location at Winnetka Avenue and Golden Valley Road, provides quick access to major thoroughfares, and meets industry standard response times (NFPA 1710 and 1720) throughout the City. (Additionally, any mutual aid response time to nearby communities is enhanced.) The current staffing model, comprised of paid-on-call (POC) plus five full-time staff, does not result in 13-15 personnel arriving on scene at a structure fire within eight minutes, as recommended by the NFPA.

The proposed project includes land acquisition, pre-design and design work (Phase I), followed by station construction (Phase II). A 2021 comprehensive municipal facilities study developed a conceptual plan for a single-story remote fire station on a two-acre site. The station is proposed to include an apparatus bay of approximately 7500 sf and support space (office, sleeping quarters, training/meeting area, etc...) of approximately 7700 sf. The station will serve as a polling location for the City and provide community meeting space.

Project Rationale

Moving to a 24/7 duty-crew staffing model and operating out of two optimally located stations will provide Golden Valley residents and businesses with quick, reliable and cost-efficient fire and EMS services. There are three important outcomes this operational change will produce:

First, the existing stations lack the features needed to accommodate a modern fire department, including a 24/7 staffing model. The construction of a new remote fire station will address the

geographical, structural and operational limitations present in the existing stations, and include critical design features that ensure the safety and long-term health of the City's firefighters.

Second, a two-station model reduces capital and operational costs for the City, by reducing the number of trucks and the amount of equipment to be purchased and maintained.

Third, the two-station model, with geographically optimal station locations and 24/7 staffing, will improve the response time to incidents by three to nine minutes. The GVFD will meet National Fire Protection Association's industry standards 1710 and 1720 of a four-minute travel time to 90 percent of the calls for service within Golden Valley.

Background Information:

The City of Golden Valley has commissioned several studies in recent years to help plan for future needs and investments. In 2016, Fire Rescue Analytics and Five Bugles Design completed a study of GVFD operations. In 2020 and 2021, the City undertook a facilities needs analysis to understand and plan for the future needs of all of its facilities. Conclusions from the studies are included below and reflect the rationale for the remote fire station project and funding request:

On average, Golden Valley experiences 11 structure fires each year, the average loss being about \$66,000. Call volumes are expected to increase in the future due to increasing population density within the City. Policy changes, such as GVFD becoming responsible for medical response, will also increase call volume (this condition will become more likely with duty crews capable to respond more quickly when needed). GVFD handles about 750 calls annually.

The study made the following recommendations to improve response time and deployment:

- Construct a new station near Duluth St. and Regent Ave N, and maintain another fire station at or near the current headquarters station at 7800 Golden Valley Rd. (A 2021 municipal facilities study, which considered the City's comprehensive facilities needs, includes construction of a remote fire station located east of T.H. 100 in Golden Valley within approximately the next five years, and a new headquarters station on the municipal campus within ten to fifteen years.)
- Staff at least one station with three firefighters on duty 24/7, with a goal of eventually providing scheduled part time or career staffing at two stations.

The 2016 study also determined that when stations are staffed with duty crews, units were on-scene two and-a-half to four minutes faster, demonstrating that Golden Valley GVFD can eliminate one fire station and still improve response times.

The study also considered the sustainability of the paid on call staffing model. It noted that of the 45 POC members (2016) in Golden Valley 43% were eligible to take retirement in the next 10 years. While GVFD has been innovative in recruiting firefighters, the study noted continuing to staff the department almost entirely with POC staff will be difficult. Many departments in the metro area, including Plymouth, Minnetonka, Saint Louis Park, and Eden Prairie, are adding duty crews to improve firefighter recruitments, retention and response times, and the study recommended Golden Valley do the same. It also noted the need to update facilities as none of the fire stations are adequate for a duty crew staffing model.

The 2016 study made the following recommendations regarding the sustainability, effectiveness and efficiency of GVFD operations:

- Transition the fire department to scheduled part-time (duty-crew).
- Add accommodations for 24/7 staffing at new stations or when remodeling existing.

- Add command staff to 24/7 on-call and provide a command vehicle
- Under a two station model, eliminate on engine and on rescue vehicle.

The study noted that the newest of the three existing facilities, the Head Quarters Station, was constructed in 1966 with an addition in 1995; since that time the department has added five full time and part-time staff with little or no additional space added. Existing Stations no. 2 and 3 were constructed in the late 1970's and have had minimal maintenance done in the intervening years, and are reaching the end of their useful lives both physically and operationally, with existing Station no. 3 in the worst condition. None of these facilities has capacity for 24/7 duty crews.

The study recommended GVFD construct two new stations to support a duty crew staffing model as well as including sufficient office space for command and support functions, living quarters, and operations and training. Additionally, stations must have adequately sized apparatus bays and support functions for today's larger trucks and equipment.

Finally, the 2016 study noted that if the City maintains the current POC, three station model, the following outcomes are expected:

- Current response times will remain and the department will continue to have challenges meeting national standards for response times.
- Recruitment and retention issues will grow as department members retire or experience issues with other commitments, such as full-time work and family.
- Improvements will be necessary at all existing stations to meet contemporary demands of firefighting and to maintain buildings.

Project Timeline

The projected timeline for the project is:

- May 2022: Secure financing for land acquisition, pre-design and design work (Phase I) in preparation of construction of a new remote fire station.
- June 2022 to March 2023: Secure parcels and complete pre-design and design work.
- April 2023 to June 2023: Seek additional financing for construction (Phase II) of new remote fire station.
- May 2024: Secure financing for construction of new remote fire station.
- Fall 2024: Bid project
- Spring 2025: Begin construction

Other Considerations

NA

Impact on State Operating Subsidies

NA

Who will own the facility?

The City of Golden Valley will own the fire station.

Who will operate the facility?

The City of Golden Valley will operate the the fire station.

Who will use or occupy the facility?

The City of Golden Valley Fire Department will occupy the fire station.

Public Purpose

Fire protection and related public safety activities are a core municipal functions and serve a direct public purpose through the protection of the community's health, safety and welfare. Construction of a new remote fire station will shorten response times to incidents throughout Golden Valley, as well as the western metro area when mutual aid is requested of the Golden Valley Fire Department. Additionally, fire stations commonly serve as polling places during elections.

Description of Previous Appropriations

NA

Project Contact Person

Marc Nevinski
Physical Development Director
763-593-8008
mnevinski@goldenvalleymn.gov

(\$ in thousands)

Remote Fire Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,700	\$3,500	\$0
Funds Already Committed				
City Funds	\$0	\$1,700	\$3,500	\$0
Pending Contributions				
TOTAL	\$0	\$3,400	\$7,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$3,000	\$0	\$0
Predesign Fees	\$0	\$40	\$0	\$0
Design Fees	\$0	\$360	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$7,000	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,400	\$7,000	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Long Term Water Supply	1	GO	\$ 4,725	\$ 0	\$ 0
Total Project Requests			\$ 4,725	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,725	\$ 0	\$ 0

Long Term Water Supply

AT A GLANCE**2022 Request Amount:** \$4,725**Priority Ranking:** 1

Project Summary: \$4.7 million is requested by the City of Halstad, in coordination with the cities of Climax, Nielsville, Shelly, Hendrum, Perley, and Georgetown to increase access to a regionalized water supply through the construction of a looped pipeline. This will provide all seven communities reaching from Southwest Polk County through Norman County into Northwestern Clay County with a safe, high-quality, low-maintenance, and sustainable water supply.

Project Description

The proposed project will construct water transmission lines providing regionalized water supply to the cities of Climax, Nielsville, Shelly, Halstad, Hendrum, Perley, and Georgetown from the East Central Regional Water District (ECRWD). ECRWD would bring water by pipeline, crossing the Red River in two locations, and forming a loop system that will increase capacity and provide redundancy for the Minnesota communities. The project will cost approximately \$9.4 million to construct, with the 50 percent local cost share to be funded through USDA Rural Development's Water and Waste Disposal Loan and Grant Program.

Project Rationale

All residents and visitors of Minnesota deserve a clean, safe, and affordable water supply. The proposed project will provide just that. Several communities included in the project exceed Minnesota's regulatory drinking water standards, some of the infrastructure is beyond its useful life, and some of the communities cannot find anyone to maintain their water supply systems. A regional connection to the East Central Regional Water District (ECRWD) will solve those issues.

ECRWD, located in North Dakota adjacent to Halstad and the neighboring communities, has the ability to provide the communities with a loop system that would be supplied by two different water treatment plants, which are owned and operated by public entities in North Dakota[RS2]. The project will eliminate four to five water towers that are beyond their useful life, discontinue the individual water treatment plants currently serving these communities and, in some cases, cap the communities' existing wells. The project will provide financial stability for these smaller communities by spreading costs through economies of scale, provide safe and effective water supplies that are efficiently delivered with a dedicated water provider, and reduce potential for compromised public health due to outdated or obsolete equipment.

The project will provide a long-term, low maintenance, regional approach to the water supply needs of northwestern Minnesota.

Project Timeline

Secure USDA Funding – Summer 2021 (July – Sept.)
Predesign – Fall 2021 (Sept. to Dec.)
Design – Spring 2022 – Summer 2022 (Jan. – June)
Bidding – Summer 2022 (July – Sept.)
Begin construction – Fall 2022 (Oct.)
Completion – Fall 2023 (Nov.)

Other Considerations

While the City of Halstad is acting as the project representative for this request, it should be acknowledged that all seven communities have formally approved the project to connect to East Central Regional Water System.

Impact on State Operating Subsidies

After the initial commitment to construct the project, the project will be self-sustaining, and we do not anticipate any impact to the state operating budget.

Who will own the facility?

City of Halstad

Who will operate the facility?

City of Halstad

Who will use or occupy the facility?

The cities of Climax, Nielsville, Shelly, Halstad, Hendrum, Perely, and Georgetown.

Public Purpose

This project will improve the reliability, quality, and affordability of the water supply for seven low income, rural communities and approximately 1,670 Minnesota residents.

Description of Previous Appropriations

There have been no previous state appropriations related to this project.

Project Contact Person

Lucas Spaeth
Superintendent of Utilities
218-456-2128
utilities@rrv.net

(\$ in thousands)

Long Term Water Supply

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,725	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$4,725	\$0	\$0
TOTAL	\$0	\$9,450	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$1,300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,450	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Civic Center Improvements	1	GO	\$ 1,279	\$ 0	\$ 0
Fuel and E-Charging Station	2	GO	\$ 750	\$ 0	\$ 0
Trail System Pavement Improvements	3	GO	\$ 2,943	\$ 0	\$ 0
Total Project Requests			\$ 4,972	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,972	\$ 0	\$ 0

Civic Center Improvements**AT A GLANCE****2022 Request Amount:** \$1,279**Priority Ranking:** 1**Project Summary:** The City of Hastings requests \$1.279M in state funds for asset preservation and energy improvements of the Hastings Civic Center. The project entails conversion to an ammonia-based refrigeration system, replacement of the west rink roof, and installation of roof-top solar panels at an estimated total of \$2.559M.**Project Description**

The Hastings Civic Center was constructed in 1980 and uses an R-22 freon refrigeration system, which under federal EPA can no longer be produced or imported. The age of the system requires maintenance and upkeep, with the R-22 increasingly difficult and expensive to obtain. Without converting to an alternate refrigeration system, the Civic Center could be required to close. A 2017 study by Apex Efficiency Systems recommended an ammonia-based refrigeration system, which would include building modifications.

With the Apex study, the City also looked at options for adding roof-top solar panels. A 160 kW array on the west-rink roof was recommended. The current 40-plus year old flat roof would be replaced with a modified built-up roofing system. This would improve roofing drainage as well as allow the best roof for the solar panel array.

The project would enable the continued maintenance and use of the existing facility and utilize clean energy. The total project cost is estimated at \$2.35M. The Hastings City Council has committed to the 50% local match by resolution.

Project Rationale

The Hastings Civic Center ice arena is among the top arenas to play within the State of Minnesota for its history and vintage style, and has been featured in recent Minnesota Hockey Magazine. It is used by area residents for youth and adult recreational skating, Hastings High School boys and girls hockey teams, figure skating lessons, and regional hockey tournaments. Tournaments boost the local hospitality economy. The Civic Center serves 125,000 to 150,000 visitors per year.

Project Timeline

Refrigerant System:

May 2022 – Oct 2022 Design phase

Oct 2022 – Nov 2022 Project bids

Nov 2020 – March 2023 Contracts, preconstruction, shop drawings.

March 2023 – August 2023 Demolition and construction

Roof System:

Jan 2022 – April 2022 Design and project bids

May 2022 – Sept 2022 Construction

Solar Panel Array:

2022 – Design phase

2023 – Installation

Other Considerations

The Hastings City Council has committed to the 50% local match by resolution.

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

City of Hastings

Who will operate the facility?

City of Hastings

Who will use or occupy the facility?

The Hastings Civic Center serves 125,000 to 150,000 visitors per year.

Public Purpose

The Hastings Civic Center is a public facility. It is used by individuals, the Hastings High School boys and girls hockey teams, youth boys and girls teams through the Hastings Hockey Association, Riverblades skating school, adult hockey leagues, and summer hockey and figure skating camps, as well as teams from Cottage Grove, Red Wing, Rosemount, Farmington and elsewhere in the region. The Hastings Civic Center serves 125,000 to 150,000 visitors per year. During non-winter months, the facility hosts a variety of dry-floor recreational and public events, including the 2021 Hastings High School graduation party. Also during non-winter months, professional box lacrosse teams, Hastings Youth Baseball, and Hastings Soccer use the facility.

Description of Previous Appropriations

None

Project Contact Person

Dan Wietecha

City Administrator

651-480-2326

dwietecha@hastingsmn.gov

(\$ in thousands)

Civic Center Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,279	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,280	\$0	\$0
TOTAL	\$0	\$2,559	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$150	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$209	\$0	\$0
TOTAL	\$0	\$2,559	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Fuel and E-Charging Station**AT A GLANCE****2022 Request Amount:** \$750**Priority Ranking:** 2**Project Summary:** The City of Hastings requests \$750K in state funds to ensure consistent fuel and E-charging availability for fleet vehicles either through purchase and updating of an existing County station or construction of a new facility on City property. The project is estimated as high as \$1.5M.**Project Description**

Dakota County intends to decommission its fuel station facility in Hastings in preference of a new station centralized in the County. The County's 13,094 square foot facility was built in 1965. A fuel station was built in 1998 under a cooperative construction agreement between Dakota County, City of Hastings, and MNDOT, with the station reverting to the County at the end of 20 years.

The County's new station is not geographically suited to City operations, necessitating the City finding an alternative. The City is exploring options and comparing cost associated with either purchasing the County's existing facility and install E-charging stations and upgrade the buildings or constructing a new fuel station, including E-charging stations and a service/storage building, on City property.

The project would conserve time and fuel by eliminating inefficient daily driving outside of the City, and it would include installation of E-charging stations to meet evolving needs of fleet vehicles. The total project cost is estimated as high as \$1.5M. The Hastings City Council has committed to the 50% local match by resolution.

Project Rationale

Dakota County intends to decommission its fuel station facility in Hastings in preference of a new station centralized in the County. The County's new fuel station is over a 20-minute drive from Hastings. With a round-trip of close to an hour, its daily use would be a wasteful use of time and fuel for Hastings Fire/EMS, Police, Building Inspection, Public Works, and Parks fleet vehicles and equipment. Private stations in the City are not sized or positioned to accommodate large City vehicles such as fire apparatus and snow plows.

The City is exploring options to either purchase the County's existing facility and install E-charging stations and upgrade the buildings or to construct a new fuel station, including E-charging stations and a service/storage building, on City property.

Project Timeline

Current – Exploring potential purchase, appraisal, and renovations of existing Dakota County facility.

If purchase Dakota County facility – Add E-charging stations and upgrade buildings in 2022.

If not Dakota County facility – Evaluate City Public Works or other site to design, bid, and construct

fuel and E-charging stations and storage/service building in 2022-2023.

Other Considerations

The Hastings City Council has committed to the 50% local match by resolution.

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

City of Hastings

Who will operate the facility?

City of Hastings

Who will use or occupy the facility?

City of Hastings. Also intend to offer new joint agreement with MNDOT.

Public Purpose

City of Hastings fleet includes Fire and Emergency Medical Service, Police, Building Inspection, Public Works, and Parks Department vehicles and equipment. The City anticipates offering continued use by MNDOT. The current site also includes a County organic waste drop-off site.

Description of Previous Appropriations

None

Project Contact Person

Dan Wietecha
651-480-2326
dwietecha@hastingsmn.gov

(\$ in thousands)

Fuel and E-Charging Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$750	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$750	\$0	\$0
TOTAL	\$0	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$1,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$400	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Trail System Pavement Improvements

AT A GLANCE**2022 Request Amount:** \$2,943**Priority Ranking:** 3**Project Summary:** The City of Hastings requests \$2.943M in state funds for a combination of crack sealing, seal coating, mill and overlay, reclamation to reconstruction, patching, and ADA pedestrian ramp improvements throughout the 30-mile trail system at an estimated total exceeding \$5M.**Project Description**

In 2019, Focus Engineering conducted a Trail Pavement Ratings & Recommendations study by Focus Engineering. It divided the 30-mile trail system into 96 segments. The pavement surface evaluation and rating (PASER) method was used to evaluate each segment to provide a consistent and comparable rating across the entire system. On-site evaluations were completed to determine a PASER rating for each trail segment. The PASER rating was used to analyze the pavements, but improvement recommendations were also based on best management practices, age of pavement, and assumed typical cross-section of the pavement.

The project would enable the continued maintenance and use of the existing facilities. The total project cost is estimated at over \$5M. The Hastings City Council has committed to the 50% local match by resolution.

Project Rationale

The City of Hastings has an extensive paved trail system comprising 30 miles in and around the City, with original construction dating to the early 1990s. The trail system is used extensively by youth and adult residents for exercise, recreation, and non-motorized travel, and this was seen all the more importantly this past year with record numbers of residents and visitors seeking additional opportunities for outdoor recreation during the COVID-19 pandemic.

The City of Hastings and Dakota County have jointly worked to improve linkages between the local trail system and 10-mile loop with the Mississippi River Regional Trail and Vermillion River Greenway Regional Trail, as well as the Point Douglas Trail. The Hastings Tourism Bureau markets the trail system as a regional attraction.

In 2019, a Trail Pavement Ratings & Recommendations study by Focus Engineering recommended a combination of crack sealing, seal coating, mill and overlay, reclamation to reconstruction, patching, and ADA pedestrian ramp improvements throughout the 30-mile trail system.

Project Timeline

This project is designed to be constructed over a 5-year period and would have trail segments scheduled for construction by type of improvement and/or geographic location.

There is some ability to scale back and/or phase this project depending on funding availability and timing.

Other Considerations

The Hastings City Council has committed to the 50% local match by resolution.

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

City of Hastings

Who will operate the facility?

City of Hastings

Who will use or occupy the facility?

General public

Public Purpose

This is a public trail system comprising 30 miles in and around the City of Hastings. It has connections to the Mississippi River Regional Trail and Vermillion River Greenway Regional Trail, as well as the Point Douglas Trail. Its use supports exercise and wellness, recreation, non-motorized travel, and economic development and tourism.

Description of Previous Appropriations

None

Project Contact Person

Dan Wietecha
City Administrator
517-480-2326
dwietecha@hastingsmn.gov

(\$ in thousands)

Trail System Pavement Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,943	\$0	\$0
Funds Already Committed				
City Funds	\$253	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,690	\$0	\$0
TOTAL	\$253	\$5,633	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$13	\$250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$240	\$4,497	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$886	\$0	\$0
TOTAL	\$253	\$5,633	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Anaerobic Digester Organics Processing Center	1	GO	\$ 21,000	\$ 0	\$ 0
Hennepin Avenue Suspension Bridge	2	GO	\$ 12,000	\$ 0	\$ 0
Avivo	3	GO	\$ 15,300	\$ 0	\$ 0
Simpson Shelter	4	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 58,300	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 58,300	\$ 0	\$ 0

Anaerobic Digester | Organics Processing Center**AT A GLANCE****2022 Request Amount:** \$21,000**Priority Ranking:** 1**Project Summary:** The Anaerobic Digestion Facility will provide the organics processing infrastructure needed to support the expansion of organics recycling programs throughout Hennepin County and potentially the entire metro region.**Project Description**

The key limiting factor to the expansion of organics recycling is the infrastructure to process the organics into beneficial products. Composting is the most common organics processing method, but anaerobic digestion provides a better and higher use for this material. Specifically, anaerobic digestion has the added benefit of producing biogas which can be used to produce various forms of clean, renewable energy including renewable natural gas.

This project will be capable of processing a minimum of 25,000 tons per year of source-separated organics to produce energy and beneficial soil and agricultural products. The anaerobic digestion facility would accept organic materials from waste haulers that collect organics from commercial and residential accounts across the metro region. This facility will help the region make progress toward zero waste and climate action goals.

Project Rationale

Minnesota statute requires metro counties achieve a 75% recycling rate by 2030. Waste sort studies continue to show that organic materials are the largest proportion of our trash – about 25%. Organics recycling is our biggest opportunity to reduce our trash:

- Organics recycling continues to increase due to the recent requirements for certain businesses to recycle organics. Cities are required to offer organics recycling for residents by January 1, 2022.
- The metro area is served by only two compost sites that are at or near capacity.
- Anaerobic digestion provides an opportunity to expand and diversify local organics infrastructure.

Anaerobic digestion is a higher and better use of material

- The EPA's food waste hierarchy prioritizes anaerobic digestion over composting.
- Anaerobic digestion transforms organic waste into two main products: 1) biogas, an energy source, and 2) digestate, a nutrient-rich fertilizer.
- Biogas from anaerobic digestion can displace fossil fuels for heating and electricity generation. It can also be converted into biofuels for vehicles. The digestate can replace fossil fuel-based

fertilizers.

Action on organics recycling is needed to meet our climate goals

Food and organic material produces methane when it decomposes in landfills. Methane creates a warming effect 84 times greater than carbon dioxide over a 20-year period. Climate experts rank reducing methane from landfills as a top strategy for rapidly slashing carbon-related emissions.

Methane created and captured from the controlled process of anaerobic digestion reduces greenhouse gas emissions effectively and creates beneficial products, such as renewable natural gas, fertilizer and compost. Diverting more organics from the trash through anaerobic digestion is one of the county's foundational strategies in the Climate Action Plan to achieve net zero emissions by 2050.

The proposed site's proximity to the Brooklyn Park Transfer Station will also reduce emissions from transporting the material and help reduce the cost of organics recycling by providing the opportunity to efficiently collect and process organics.

Project Timeline

2021- Final proposals will be submitted to the county

2022- County Board will select vendor and negotiate contract; Permitting process will commence

2023 - Construction will begin

2025 – Facility will be operational

NOTE: the Minnesota Pollution Control Agency permitting process is subject to some variability. Construction can not begin until all permits are approved.

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

Hennepin County

Who will operate the facility?

Hennepin County, possibly in partnership with a contract service provider.

Who will use or occupy the facility?

Hennepin County residents and businesses, and potentially the whole metro region.

Public Purpose

Anaerobic Digestion is an important food waste management tool. Food and organic material produces methane when it decomposes in landfills. Methane creates a warming effect 84 times greater than carbon dioxide over a 20-year period. Climate experts rank reducing methane from

landfills as a top strategy for rapidly slashing carbon-related emissions.

Approximately 25% of our trash is organic waste, and there are thousands of tons available for recycling.

Description of Previous Appropriations

None.

Project Contact Person

Lisa Cerney
Assistant County Administrator- Public Works
612-348-3054
lisa.cerney@hennepin.us

(\$ in thousands)

Anaerobic Digester | Organics Processing Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$21,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$22,500	\$0	\$0
TOTAL	\$0	\$43,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,000	\$0	\$0
Project Management	\$0	\$500	\$0	\$0
Construction	\$0	\$40,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$43,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Hennepin Avenue Suspension Bridge

AT A GLANCE

2022 Request Amount: \$12,000

Priority Ranking: 2

Project Summary: Hennepin County is seeking \$12 million in state bond funds to recondition the iconic Hennepin Avenue Suspension Bridge in Minneapolis and two approach bridges located immediately to the east. This investment is needed to extend the life of these bridges and preserve this critical infrastructure that serves the movement of people, goods, and information, helping to build a healthy community.

Project Description

The Hennepin Avenue Bridge is a historic crossing and a nationally recognized cultural landmark. It was originally constructed in 1988, while the nearby approach bridges were installed in 1971 (westbound) and 1973 (eastbound). Since being opened to traffic, these bridges have experienced deterioration across their decks, substructures, and superstructures. In 2021, the county completed a feasibility study that recommended strategic bridge preservation treatments. Without timely preservation, these bridges will continue to deteriorate, and future rehabilitation costs will increase exponentially.

Project Rationale

Hennepin Avenue serves as a critical connection for people, providing access between Downtown and Northeast Minneapolis. Approximately 26,500 vehicles, 2,500 pedestrians, 400 bicyclists and 13 transit routes rely on this Mississippi River crossing each day. In addition, the proposed E Line Arterial Bus Rapid Transit (ABRT) service is anticipated to operate along Hennepin Avenue, connecting the Southdale Transit Center to the University of Minnesota. Deferring this important investment is anticipated to result in substantial public impacts for this regional corridor that not only connects people to opportunity and crucial services, but also stimulates economic development.

Project Timeline

<u>Activity:</u>	<u>Anticipated Timeline:</u>
Requests for Proposals	Q4 2021
Design	Q1 2022 - Q4 2023
Construction	Q1 2024 - Q4 2025

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

Hennepin County

Who will operate the facility?

Hennepin County

Who will use or occupy the facility?

Vehicular, bus, bike and pedestrian traffic originating throughout the state of Minnesota and beyond.

Public Purpose

This critical piece of infrastructure serves the movement of people, goods, and information, helping to build a healthy community.

Description of Previous Appropriations

None.

Project Contact Person

Carla Stueve
Hennepin County Engineer
612-596-0356
carla.stueve@hennepin.us

(\$ in thousands)

Hennepin Avenue Suspension Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$275	\$2,785	\$0	\$0
County Funds	\$0	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$275	\$14,785	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$25	\$0	\$0	\$0
Design Fees	\$0	\$2,775	\$0	\$0
Project Management	\$175	\$75	\$0	\$0
Construction	\$75	\$11,935	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$275	\$14,785	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Avivo

AT A GLANCE**2022 Request Amount:** \$15,300**Priority Ranking:** 3**Project Summary:** Avivo (formerly Resource, Inc.) requests \$15.3 million in state funds for demolition and construction services for building renovations and addition to Avivo's campus in Minneapolis.**Project Description**

The 2022 request is for demolition and construction services. The proposed total project will double the square footage of Avivo's primary campus in Minneapolis (from 37,332 square feet to 75,226 square feet), make necessary energy improvements and environmental updates.

1904 and 1908 Chicago Avenue:

- Site preparation
- Design of new building/addition

1900 Chicago Avenue:

- Replace energy systems and including mechanical, electrical, plumbing and low voltage.
- Interior redesign and renovation
- Exterior redesign and renovation of the building enclosure, roof, parking surfaces and landscaping.

1825 Chicago Avenue: which houses ArtWorks, Avivo's support program for artists living with mental illness and a Hennepin County Community Support Program (CSP):

- Upgrade energy system.
- Replace roof.
- Expand program facilities, add an art gallery space.

Project Rationale

Avivo is a 501C3 nonprofit organization that serves the Twin Cities metro and St. Cloud, helping to improve the quality of life for individuals and families who experience the greatest barriers to employment, education, and wellness. We started more than 60 years ago with vocational rehabilitation services for people with disabilities, and have expanded to include customized employment, career education, chemical and mental health and ending homelessness services, achieving prominence in each field. Avivo serves approximately 15,000 people each year through 48 different programs.

The two buildings at 1825 and 1900 Chicago Ave. house our Chemical and Mental Health programs,

Child Development Center, program and administrative staff offices, a Community Support Program (CSP) and ArtWorks for professional artists with a mental illness.

These 1960s era buildings have not had any major renovations. Current problems include:

- A frequently failing original energy system, which is inefficient and will soon no longer be repairable, with parts out of date and unavailable.
- Lack of adequate space: Our chemical and mental health program has grown by 40% over the past 5 years, and we expect to see the same level of growth, resulting in 4,000 more people served.
- Severe interior wear and tear from hundreds of people using the campus every day over 60+ years.
- Inadequate reception area for clients.
- Deteriorated parking areas, lack of lighting.
- Confidentiality issues due to changed use.

These issues contribute to

- Excessive energy and repair costs, which reduces funds for direct service to clients.
- Inability to serve more recovery clients, despite the great need.
- Overcrowded child learning and play spaces.
- Neighborhood blight.

Project Timeline

Currently anticipating mid-2023 for start of construction, but dependent upon receipt of state funding.

Other Considerations

Our economic impact is significant:

- 75% of those we serve, living at or below the poverty level, are linked to jobs and recovery.
- 5,000 participants secure jobs each year, with an average wage increase of 60%.
- Every \$1 spend on addiction treatment saves \$7 in social costs.

Impact on State Operating Subsidies

Who will own the facility?

Avivo, with a long term lease and use agreement between Hennepin County and Avivo.

Who will operate the facility?

Avivo

Who will use or occupy the facility?

Avivo

Public Purpose

The public purpose of this facility is to address poverty, addiction and mental health issues for those citizens facing multiple barriers to success. Avivo provides job skills training and support services to move over 3,000 people annually off welfare and into employment; we work with counties and businesses to provide dislocated workers with training and support. Our career education opportunities help individuals with disabilities and other barriers to discover capabilities, gain workplace skills, and achieve industry-specific credentials.

Avivo provides critical services for the Twin Cities metro and other service areas, particularly in terms of helping people achieve stable employment, housing, and wellness.

Description of Previous Appropriations

The state approved \$1.7 million in general obligation bonding in the 2020 bonding bill for Avivo to proceed with preliminary design.

Project Contact Person

Kelly Matter
President and CEO
612-752-8003
kelly.matter@avivomn.org

(\$ in thousands)

Avivo

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$1,700	\$15,300	\$0	\$0
Funds Already Committed				
Pending Contributions				
Non-Governmental Funds	\$0	\$17,000	\$0	\$0
TOTAL	\$1,700	\$32,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$26	\$0	\$0	\$0
Design Fees	\$1,494	\$880	\$0	\$0
Project Management	\$100	\$760	\$0	\$0
Construction	\$80	\$24,210	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$6,450	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,700	\$32,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Simpson Shelter

AT A GLANCE**2022 Request Amount:** \$10,000**Priority Ranking:** 4**Project Summary:** Simpson Housing Services is seeking \$10 million from the State of Minnesota to fund 45% of the cost to build a redesigned shelter + services model which will increase and expedite permanent housing placements and reduce the number of chronically homeless adults.**Project Description**

Simpson Housing Services, along with Project for Pride and Living as the developer, will build a new shelter on the site of Simpson's current shelter at 2740 1st Avenue in the Whittier neighborhood of Minneapolis. Extended hours and accommodations for service partners will increase access to resources that support guests' physical, mental, and chemical health needs.

The building will be five stories with accessible and adaptable spaces, intentionally designed to meet shelter guests' needs. The low-barrier space will include 70 beds and 42 units of permanent supportive housing that can be replicated in the Twin Cities and across the nation. This modern and dignified shelter, will be intentionally designed to meet the short-term housing needs for people experiencing homelessness:

The first floor will house a commercial kitchen and dining room with capacity to serve meals for approximately 100 people. It will also house a 24-hour front desk, a healthcare office to be operated by Hennepin County Healthcare for the Homeless and other partners, and space for volunteer groups who cook and serve daily meals for guests.

The second floor will include the men's sleeping areas, laundry facilities, showers, community areas, and offices for service staff and community partners.

The third floor will include the women's and non-binary sleeping areas, laundry facilities, showers, community areas, and offices for service staff and community partners.

The fourth and fifth floors will include 42 efficiency units of permanent supportive housing, each approximately 420 square feet, geared toward individuals who have experienced long-term homelessness.

Project Rationale

We have been operating shelter and helping people experiencing chronic homelessness find permanent housing for nearly 40 years. As a result of our expertise, outcomes, and organizational stability, Simpson was selected in 2016 to operate Adult Shelter Connect (ASC), overseeing day-to-day operations on behalf of the five emergency shelters serving single adults in Hennepin County.

Simpson was called upon to operate the Navigation Center in 2018/2019 in response to the encampment in Minneapolis – and placed nearly 100% of the residents in permanent housing.

Project Timeline

2019: Simpson Housing Services becomes official owner of the Simpson United Methodist Church.

2020: Launch of the Build Up Comprehensive Campaign.

2021-2022: Complete institutional funding phase, continue campaign fundraising, and begin construction.

2024: Scheduled to open.

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

Simpson Housing, with a long term lease and use agreement between Hennepin County and Simpson Housing Services.

Who will operate the facility?

Simpson Housing Services

Who will use or occupy the facility?

Simpson Housing Services

Public Purpose

Description of Previous Appropriations

N / A

Project Contact Person

Steve Horsfield
Executive Director
612-455-0841
shorsfield@simpsonhousing.org

(\$ in thousands)

Simpson Shelter

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$2,100	\$0	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$7,900	\$0	\$0
Other Funding	\$0	\$3,500	\$0	\$0
TOTAL	\$2,100	\$21,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$450	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$200	\$2,050	\$0	\$0
Project Management	\$600	\$0	\$0	\$0
Construction	\$850	\$17,050	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,300	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,100	\$21,400	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Hibbing Regional Public Safety Center	1	GO	\$ 22,000	\$ 0	\$ 0
Total Project Requests			\$ 22,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 22,000	\$ 0	\$ 0

Hibbing Regional Public Safety Center

AT A GLANCE

2022 Request Amount: \$22,000

Priority Ranking: 1

Project Summary: The City of Hibbing is requesting an appropriation of \$22,000,000 for pre-design, design, site preparation, demolition of existing structures, construction, furnishing and equipping a regional public safety center for police, fire, emergency medical services, emergency operations, training and other regional community needs.

Project Description

The City of Hibbing will build a new state of the art Regional Public Safety Facility that will house Police and Fire Based EMS personnel to meet the growing demand for policing, firefighting and ems services on the Central Iron Range for the next 50 years. The requested appropriation of \$22,000,000 will be utilized for pre-design, design, site preparation, demolition of existing structures, construction, furnishing and equipping a regional public safety facility for police, fire, emergency medical services, emergency operations, training and other regional community needs.

Project Rationale

The original fire station was built in 1964 with an addition being added in 1976 when the city assumed the ambulance service. There was one additional upgrade to the facility in the early 1990's when the city went to 24 hour shifts to accommodate the regional demand for fire based EMS staff. The current Fire Hall was not designed to accommodate the delivery of joint services required for a public safety facility and the city has done its best to keep up with the maintenance costs of this 57 year old structure. The Hibbing Police Department is currently renting space from St. Louis County and this site has not been the best fit for day to day law enforcement operations in the city and spending money for rent on space we do not control is becoming a financial burden for the Police Department budget.

Project Timeline

Engineering / Architectural / Design / Permitting / Start - 08/2022
 Project Bid - 03/2023 Award Contract - 05/2023
 Begin Construction -05/2023
 Project Completion - 12/2024

Other Considerations

The completion of the Hibbing Regional Public Safety Center will allow the city the opportunity to locate all of their emergency vehicles and equipment at one site which will create budget savings and efficiency.

Impact on State Operating Subsidies

The city does not intend to seek state grants to support the operation or maintenance of the facility.

Who will own the facility?

The project will be owned by the City of Hibbing.

Who will operate the facility?

The project will be operated by the City of Hibbing.

Who will use or occupy the facility?

The project will be occupied by the Hibbing Police and Fire Department and Ambulance service.

Public Purpose

The City of Hibbing is providing Policing and Fire Based EMS to its 186 square mile corporate boundary and surrounding communities on the Central Iron Range .

Description of Previous Appropriations

n/a

Project Contact Person

John Tourville
Economic Developer
218-312-1564
Jtourville@ci.hibbing.mn.us

(\$ in thousands)

Hibbing Regional Public Safety Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$22,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$22,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$19,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$22,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Hoyt Lakes Community Recreation and Wellness Center	1	GO	\$ 1,500	\$ 0	\$ 0
Total Project Requests			\$ 1,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,500	\$ 0	\$ 0

Hoyt Lakes Community Recreation and Wellness Center

AT A GLANCE

2022 Request Amount: \$1,500

Priority Ranking: 1

Project Summary: The City of Hoyt Lakes is requesting \$1,500,000 in state funding to renovate and make improvements to the Community Recreation and Wellness Center.

Project Description

Improvements to the Hoyt Lakes Community Recreation and Wellness Center includes the replacement of the existing refrigeration/ice making system, addition to the existing facility, replacement/upgrade of existing mechanical and electrical system, ADA improvements, safety system upgrades, new seating equipment and energy conservation upgrades. All of the identified improvements above are very crucial to upgrade this facility to meet all necessary requirements for public facilities. The existing ice system needs to be upgraded to meet existing regulations. This system is served by a R-22 based, industrial grade, direct ice system manufactured by Holmsten Ice Rinks. The existing refrigeration system is 35-years old and has well exceeded its useful, expected and safe life of 25 years. The existing ice rink floor is approximately 17 years old and nearing is expected life of 22-25 years. These types of R-22 systems were very common in the 1970s and early 1980s. Although a very efficient system, the direct R-22 system is no longer installed in ice arenas due to many factors including: environmental concerns with the large quantity of refrigerant required to operate the system (5,000-6,000 pounds); the phase-out of R-22 and other synthetic refrigerants due to their harmful effects on the environment; the safety concerns with circulating refrigerant in the arena space; and the higher installation costs.

The total cost of this project is estimated to be \$3,000,000. The City is requesting \$1,500,000 in state funds which will be matched by \$1,500,000 from local funds.

Project Rationale

The Hoyt Lakes Community Recreation and Wellness Center is currently used by many surrounding communities and organizations including Hoyt Lakes, Aurora, Biwabik, Town of White, Mesabi East Schools, Local Clinics, Senior Citizens, Police Departments, Fire Departments and numerous Athletic Organizations. Activities that frequently occur at this facility include weddings, graduations, dances, pickleball, hockey, basketball, concerts, training, emergency evacuations and a back-up morgue for the area in cases of major emergencies and disasters.

Project Timeline

Engineering/Design/Permitting - August 2022

Project Bid - March 2023

Award Contract - April 2023

Begin Construction - May 2023

Completion - December 2025

Other Considerations

The Wellness Center has been an important facility in Hoyt Lakes since 1969, improving the lives of not only Hoyt Lakes residents but all members of our local communities.

Impact on State Operating Subsidies

The City of Hoyt Lakes does not intend to seek State Grants to support the maintenance or operation of the facility once the project is complete.

Who will own the facility?

City of Hoyt Lakes

Who will operate the facility?

City of Hoyt Lakes

Who will use or occupy the facility?

City of Hoyt Lakes, Mesabi East School District, surrounding communities

Public Purpose

The public purpose of this facility is to provide recreation and meeting opportunities.

Description of Previous Appropriations

Project Contact Person

Becky Lammi
City Administrator
218-225-2344
blammi@hoytlakes.com

(\$ in thousands)

Hoyt Lakes Community Recreation and Wellness Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$1,500	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Campbell and Otter Lakes Restoration	1	GO	\$ 3,500	\$ 0	\$ 0
Total Project Requests			\$ 3,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,500	\$ 0	\$ 0

Campbell and Otter Lakes Restoration**AT A GLANCE****2022 Request Amount:** \$3,500**Priority Ranking:** 1**Project Summary:** Improvements and betterments of Campbell Lake, Otter Lake, the South Fork of the Crow River and other tributaries to the lakes in order to improve water quality, increase the areas for recreational activities, and restore fish and wildlife habitat. This project includes predesign, design, engineering and construction of capital improvements.**Project Description**

Primary project aspects are as follows:

- Clean water quality and sediment data collection/analysis
- Crow River and tributary stream stabilization/restoration
- Lakeshore stabilization/restoration

Project Rationale

Natural water bodies within the City of Hutchinson have historically been under-utilized due to existing sedimentation levels and limited fish/wildlife habitat issues. Thus, this project would be a continuance of efforts to address the current situation in a cost-effective, collaborated effort.

Project Timeline

Upon receiving and dedicating funding, the project components would be fully implemented by the end of June 2025.

Other Considerations

The City of Hutchinson has invested significant resources to improve storm water treatment dynamics (ponding, maintenance, street sweeping, private development standards, etc.) for about 25 years. Also, the City and MnDNR implemented an overflow dam replacement project (new rock spillway) about 15 years ago that significantly improved fish movement/migration to the upstream lakes being improved by this proposed project.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Hutchinson

Who will operate the facility?

City of Hutchinson

Who will use or occupy the facility?

General public

Public Purpose

Improve water quality and expand upon fish/wildlife habitat while creating recreational opportunities and bettering shoreline aesthetic/erosion dynamics.

Description of Previous Appropriations

The City received \$3,000,000 during the 2020 bonding bill for phase 1 of the project.

Project Contact Person

Kent Exner
City Engineer
320-583-5663
kexner@ci.hutchinson.mn.us

(\$ in thousands)

Campbell and Otter Lakes Restoration

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$3,000	\$3,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$3,000	\$3,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$3,000	\$3,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$3,000	\$3,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
117th Street Reconstruction and Modernization	1	GO	\$ 2,000	\$ 0	\$ 0
Heritage Village Park-Inclusive Playground and Facilities	2	GO	\$ 1,500	\$ 0	\$ 0
Total Project Requests			\$ 3,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,500	\$ 0	\$ 0

117th Street Reconstruction and Modernization

AT A GLANCE

2022 Request Amount: \$2,000

Priority Ranking: 1

Project Summary: The 117th St Reconstruction and Modernization Project involves updating this vital transportation system that serves one of the busiest and most important industrial/commercial areas in the state.

Project Description

117th Street in Inver Grove Heights is an essential transportation corridor of local and regional significance. In addition to being a busy commuter route, it serves one of the largest hubs of industrial activity in the state, which provides vital goods and services to the Twin Cities metro area and beyond.

Major commercial activity relying on the congested and substandard 117th Street corridor includes: • Flint Hills Resources, Refinery Operations and Corporate Headquarters. The FHR refinery operation on 117th Street employs thousands of people and provides vital services to the region, including the FH and Pine Bend refineries. These facilities provide multiple grades of petroleum products used across the state and region. Much of the asphalt material used in road construction in the metro area is also generated here. • Xcel Energy. Natural gas for service to Xcel customers across Minnesota originates from this large facility. • Republic/BFI Services. The largest trash disposal operation in the state operates at what is known as the Pine Bend Landfill. Waste haulers around the region rely on this facility, and a large-scale gas recovery operation is in development to convert waste materials to energy. • Purina Distribution Center and Land O’ Lakes Feed. A 600,000-square-foot facility providing animal food products serving the Midwest and beyond. • Kane Transportation. A large tanker truck company providing distribution for industries in the immediate area and beyond. Kane has 180 employees operating out of its Inver Grove Heights location. • Knight-Swift Transportation. One terminal of a national transportation trucking company with over 14,000 trucks in operation across the continent. • Several dozen other smaller commercial operations supporting the heavy industrial activity on and around 117th Street.

Thriving Industries need modern Infrastructure to access and serve these bustling, prosperous, heavy commercial enterprises, we have 117th Street, constructed in the 1960s. 117th links I35E on one end via Dakota County road 32, and TH 52. It is badly deteriorated, lacks shoulders, turn lanes, and even rudimentary safety features. It is heavily congested with perhaps the highest ratio of truck to vehicle traffic in the state for a local road, which can create a hazard. The road must be upgraded, but local dollars are not available to deal with regional challenges, such as two active at-grade railroad crossings, which create significant delays for commerce activities when trucks must wait for trains. Multiple high-capacity, high-pressure gas lines and high-voltage power lines providing energy to the region also complicate any local solutions.

If this project can be achieved, the road will become a significant county arterial connector; the road will be turned-up to Dakota County after completion of the project. Dakota County is a strong supporter of the project and will contribute to the financing. The importance of the project has been realized at the federal level, so with State support, all levels of government will partner to modernize this commercial hub of vital interest to the region.

Project Rationale

The area of the south metro served by 117th includes major industrial activity serving the entire region. Petroleum and Asphalt material (Flint Hills) Waste hauling (Pine Bend), trucking (Kane Trans.), Purina and Land o' Lakes, and Waste energy generation (Xcel), all of which generates heavy truck volumes.

Project Timeline

Predesign will be completed by June 2022. Engineering in 2023 and construction commencing in 2023. The road is in need of repairs so the modernization to serve the heavy truck volumes and keep commerce working efficiently should take place as part of the road rehabilitation efforts, which needs to occur due major road failures brought on by heavy trucking.

Other Considerations

Much of the Twin Cities' gas and asphalt material supply originates from the refineries and distribution system in this corridor. Also Waste hauling is a major activity that serves the region.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Inver Grove Heights

Who will operate the facility?

City of Inver Grove Heights

Who will use or occupy the facility?

Commercial, industrial, and the general traveling public

Public Purpose

The entire region relies on the products produced in this corridor, as well as the waste hauling destination located here.

Description of Previous Appropriations

Requests have been made to LRIP and 2021 legislature but no funding has been authorized

Project Contact Person

Klay Eckles
Interim Public Works Director
651-450-2571
keckles@ighmn.gov

(\$ in thousands)

117th Street Reconstruction and Modernization

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$8,000	\$0	\$0
City Funds	\$0	\$2,542	\$0	\$0
County Funds	\$0	\$5,006	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$17,548	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$774	\$0	\$0
Design Fees	\$0	\$946	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$13,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,528	\$0	\$0
TOTAL	\$0	\$17,548	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Heritage Village Park-Inclusive Playground and Facilities

AT A GLANCE

2022 Request Amount: \$1,500

Priority Ranking: 2

Project Summary: This project is to predesign, design, construct, furnish, and equip an all-inclusive accessible playground structure for children, and to predesign, design, construct, furnish, and equip a totally accessible splash pad. Additionally, this project will predesign, design, construct, furnish, and equip accessible restrooms, water fountains, and a fixed-shade structure and to add additional parking spaces, including handicapped accessible at Heritage Village Park in the city of Inver Grove Heights.

Project Description

The City of Inver Grove Heights is seeking \$1,500,000 in MN CBS funds for the continued development of Heritage Village Park, a park with regional, ecological, and historical significance. This funding is part of a \$3,552,795 total project. The city has assembled over 40 different parcels to create this large regional asset. Federal, state, county and city funds have made this possible. The city has constructed an 11-acre off-leash dog park. This project is to construct an all-inclusive accessible play structures for children, and to construct, furnish, and equip a totally accessible splash pad. Additionally, this project will construct, furnish, and equip accessible restrooms, water fountains, and a fixed-shade structure and will add additional parking spaces, including handicapped accessible to construct a historically significant picnic pavilion, sheltered railroad-themed bench-lined walkway, and accessible rest room building. The City of Inver Grove Heights’ 65-acre Heritage Village Park is located in the far northeastern corner of the city along the Mississippi River near the intersection of Interstate 494 and the 6500 block of Concord Boulevard. The largely undeveloped park property sits just south of the city of South St. Paul and has further connectivity for pedestrians and bikers in the region in that the Dakota County section of the Mississippi River Trail (MRT) traverses through the park and a nearby regional asset on the river, the historic and iconic Rock Island Swing Bridge. The MRT runs from Itasca State Park to the Gulf of Mexico and within Dakota County connects Hastings to South St. Paul. There are multiple trail heads to other regional trails and links to a variety of city and county regional parks, public riverfront and private boat marinas providing a wide variety of regional watersport recreational opportunities.

Project Rationale

The funds would be utilized to provide inclusiveness for all with an historically themed large all-inclusive playground, a totally accessible splash pad play area, safety shade structures, furnish, and equip accessible restrooms and water fountains, and accessible parking. When the Heritage Village Park improvements are invested, this newly developed recreational asset will provide enhanced public access to the Mississippi River; access to regional and national trails; space with ample parking. This will all accommodate bringing the community and region together by accommodating

festivals, public and private community celebrations, and interpretive opportunities highlighting the natural, cultural and transportation history of Minnesota. It is important to note that there are currently no all-inclusive playgrounds or outdoor splash pads in Inver Grove Heights. Accessible playgrounds and aquatic areas give kids of all abilities the chance to play together on the same playground. When we make our play areas inclusive, we are making a more inclusive society. These types of structures provide physical, social, and emotional development opportunities for all children. Heritage Village Park's inclusive play area and water play area will be a destination for all families, including families of children with mobility and sensory impairments from all over the state, region, and those attending events. Lastly, the capital investment by the state into the Heritage Village Park and its public infrastructure will encourage private investment and redevelopment in the surrounding area along Concord Boulevard and the riverfront. The city has assembled land parcels in the area from blighted industrial and housing stock to be transformed into new, mixed use retail and multi-family housing opportunities along the riverfront. The existing privately owned marinas and restaurants in that riverfront corridor are well positioned for adding capacity by making new capital investment to their operations and adding jobs. Continued waterfront development should yield sizeable property tax growth in the coming years for the state, county, and city.

Project Timeline

The project is slated to begin in May of 2022 and be completed in the summer of 2024. The pre-design, engineering, design and bidding will take place in May through August 2022, with the footings and concrete beginning in September 2022. The restroom building construction, roundhouse shelter and bench seating will be done in the Spring of 2023. The all-inclusive playground including pour in place rubber surfacing will be added in the Summer of 2023 followed by the splash pad and doubling the size of the parking lot. Signage, pathways, lighting, and final amenities will be in the Fall of 2024.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Inver Grove Heights

Who will operate the facility?

City of Inver Grove Heights

Who will use or occupy the facility?

This project will be used, on an open basis, by the residents of Inver Grove Heights and significant portions of the south metro area.

Public Purpose

The purpose of this projects is to provide open, safe, and accessible active areas for individuals of all ages and abilities to engage in health productive activities. Included is the opportunity to bring people

together in social community gatherings.

Description of Previous Appropriations

Project Contact Person

Amy Hove
Finance Director
651-450-2521
ahove@ighmn.gov

(\$ in thousands)

Heritage Village Park-Inclusive Playground and Facilities

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$1,850	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$250	\$0	\$0
TOTAL	\$0	\$3,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$385	\$0	\$0
Project Management	\$0	\$205	\$0	\$0
Construction	\$0	\$3,010	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,600	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
CSAH 55 Highway-rail Grade Separation	1	GO	\$ 3,900	\$ 0	\$ 0
Total Project Requests			\$ 3,900	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,900	\$ 0	\$ 0

CSAH 55 Highway-rail Grade Separation

AT A GLANCE

2022 Request Amount:	\$3,900
Priority Ranking:	1
Project Summary:	\$3.9 million in state funds is requested for land acquisition, design, and construction that will facilitate the construction of a highway-rail grade separation on County State Aid Highways 55, 5, and 15 for Kandiyohi County on the SW side of the Willmar Industrial Park.

Project Description

The project is for the construction of a bridge over two BNSF RR tracks, and approximately one mile of construction and reconstruction of roadway to re-establish the local road network for County State Aid Highways 55, 5, and 15. This project will: provide a highway-rail grade separation; provide an effective westerly bypass of the City of Willmar; provide good access to the new Willmar Industrial Park; and provide the least confusing route for the traveling public. This is a \$7.8 million dollar project that Kandiyohi County has already invested \$200,000 in preliminary design, land acquisition, and environmental documents for both the roadways and the bridge.

Project Rationale

The City of Willmar is a regional trade center for Kandiyohi County and west central Minnesota. Willmar is connected to the state trunk highway system via US12, US71, TH23, and TH40. This project is needed to re-establish the local road network as a result of building the Willmar Rail and Industrial Park Access Project (Willmar Wye). Included in the needs are: to improve traffic flow due to lack of efficient north-south and east-west movements at Willmar; reduce RR freight rail traffic conflict and delays due to at-grade crossings; enhance motorized and non-motorized user safety at at-grade RR crossings; promote economic development; and enhance quality of life (noise, emissions, safety, traffic delays) within the City of Willmar.

Project Timeline

Final Design - September 2022 thru October 2023

Environmental/Permits - September 2022 thru October 2023

Construction - May to November 2024

This project construction timing is coordinated with the Willmar Rail and Industrial Park Access Project (Willmar Wye) which is being constructed in seasons 2019 thru 2022.

Other Considerations

The project will provide good, safe westerly traffic flow for industrial traffic as well as provide good access to the Willmar Industrial Park and Willmar Airport. Currently we are seeing an unnecessary

number of trucks going through Willmar which pass by schools, churches, and residential areas.

Impact on State Operating Subsidies

None

Who will own the facility?

Kandiyohi County

Who will operate the facility?

Kandiyohi County

Who will use or occupy the facility?

The general traveling public with special emphasis on economic development and industrial traffic.

Public Purpose

The purpose of the proposed project is to enhance traffic operations in the Willmar area and facilitate the movement of both north-south as well as east-west freight movement in the Willmar area. Additionally the project is intended to enhance economic development by creating good freight access to trunk highways and therefore providing a desirable location for manufacturers to locate in the Willmar region.

Description of Previous Appropriations

Project Contact Person

Melvin Odens
Public Works Director
320-235-3266
mel.odens@kcmn.us

(\$ in thousands)

CSAH 55 Highway-rail Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,900	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$3,900	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$7,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$55	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$880	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,865	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,800	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Karlstad Municipal Airport Improvements	1	GO	\$ 14,300	\$ 0	\$ 0
Total Project Requests			\$ 14,300	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 14,300	\$ 0	\$ 0

Karlstad Municipal Airport Improvements

AT A GLANCE

2022 Request Amount:	\$14,300
Priority Ranking:	1
Project Summary:	\$14.3 million in state funds is requested to acquire land, design, construct, and equip a new airport facility to expand aviation capabilities and improve future economic growth for the City of Karlstad, Kittson County, and the region.

Project Description

The City of Karlstad is proposing to construct a \$14.3 million infrastructure improvement project to expand aviation capabilities to support recreational and business users, to stimulate economic development and support future growth in the area. The project would relocate the airport to a more functional and suitable location to provide the necessary foundation for future growth and expansion capabilities, bringing additional funding opportunities to the airport and new economic prospects to the local economy and its stakeholders.

The existing Karlstad Municipal Airport has an outdated turf runway that greatly limits use of the airport facility because it is too short, is chronically too wet, and has multiple types of airspace obstructions to safe use. The current facility does not provide public fuel or hangar space which also limits the use of the existing infrastructure that is available to current and potential users.

The proposed project includes land acquisition, environmental review, wetland remediation, and design and construction of a runway, taxiway, and apron; parallel taxiway; AWOS and beacon; NAVAIDS; Arrival/Departure building; fuel facility; airport maintenance equipment (mower/snowplow) and building to store them; paving of existing county road access to airport; and airport driveway and parking area.

Project Rationale

Karlstad's existing municipal airport includes a 2,606' turf runway constructed in 1953 that does not meet modern needs due to characteristics that restrict its use such as the runway being too short for all but the lightest aircraft, its chronically wet condition rendering it unusable much of the year, and its obstruction by highways, powerlines, and nearby towers. Highway 11 runs immediately south of the airport, blocking future expansion, and there is no public fuel or public hangar space, which adds to the current limitations of the existing airport.

The proposed project is important to the residents of the City of Karlstad and surrounding communities as it will bring job creation and increased recreational and economic activity to the area. The project would improve access to local tourist attractions such as Lake of the Woods, nearby Canada, Lake Bronson, Seven Clans Casino, Karlstad's Wagon Wheel Campground, and the Annual Kick'n Up Kountry Music Festival that brings thousands of attendees and high-profile performers each year.

Several area businesses present additional need in that their growth opportunities are directly impacted by the unreliability of the existing airstrip and lack of airport facilities such as public fuel and hangar space. The existing airport is not adequate for use in aerial agricultural spraying applications in a region that produces over \$128 million in agricultural products a year and does not support aircraft used for emergency medical services or firefighting capabilities. Importantly, this area of Minnesota is concentrated with innovative businesses in the manufacturing sector that rely on adjacent airports, some 80 miles away, to conduct business and grow their operations. Lack of local access to air service limits their business and employment potential.

Due to the fact that the Karlstad Municipal Airport is not part of the National Plan of Integrated Airport Systems (NPIAS), the City does not have access to Federal Aviation Administration (FAA) funding. The development budget of MnDOT Aeronautics cannot fund a project of this scope without neglecting the needs of the other nearly 140 airports in Minnesota. Without a significant influx of federal funding for the project, it cannot move forward despite the high interest from community stakeholders.

Other local entities that strongly support the project include the Kittson County Economic Development Authority, the Karlstad Economic Development Authority, County Board Members, and the local business community.

Project Timeline

The proposed project’s schedule is contingent on securing funding assistance. Initial steps for the proposed project began in 2018. Other project milestones are anticipated to be as follows:

05/2018 – Start of Planning

01/2023 – Start of Design

08/2024 – Start of Construction

10/2026 – End of Construction

Other Considerations

The City of Karlstad has identified a new location that is ideal for current and future use of the proposed Karlstad Municipal Airport, through a Feasibility Study and Site Selection process funded by MnDOT. MnDOT has signaled its continued support for the project by awarding the City a grant to complete an Airport Layout Plan (ALP) for the proposed airport on the new site, though making it clear that it cannot fund the airport construction itself due to budgetary restrictions.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Karlstad

Who will operate the facility?

The City of Karlstad

Who will use or occupy the facility?

The residents of the City of Karlstad and surrounding area, businesses in the region, and visitors to the area will use the facility.

Public Purpose

Description of Previous Appropriations

None

Project Contact Person

Garnette Hanson
City Clerk
218-436-2178
karlstadcity@wikel.com

(\$ in thousands)

Karlstad Municipal Airport Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$14,300	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$14,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$482	\$0	\$0
Predesign Fees	\$0	\$280	\$0	\$0
Design Fees	\$0	\$2,708	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,830	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$14,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Southwest Flood Mitigation Project	1	GO	\$ 4,500	\$ 0	\$ 0
Total Project Requests			\$ 4,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,500	\$ 0	\$ 0

Southwest Flood Mitigation Project

AT A GLANCE**2022 Request Amount:** \$4,500**Priority Ranking:** 1

Project Summary: This project is a flooding mitigation project in and around the City of Kasson, MN. There are 2 components, one is construction of a large ponding/overflow mechanism to the Southwest of the City. The other is the reconstruction of a frequently inundated area of town , by upsizing stormwater drainage the goal is to reduce impact to the residents.

Project Description

The purpose of this project is to complete project alternatives to reduce flooding along Masten Creek through the City of Kasson. Masten Creek flows through the south-central portion of the City of Kasson. More recently the area along the stream corridor has experienced extreme flood events that have resulted in damages to property and disruptions to traffic and City services. The floodplain along the Creek is partially developed and predominantly privately owned. The need of this work is to create alternatives that decrease flood damages in extreme events. This project will use the construction of a series of flood control structures in the watershed upstream of the City of Kasson to reduce peak discharge rates. Included in the project will be buyouts of flood prone properties and increasing the capacity of Masten Creek. In addition, reconstruction of an area in the SW portion of Kasson will also enable most stormwater mitigation as well as alleviating numerous back-ups in that section serving an affordable housing population.

Collection and review existing data, including topographic data, rainfall data, prior hydrologic/hydraulic studies and models, and other information that may be relevant to the overall scope of the project is included as well as performance of hydrologic analysis of the contributing watershed in the project area. They have estimated peak runoff discharge rates and volumes for various design storm events, in accordance with applicable standards. The City Engineer has developed a hydrologic model to evaluate existing conditions and is using the hydrologic analysis developed in conjunction with using various data sets on the public domain such as LiDAR data, land use, land cover, precipitation, and soils data.

Project Rationale

In 2019 the City of Kasson, MN received substantial rainfall and experienced large amounts of flooding that affected 100's of businesses and homes. Since then the City with its Engineering firm has undertaken a number of programs to mitigate these issues. However, the final solution identified to protect homes and residents downstream is a larger scale flood control mechanism. Some methods of flood control have been used for many years. These methods include planting vegetation to hold extra water, terracing hillsides to slow flow downhill, and the construction of floodways (man-made channels to divert floodwater). Other techniques include the construction of reservoirs, or retention ponds to hold extra water during times of flooding. This method is believed to be the best fit for the

Kasson project.

The purpose of this project is to complete project alternatives to reduce flooding along Masten Creek through the City of Kasson. Masten Creek flows through the south-central portion of the City of Kasson. More recently the area along the stream corridor has experienced extreme flood events that have resulted in damages to property and disruptions to traffic and City services. The floodplain along the Creek is partially developed and predominantly privately owned. The need of this work is to create alternatives that decrease flood damages in extreme events. This project will use the construction of a series of flood control structures in the watershed upstream of the City of Kasson to reduce peak discharge rates. Included in the project will be buyouts of flood prone properties and increasing the capacity of Masten Creek.

The City Engineer has identified and evaluated locations for stormwater detention and potential land use changes. They are planning on completing a preliminary layout of proposed detention basins to develop stage-storage relationships that will be used for flood routing and have developed a revised hydrologic model to include potential detention basins and land use changes. The purpose of the hydrologic model is to quantify potential peak discharge reductions when compared to existing conditions.

In the fullness of time, we anticipate acquiring property related to upstream flooding and preparing approximately 285 acres to handle additional water storage. Once this process is completed it should lower the water levels by approximately a meter.

Project Timeline

We know that investing in mitigation activities can save money and lives. An economic assessment of disaster risk reduction is usually based on cost benefit analysis, which is an established economic tool to identify and compare all costs incurred and benefits resulting from mitigation measures. Our cost benefit analysis has been applied in four phases: (1) define the project; (2) allocate resources; (3) identify project impacts; (4) assess potential benefits. In Kasson, mitigation has been found to be effective and economically acceptable. Because the benefits exceed the costs, we feel it is justifiable to invest in mitigating flood risk. However, it is still unclear which type of mitigation measures increase community resilience and if they are economically efficient. Our risk management plans include the implementation of structural (flooding control apparatus) and non-structural (i.e. land use policy, early warning, property level flood risk mitigation measures, financial incentives and risk transfer) flood alleviation options. We know that because of this individual households have taken on a more significant role in managing flood risks.

Currently our project is in the design phase and if the funding is authorized it will move into the construction phase. Anticipation of design in 2021, funding in 2022, and construction in 2023 and 2024.

Other Considerations

We believe that this project is important because it supports a growing community in Southern MN. Kasson is in the Rochester, MN metro area and is growing very quickly. The continued Economic Development and growth of the community benefits the region and the State as a whole. It will also protect the Hwy 14 corridor which is absolutely vital for the economy in a large part of southern MN.

Many of the projects completed in the state are done in the Twin Cities metro area and we believe

this project shows a commitment to the small towns in the outstate as well.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Kasson

Who will operate the facility?

City of Kasson

Who will use or occupy the facility?

City of Kasson

Public Purpose

1. It meets a social need: The City as an organization tries to increase the quality of life and safety for residents in the whole community.
2. It allows for environmental goals to be met: Allowing the natural course of the watershed to revert will provide consistent eco-systems and will protect areas that are sensitive to our changing climate.
3. It strengthens Economic Development: By providing confidence for businesses that flooding will not be an issue, this encourages reinvestment in the local economy and helps to level the playing field young entrepreneurs that may be starting a business in less ideal situations. Additionally, it protects the vital Hwy 14 corridor from flooding and restricting access to the Mayo Clinic from the west.

Description of Previous Appropriations

N/A

Project Contact Person

Timothy Ibisch
507-634-7071
cityadministrator@cityofkasson.com

(\$ in thousands)

Southwest Flood Mitigation Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$5,547	\$0	\$0
TOTAL	\$0	\$10,047	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$2,800	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$1,000	\$0	\$0
Construction	\$0	\$5,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,047	\$0	\$0
TOTAL	\$0	\$10,047	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	
Has the predesign been submitted to the Department of Administration?	
Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Lake Lillian 2022 Infrastructure Project	1	GO	\$ 15,361	\$ 0	\$ 0
Total Project Requests			\$ 15,361	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,361	\$ 0	\$ 0

Lake Lillian 2022 Infrastructure Project

AT A GLANCE

2022 Request Amount:	\$15,361
Priority Ranking:	1
Project Summary:	\$15.361 million in state funds is requested to fund the design and construction or replacement of drinking water treatment plant, watermain, sanitary sewer, storm sewer, force main to wastewater ponds, inlet to wastewater ponds, water tower rehabilitation, and street infrastructure.

Project Description

The City of Lake Lillian is proposing a \$15.361 million project to design and construct or replace the drinking water treatment plant, watermain, sanitary sewer, storm sewer, force main to wastewater ponds, inlet to wastewater ponds, water tower rehabilitation, and street infrastructure.

High arsenic levels have led to Notice of Violations for the City. The Minnesota Department of Health (MDH) supports biological filtration for Lake Lillian’s drinking water system. This would include a new system using a biological reactor designed for ammonia removal and modification to the chemical feed rooms. In addition, MDH is also supporting watermain replacement of existing cast iron distribution piping with PVC piping. The water tower needs to be brought into compliance with OSHA regulations and AWWA standards for elevated levels of lead and chromium on the interior and exterior, as well as structural modifications. The city’s sanitary sewer collection system is failing and requires replacement in compromised areas with significant inflow and infiltration problems. Because the storm sewer system is easily overwhelmed and contains catch basins and structures that are cracked, crumbling, and contain large amounts of sediment and standing water, improvements will be made. The existing streets are in poor condition and require replacement along with the underground piping.

Project Rationale

The City of Lake Lillian exceeded the primary drinking water maximum contaminant level for arsenic in January 2019 and the health advisory standard for manganese in 2021. Customers have also reported taste and odor concerns as well as discolored water.

Investigations with Minnesota Department of Health indicate taste and odor issues and exceedance of arsenic are related to biological activity occurring in the existing WTP as well as in the distribution system. In May 2020, an evaluation of the filters was conducted and found a gelatinous material indicative of microbial activity, present both before and after backwashing the filters. Using a microscope, microbial test kits, and Minnesota Valley Testing Laboratory, bacteria were confirmed to be present within samples of the filter bed media. The bacteria included iron oxidizing bacteria, denitrifying bacteria, sulfate reducing bacteria and slime forming bacteria.

Lake Lillian has relatively high ammonia that is making its water supply difficult to treat. Rather than

fighting to prevent biological activity, success has been demonstrated by initiating controlled biological filtration ahead of further treatment. This approach is recommended along with a subsequent polishing filter on the downstream side of the reactor.

The deterioration and corrosion of the cast iron pipes and gate valves has led to over 28 watermain breaks in the past 5 years. Approximately 25% of the watermain gate valves are non-functional and 40% of the water service curb stops are non-functional. Replacing the existing cast iron distribution piping with PVC piping would remove the potential for arsenic release from legacy accumulations in the distribution system, essentially providing a “fresh start” for the distribution system. Additionally, the potential for iron/arsenic (due to cast iron piping) within the distribution system would be minimized. This would also remove any biofilm that could already be present in the existing distribution system and provide a new surface (PVC) that is much smoother and less susceptible to future biofilm growth.

The water tower was inspected in 2019, and elevated levels of lead and chromium on the interior dry coating and exterior tank coatings, as well as some miscellaneous structural modifications and repairs are required to bring the tank into compliance with OSHA regulations and AWWA standards. Although a mixer in the water tank bowl is recommended to improve water quality, most improvements to the water tower are to improve the coating and miscellaneous structural deficiencies.

The sanitary sewer system is also failing due to age and corrosion. Rainwater and/or groundwater is seeping into the sanitary sewer through failing pipe and connections. This excessive inflow and infiltration (I/I) is pressuring the system beyond capacity that has resulted in an emergency bypass of untreated wastewater in 2016. The storm sewer system contains catch basins and storm sewer manhole structures that are cracked, crumbling, and contain large amounts of sediment and standing water.

Lake Lillian’s aging and failing infrastructure is elevating the health and safety risks for residents. An increasing number of repairs are disruptive to residents and elevate the risk of system contamination during repairs. Localized flooding, due to the deteriorating infrastructure system, increases the safety risk to residents and damage to property. Excessive inflow and infiltration (I/I) into the sanitary sewer system increase the risk of overwhelming the City’s wastewater treatment system and causing the release of untreated wastewater into the environment and/or backup into the homes of residents. The existing streets are in poor condition and require replacement along with the underground piping. Growing infrastructure repairs create a financial burden for the residents and businesses of Lake Lillian.

Infrastructure improvements will increase the health and safety for the residents of Lake Lillian and bring their infrastructure into compliance with Minnesota Department of Health and Ten States Standards - Recommended Standards for Waterworks.

Project Timeline

- Project Start – Spring 2022
- Predesign – June 2022
- Engineering – November 2022
- Design – January – 2023

- Construction Start – June/July 2023
- Construction End. – Nov. 2024

Other Considerations

The City of Lake Lillian has an existing infrastructure system that is over 65 years old and has exceeded its useful life. Many portions of the existing infrastructure system in Lake Lillian are failing and are in immediate need of replacement.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Lake Lillian

Who will operate the facility?

The City of Lake Lillian

Who will use or occupy the facility?

Residents of Lake Lillian

Public Purpose

The Lake Lillian community will benefit by having a safe, clean, and reliable source of drinking water. They will also have a dependable storm and wastewater system that will not cause undo safety and health risks. Residential and business growth will be supported by infrastructure improvements.

Description of Previous Appropriations

None

Project Contact Person

City of Lake Lillian
320-905-1737
llcityclerk@gmail.com

(\$ in thousands)

Lake Lillian 2022 Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,361	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$15,361	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$28	\$0	\$0
Predesign Fees	\$0	\$455	\$0	\$0
Design Fees	\$0	\$984	\$0	\$0
Project Management	\$0	\$20	\$0	\$0
Construction	\$0	\$13,874	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$15,361	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Lake Shamineau High-Water Project	1	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 2,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,000	\$ 0	\$ 0

Lake Shamineau High-Water Project

AT A GLANCE

2022 Request Amount:	\$2,000
Priority Ranking:	1
Project Summary:	\$2 Million in state funds is requested for the Lake Shamineau High-Water Outlet Project, for the construction of an outlet to lower and maintain the water level in Lake Shamineau at an elevation that protects adjacent property and sustains healthy natural vegetation and wildlife habitat. Construction will include of a lake outlet structure and pumping station to allow pumping of water to the Long Prairie River.

Project Description

Lake Shamineau is a 1434-acre lake located in Morrison County in Central Minnesota. It is home to approximately 100-year-round residents, 285 seasonal residents, and 4 commercial properties. Lake Shamineau has had increasing lake levels for many years and now is 2.2 feet over the Ordinary High-Water Level (OHWL). Since a natural outlet does not exist for Lake Shamineau, the lake relies on groundwater movement, evaporation, and evapotranspiration to maintain or lower the water surface elevation. Lake Shamineau water levels have been rising, causing shoreline erosion, loss of trees, wildlife habitat destruction, loss and/or changes of aquatic vegetation, reduced water clarity, flooding of properties, challenging water quality, and causing millions of dollars of property damage and loss.

The goal of the Lake Shamineau High-Water Project is to determine a solution to the high-water problem that is the most feasible, cost-effective, and timely, and will minimize ongoing maintenance and future operating costs. In August 2020, the Lake Shamineau Lake Improvement District membership voted with 74% approval to “Establish Project to Construct High-Water Outlet. With the membership approval of this project, the Lake Shamineau Lake Improvement District (LSLID) has worked to move forward on a permanent long-term solution.

The purpose of the Lake Shamineau High-Water Outlet Project is to lower and maintain the water level in Lake Shamineau at an elevation that protects adjacent property and sustains healthy natural vegetation and wildlife habitat. The High-Water Outlet Project plan includes construction of a lake outlet structure and pumping station adjacent to the shoreline of the lake. From the pumping station the water will flow and continue to the Long Prairie River.

Project features include:

The project will include a maximum pumping rate of 10 cubic feet per second (cfs).

The project will include pumping approximately 9 months per year.

The project will lower the lake level down to the Ordinary High-Water Level (OHWL).

The project includes a mechanical filter to prevent infiltration of Eurasian Water Milfoil (EWM) per MN-DNR guidelines and approval.

With the above pumping rate and time periods, pumping will primarily occur for 3 to 4 years.

Future pumping, after the initial period, would only be needed if the lake level increases.

As a permitting condition, an operating and maintenance plan will be developed to include guidelines to balance the need to lower the lake while minimizing the impact on downstream property owners.

The total cost of construction is \$4 Million. The request for State funds is \$2 Million. For any costs that are not funded through the State, they will be financed through a combination of direct user charges to the Lake Shamineau property owners and through bonding with amounts paid by Lake Shamineau property owners pledged for debt service on the bonds. Without State funding, the total project cost will have to be funded through bonding with amounts paid by Lake Shamineau property owners pledged for debt service on the bonds. Lake Shamineau property owners have already suffered from the substantial flooding damage on the lake that has caused millions of dollars of property damage and loss. Many have lost homes, cabins and shoreline and have had to personally bear the cost of repair and rebuilding. The additional cost of the outlet project will be an additional burden and for many, will require them to abandon or sell their properties that have been owned by families for generations.

Project Rationale

Lake Shamineau has had increasing lake levels for many years. Since 1962, the lake has risen approximately 7 feet and the lake is now 2.2 feet over the Ordinary High-Water Level (OHWL). Since a natural outlet does not exist for Lake Shamineau, the lake relies on groundwater movement, evaporation, and evapotranspiration to maintain or lower the water surface elevation.

Lake Shamineau water levels have been rising, causing shoreline erosion, loss of trees, wildlife habitat destruction, loss and/or changes of aquatic vegetation, reduced water clarity, flooding of properties, challenging water quality, and causing millions of dollars of property damage and loss. The increased water level has resulted in flooded and uninhabitable homes, property, and local roads. Recreational traffic has been affected by the imposition of a 300' No Wake Zone and by the large number of trees that have fallen into the lake.

Property owners around the lake will benefit by lower and managed lake levels which will prevent further flooding and property damage. Flooding of local roads will be prevented, and the local township will not be required to make emergency repairs to alleviate the flooded roads.

Lake Shamineau is an area resource for enjoyment by Morrison and Todd County residents, as well as visitors from all over the State and the Country. The public will benefit from this outlet project by returning Lake Shamineau to a lower, more ordinary level. This will allow homes to again become habitable, roads to be passable, recreational traffic to return, and shorelines to return to their natural state. The public will be able to enjoy unencumbered fishing, water sports and general recreational activities of the lake. This will allow visitors and property owners to fully take advantage of this important state asset.

Project Timeline

Description - Funding - Timeline

Route Analysis and Preliminary Design - LSLID - Complete

Preliminary Design - LSLID/State* - Complete

Project Design, Permitting, Approvals - LSLID - Est Completion Winter 2022

Final Design, Specifications, Bidding - LSLID - Est Completion Spring 2022

Construction - State/LSLID - Est Start July 2022

*The LSLID received DNR Mitigation grant funds to further preliminary engineering and design.

Other Considerations

- We have submitted for a Flood hazard Mitigation Grant for this project, but we have yet to be funded at this level, so we decided to apply directly to be included in the 2022 Capital Budget.

Some of the highlights our project will focus on and other info to include:

- Our lake will become safer by limiting the amount of fallen trees, bog, dock sections and other debris floating around the lake. People who have abandoned their houses, will be able to use them again.
- Our county roads will be saved, and our township roads will be able to be repaired allowing emergency vehicles, and utility services unobstructed access and normal mail service to resume.
- The property owners in our community voted and have overwhelmingly approved a 50% local match.
- A local resolution of support has been drafted and will be attached.
- Due to the wet hydrological cycle because of the increased climate in recent years, the permanent design our project provides for ongoing preparedness for generations to come.
- Our project will involve a hybrid system which will include utilizing off-peak electrical where possible as well as solar powered energy.
- Solving the high-water problem will allow easier access and better use of the lake for all individuals regardless their race, gender, veterans' status, geography, and economic status. In fact, it will make it especially more accessible for the physically handicapped.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The Lake Shamineau Lake Improvement District.

Who will operate the facility?

The Lake Shamineau Lake Improvement District will operate and maintain the facility. As part of the project, an operations and maintenance will be developed to ensure strict operational guidelines are followed.

Who will use or occupy the facility?

Lake Shamineau property owners through the Lake Shamineau Lake Improvement District. The facility

will not be leased.

Public Purpose

The public will benefit from this outlet project by returning Lake Shamineau to a lower, more ordinary level. Local governments will benefit by preventing flooding of local roads, and the local township will not be required to make emergency repairs to alleviate the flooded roads. Managing lake levels on Lake Shamineau will maintain the general economic welfare of Morrison County, ensuring safe and long-lasting public infrastructure including the County Road system. Lowering and managing the water level on Lake Shamineau will benefit the surrounding watershed and downstream property owners by creating a storage area in the wetlands which can store and filter water during a large rain event. The public will be able to enjoy unencumbered fishing, water sports and general recreational activities of the lake.

Description of Previous Appropriations

Fiscal Year ending June 2021 - \$52,000 was received from DNR Flood Grant Mitigation Funds for Preliminary Design

Project Contact Person

Rick Rosar
Chair, Lake Shamineau Lake Improvement District Board
612-709-6402
Rick@RapidGlass.com

(\$ in thousands)

Lake Shamineau High-Water Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$50	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$450	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Lakefield 2022 Improvement Project	1	GO	\$ 7,000	\$ 0	\$ 0
Total Project Requests			\$ 7,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,000	\$ 0	\$ 0

Lakefield 2022 Improvement Project

AT A GLANCE**2022 Request Amount:** \$7,000**Priority Ranking:** 1

Project Summary: The City of Lakefield is requesting \$ 7 million for infrastructure needs including water, sanitary sewer and storm sewer systems. Total project is \$14 million dollars in improvements. These improvements are needed to restore as well as maintain city water, wastewater operations, restore streets and residential services for years to come.

Project Description

Funding for City of Lakefield improvements will include all new water plant/systems, wastewater treatment ponds/systems, storm sewer systems and restorations of streets due to new infrastructure. These systems were built: Sanitary sewer 1914, water mains 1950s and wastewater mechanical plant 1988. These systems need total replacement and are at end of their usable life.

Project Rationale

Many needed improvements are related to the City of Lakefield sanitary sewer collection system and wastewater treatment system as well as the mechanical wastewater plant need to be reconditioned to meet MPCA guidelines and new regulations. Water systems need to be rebuilt as well to improve service. Safety of drinking water to its residents is an important component to this project. Sanitary sewer reconstruct as I&I is causing large flow issues creates a non economically and costly to operate putting a burden on residents as well monthly fees to those resident users.

Project Timeline

July 2022- Dec 2025

Other Considerations

The City of Lakefield improvements will help to reduce flooding as this is a costly situation on wet years as well as improve drinking water and volume water pressure improvements. This will help citizens and business with improved water quality, pressure and volume for fire control. The lack of updated line sizes reduces fire control capacity and quality of life. The overflow of wastewater in wet times exceeds the capacity of the wastewater mechanical plant, and this is a safety and environmental issue. The city wants to correct this issue with this improvement.

The City has also identified areas of localized flooding during what might be considered normal rain events. The flooding can be attributed in part to undersized storm pipes. Most of the drainage system consists of small diameter drain tile that is more than half a century old and consists of clay tile pipe. The project will include updating the existing drain tile system with modern plastic and concrete piping systems.

The water main piping system in the city consists of several sections of undersized pipes that do not meet MDH minimum standards, there are also areas where the water mains dead end, leading to water quality issues. The project proposes to replace segments of undersized pipe and extend pipe systems to provide looping of the water main system.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Lakefield

Who will operate the facility?

City of Lakefield

Who will use or occupy the facility?

City of Lakefield

Public Purpose

The City of Lakefield improvements will help to reduce overloading the wastewater plant which is a costly situation in wet years to the wastewater mechanical plant/ storm sewer systems as well as environmentally not sound. Improvements in drinking water and volume water pressure improvements will help citizens and business with improved water quality, water main pressure and volume for fire control. The lack of updated line sizes deduces fire control capacity and quality of life. These improvements will not only reduce the burden on residents, but it will also promote business investment and spark new housing capacity. This is an important economic development driver. Improvements like these enhance the safety as well as the business climate to invest.

Description of Previous Appropriations

N/A

Project Contact Person

Brian Rossow
City Clerk
507-662-5457
clerk@lakefieldmn.com

(\$ in thousands)

Lakefield 2022 Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$7,000	\$0	\$0
TOTAL	\$0	\$14,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$500	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$13,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$14,000	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center	1	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 3,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,000	\$ 0	\$ 0

City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center

AT A GLANCE

2022 Request Amount:	\$3,000
Priority Ranking:	1
Project Summary:	\$3,000,000 in State funds are requested to design, construct and furnish a new law enforcement and training facility for the Joint Powers Lakes Area Police Department for the cities of Lindstrom and Chisago City. The new facility will be located in Chisago City and serve both communities and our surrounding area.

Project Description

The two cities, operating jointly, will construct a new 17,000 square foot law enforcement and training facility that is expandable as we grow. Department space total is approximately 12,750 square feet with support space of 4,250 square feet. The total cost is estimated at \$8,400,000; New Office Area estimated at \$3,800,000, Squad Garage \$1,550,000, Emergency Generator \$150,000, Site Development \$400,000, design and construction contingency \$590,000, bonding costs \$50,000, construction inspection \$420,000 and soft costs including A/E fees, FF & E, testing appliances and commissioning of \$1,440,000 .

The Cities of Lindstrom and Chisago City are 50/50 partners in the Police Department and will each contribute \$2,700,000 of the remaining cost of the Law Enforcement and Training Facility.

The two cities have identified and acquired the land for the project so there is no cost to the project.

Project Rationale

In 2003, the cities of Lindstrom and Chisago City entered in a joint and cooperative agreement to create the Lakes Area Police Department. The Joint Powers agreement allowed the two entities to provide a full service 365 day a year, 24 hour a day Police Service with officers assigned to each entity. The joint powers department administrative offices were and still are housed at the City of Lindstrom with other facilities and equipment spread between the two cities.

In 2020, the Lakes Area Police Department undertook a Facility Need Assessment. The assessment performed by the BKV Group noted, "The space currently occupied by the Lakes Area Police Department is undersized for the operational needs of the department. The department is lacking typical operational spaces such as evidence processing, locker rooms, break room, decontamination areas, gun cleaning/armory, and a squad garage. This has required the department to perform certain tasks such as evidence processing in staff work areas that do not have proper ventilation or the ability to manage potential cross-contamination. Working with potentially hazardous substances in improvised workspaces creates a health-risk for those sharing the building. Furthermore, their current space lacks adequate storage for the department's equipment and supplies leading to items being stored on the floor, under tables and largely inaccessible locations. The Police Department

shares office space with Lindstrom City Hall with no separation between the two operational areas. This makes securing police areas where sensitive information and evidence may be stored very difficult. Additionally, the reception counter is shared between City Hall and Police, lacking a conference or interview space off the public lobby. This requires the department to bring individuals into the staff spaces to perform interviews and finger-printing. Modern police facilities are typically designed with zones of separation and security barriers such as ballistic resistant materials between staff and public areas. This combination with electronic access controls create a boundary between staff work areas and public areas to secure and protect sensitive information, evidence, and reduce potential safety risks to staff. Additionally, the Police Department has resorted to utilizing facilities at multiple locations for their operations due to the lack of space available at the current location. Impound vehicles are currently stored at a different site adjacent to the Chisago City Hall. With facilities spread between multiple facilities, operational efficiency is lacking and increases staff time traveling between facilities."

Project Timeline

The cities accomplished the Facility Needs Assessment in 2020.
Cities approval to proceed with project January, 2022.
Architect selection April 2022.
Schematic design June, 2022.
Design Development August 2022.
Cities bonding for project October, 2022.
Construction documents December 2022.
Bidding February 2023.
Construction start February 2023.
Construction completion January 2024.

Other Considerations

The cities of Lindstrom and Chisago City are recognized statewide for our model cooperative agreement. The cities contemplated combining law enforcement services for over 50 years and finally in 2003, were able to reach an arrangement. Additionally, the Chisago Lakes School District joined our agreement as a contract service. The Chisago Lakes School District pays for two officers for 9 months of the year and the two cities share the remainder of the costs 50/50.

The model arrangement has successfully continued for almost 20 years and provides police services to our community, including the school district and as needed by the Sheriffs Department in our surrounding townships. The Joint Powers Lakes Area Police Department, LAPD leads in training for our area hosting the Chisago County Training Association monthly training sessions.

Impact on State Operating Subsidies

The cities of Lindstrom and Chisago City are requesting \$3,000,000 for capital investment in the construction of a replacement Law Enforcement and Training Facility. No operating subsidies are required.

Who will own the facility?

the cities of Lindstrom and Chisago City through the Police Commission that manages the Joint Powers Lakes Area Police Department

Who will operate the facility?

The cities of Lindstrom and Chisago City City Council's through the Police Commission that manages the Joint Powers Lakes Area Police Department.

Who will use or occupy the facility?

The Lakes Area Police Department

Public Purpose

The Statewide recognized Joint Powers Lakes Area Police Department, shared by the cities of Lindstrom and Chisago City provide police services to both communities serving a population of approximately 10,000. Additionally, LAPD services the Chisago Lakes School District with four campuses within Chisago City and Lindstrom. The School District serves 3,750 students in twelve grades coming from five cities; Chisago City, Lindstrom, Taylors Falls, Center City and Shafer and five Townships; Chisago Lakes Township, Franconia Township, Amador Township, Shafer Township and New Scandia Township. The LAPD, with Lindstrom's City Hall outfitted with upgraded technology hosts the monthly Chisago County Training Association. The LAPD also provides support in the townships for response as called upon by the Chisago County Sheriff's Department.

Description of Previous Appropriations

No previous appropriations

Project Contact Person

John Olinger
city Administrator
651-257-0625
jolinger@cityoflindstrom.us

(\$ in thousands)

City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$5,400	\$0	\$0
TOTAL	\$0	\$8,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$30	\$0	\$0
Design Fees	\$0	\$630	\$0	\$0
Project Management	\$0	\$10	\$0	\$0
Construction	\$0	\$6,980	\$0	\$0
Relocation Expenses	\$0	\$20	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$730	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,400	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Regional Public Safety Training Center	1	GO	\$ 6,820	\$ 0	\$ 0
Total Project Requests			\$ 6,820	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,820	\$ 0	\$ 0

Regional Public Safety Training Center

AT A GLANCE**2022 Request Amount:** \$6,820**Priority Ranking:** 1

Project Summary: The City of Lakeville has an available site for redevelopment into a regional public safety facility. The facility would not only benefit Lakeville's public safety personnel, but would also be available for use and training to all public safety personnel throughout Dakota County and other cities and counties in the south metro area and Greater Minnesota. The training facility would help ensure all public safety personnel have the highest degree of training possible to serve the public.

Project Description

A public safety training facility does not currently exist for use by public safety personnel in the south metro area and adjacent cities and counties. Currently, City personnel and surrounding cities must travel to train and maintain certifications. The City of Lakeville has been investigating the construction or redevelopment of a current site that previously housed their public works facility, to create a public safety training facility. This is a proper and good use of this unoccupied facility within the industrial park area.

The City engaged Oertel Architects to assess the reuse of the old public works facility and site located at 7777 214th Street into a public safety training facility. The basis of the assessment was to analyze the facility for a future use as a first responder, police officer and public safety personnel training facility. The facility would include:

- Physical training area
- Virtual training area
- Firing range training area with vehicle access
- Equipment cleaning and armory area
- Tactical training room with movable partitions
- Class room/meeting space
- Viewing/control area
- Office space
- Restrooms/lockers

After reviewing the existing conditions of the site Oertel Architects indicated the renovation and expansion of the existing facility would cost approximately \$6,816,000, including design costs and energy conservation improvements.

Project Rationale

The project is regionally based to serve all jurisdictions within the area. The cost of the project should therefore be shared across the region through the use of the bonding and capital budget process.

Many of the jurisdictions within Dakota County, as well as adjacent cities and counties, have indicated their support for a regional public safety facility. Lakeville is centrally located with available property to create such a facility for use by these entities. The City would own and operate the facility, with the other jurisdictions providing operational support through membership or user fees to insure the operational costs are shared among the jurisdictions benefiting from the facility.

Project Timeline

If bond funding for the project is granted, a construction management company would need to be engaged and an architect hired to complete the plans and specifications for the construction of the project. This could be completed by the end of 2022. The project would then be publicly bid in early 2023, with construction beginning in the Spring of 2023 and a Fall 2023 completion date.

Other Considerations

The City of Lakeville has been in discussions with the cities in Dakota County and the south metro areas. These cities have all indicated their support for a public safety training facility in the south metro and Dakota County area. The attached letters from the cities of Burnsville, Apple Valley, Farmington, Northfield, Eagan and Rosemount indicate their support and clearly outline the need for a public safety training facility within the County.

Impact on State Operating Subsidies

No impact on State Operating Subsidies. The City would own and operate the facility with the other jurisdictions that use the facility, providing operational support through membership or user fees, to insure the operational costs are shared among the jurisdictions benefiting from the facility.

Who will own the facility?

The City of Lakeville will own the facility.

Who will operate the facility?

The City of Lakeville will operate the facility.

Who will use or occupy the facility?

The City of Lakeville public safety personnel and any other local, county or state public safety personnel or agency that wish to use the facility.

Public Purpose

A regional public safety training facility would help ensure public safety personnel have the highest degree of training possible to serve the public. The Minnesota Legislature has clearly stated that officers need to be better trained and equipped to respond to the growing demands placed on them.

The biggest challenge for mid-sized departments is the funding and ongoing maintenance required of a permanent training facility. Public safety personnel often use local businesses, schools, and vacant facilities as temporary training sites since there is not permanent site that fits all of the training and classroom needs.

A permanent, dedicated site within Dakota County, available to all jurisdictions within the south metro and Greater Minnesota area would improve their ability to consistently and routinely train public safety employees, as well as maintain certifications.

Description of Previous Appropriations

N/A

Project Contact Person

Justin Miller
City Administrator
952-985-4401
jmiller@lakevillemn.gov

(\$ in thousands)

Regional Public Safety Training Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$6,820	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$6,820	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,015	\$0	\$0
Project Management	\$0	\$420	\$0	\$0
Construction	\$0	\$4,479	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$165	\$0	\$0
Inflationary Adjustment	\$0	\$741	\$0	\$0
TOTAL	\$0	\$6,820	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Water Treatment Plant	1	GO	\$ 10,905	\$ 0	\$ 0
Total Project Requests			\$ 10,905	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,905	\$ 0	\$ 0

Water Treatment Plant

AT A GLANCE**2022 Request Amount:** \$10,905**Priority Ranking:** 1**Project Summary:** \$11 million in state funds is requested to acquire land, predesign, design, construct, equip, and integrate a new gravity filtration water treatment plant (WTP) in the City of Lino Lakes. The gravity filtration WTP will remove iron and manganese from the raw water, in particular reducing manganese concentrations to within the Minnesota Department of Health's recommended levels for infants, children, and adults.**Project Description**

The Minnesota Department of Health (MDH) recently tested the raw water quality in Lino Lakes as part of the U.S. Environmental Protection Agency's Fourth Unregulated Contaminant Monitoring Rule (UCMR4). The water quality analysis results indicated that the manganese concentrations in five of the City's six wells exceed MDH's recommended level for infants, and that three of those five also exceed MDH's recommended level for children and adults. The City completed a water supply and treatment feasibility study in 2020, which evaluated several water supply and treatment options such as drilling new wells, purchasing treated water from neighboring communities, or implementing various types of treatment. It was determined that the most feasible and cost-effective solution is to construct a central conventional gravity filtration water treatment plant (WTP) near the City's existing well field. The WTP will have the capability of operating using biological filtration. Four of the City's existing wells, and at least two future wells, will connect to the WTP via a combination of existing and new raw water mains. The WTP will lower the manganese concentration in the finished water well below MDH's recommended levels. In addition to the direct health benefits, the WTP will also improve the City's overall water quality. Secondary aesthetic concerns such as water taste, color, and staining will decrease, and the City's water distribution system will require less frequent flushing and maintenance. This project is key to ensuring the resilience of the Lino Lakes water system and safeguarding the public health of Lino Lakes residents and businesses.

Project Rationale

First and foremost, the WTP will have a direct public health benefit for the community. The manganese concentrations in the finished water will be well below MDH's recommended levels, and the over 18,000 residents and businesses served by the Lino Lakes water system will no longer need to be concerned with the long term health impacts from drinking water with elevated levels of manganese. These include problems with learning and behavior for infants and problems with memory, attention, and motor skills for children and adults. The WTP will also decrease iron concentrations and improve overall water quality, which will decrease secondary aesthetic concerns such as taste, odor, and staining and also decrease the frequency of flushing and maintenance in the distribution system.

The WTP and associated raw watermain improvements will also create both temporary and permanent jobs for Minnesota. The design and construction of the WTP will occur over two years and will create approximately 70 temporary jobs. The operation of the new WTP will create at least one permanent job, and the improvement in water quality will indirectly attract new business to the region.

Project Timeline

The predesign pilot study for the project would start in July 2021. The design and bidding would occur in 2022, and the construction would begin in late 2022 or early 2023.

Other Considerations

N/A

Impact on State Operating Subsidies

None

Who will own the facility?

City of Lino Lakes, MN

Who will operate the facility?

City of Lino Lakes

Who will use or occupy the facility?

City of Lino Lakes

Public Purpose

The public purpose of this WTP project is to safeguard public health. Elevated manganese concentrations in drinking water can lead to long term health impacts, such as problems with learning and behavior for infants and problems with memory, attention, and motor skills for children and adults. The WTP will decrease manganese concentrations in the treated water well below the MDH recommended values, thereby protecting the health of those who live and work in Lino Lakes.

Description of Previous Appropriations

N/A

Project Contact Person

Michael Grochala
Community Development Director
651-982-2427
mgrochala@linolakes.us

(\$ in thousands)

Water Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,905	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$59	\$0	\$0
Pending Contributions				
City Funds	\$0	\$10,846	\$0	\$0
TOTAL	\$0	\$21,810	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$180	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$1,804	\$0	\$0
Construction	\$0	\$18,047	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,779	\$0	\$0
TOTAL	\$0	\$21,810	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
TH 27 Memorial Bridge - Rail Grade Separation	1	GO	\$ 2,500	\$ 0	\$ 0
Total Project Requests			\$ 2,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,500	\$ 0	\$ 0

TH 27 Memorial Bridge - Rail Grade Separation

AT A GLANCE

2022 Request Amount: \$2,500

Priority Ranking: 1

Project Summary: Memorial Bridge serves as the TH 27 crossing of the Mississippi River in downtown Little Falls. TH 27 has an at-grade rail crossing on the west side of the river for a single track operated by BNSF. MNDOT plans to replace the existing bridge in the next 10 years; however, their plans only replace the bridge & not address the at-grade crossing. The project is needed to align the bridge replacement with a rail grade separation to improve the safety of crossing the bridge and the railroad tracks.

Project Description

The City of Little Falls in 2017 completed a feasibility study for design alternatives of a rail grade separation over the BNSF line with the replacement of the TH 27 Memorial Bridge over the Mississippi River. The study showed that there are viable options to construct a bridge with a grade separation. The reason the City engaged in the study was that MNDOT has plans to reconstruct the bridge in the next 10 years; however, their plans do not include a grade separation. City officials met with MNDOT, and they indicated that any request for an alternative to an as-is replacement bridge, the City would be responsible to come up with the funds in excess of the approximately \$20 Million dollars they have planned for reconstruction.

The important facts about this bridge and our community are that 46 trains per day (according to the WBAPS report from 2018), and 13,600 vehicles travel across that the crossing just west of the bridge. This combination of train, traffic and location create a recipe for serious threats to public safety. We have thousands of residents on the west side of the river that while a train is traveling through Little Falls, are cut off and delayed crucial minutes from access to an ambulance, hospital, police response and the full arsenal of fire suppression equipment based on the east side of the bridge. Trains can obstruct access anywhere from 5 minutes to 20 minutes, and the quickest alternate route takes at least 10 minutes to detour around to the Highway 10 bridge; however, for the longer delays, the detour would likely be even longer, because as traffic waits to cross the Highway 27 Memorial Bridge it backs up 6 blocks in either direction waiting to cross the bridge. When every second counts in a life and death response, 10 minutes is critical.

Furthermore, the rail crossing has multiple crude rail lines that cross daily, the potential for a catastrophic event with an at-grade crossing is definitely a possibility, and due to the crossings proximity to the Mississippi River, the event would not only gravely impact the people of Little Falls, but anyone downstream.

During the 2018 Legislative Session, funds were allocated in a bill approved by both the House and

Senate for the planning, environmental, and design work for this project; however, that bill was vetoed by Governor Dayton.

On June 5th 2019, a fire destroyed a building within a block of the rail crossing. Fortunately no one was injured and there were no reported delays in responding due to the crossing, but it was a scary reminder to our public safety teams how critical response times can be.

The City had a request in the 2020 & 2021 Legislative Sessions.

2022 - The City is requesting \$2.5 million to conduction preliminary design, environmental review, community engagement and preferred alternatives vetting.

Project Rationale

This project is necessary to improve the safety of crossing TH 27, BNSF Railroad and the Mississippi River. Since MNDOT does not have plans to make greater safety improvements at this crossing we need the capital budget request to move the project forward. Furthermore, modifying the rail route through Little Falls, is not believed to be feasible and BNSF is not likely to initiate that effort.

Project Timeline

2022-2023: Preliminary Engineering, Design, Environmental Review, Community Engagement and Alternatives review, concluding with preferred alternative selection.

Other Considerations

TH 27 Memorial Bridge also will serve as the route for the Camp Ripley Veteran's State Trail currently under construction. The bridge reconstruction will incorporate a segregate path for bicycles and pedestrians to keep them safe from motor vehicles.

The rail grade separation will also improve the traffic flow from the east and west sides of Little Falls. This improvement can have a positive impact of the economy and transportation within the City.

Impact on State Operating Subsidies

Who will own the facility?

MNDOT

Who will operate the facility?

MNDOT

Who will use or occupy the facility?

Users of TH 27, motor vehicles, non-motor vehicles and pedestrians.

Public Purpose

Safety and transportation across a railroad crossing and the Mississippi River.

Description of Previous Appropriations

Project Contact Person

Jon Radermacher
City Administrator
320-616-5500
jonr@cityoflittlefalls.com

(\$ in thousands)

TH 27 Memorial Bridge - Rail Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Trunk Highway Bonds	\$0	\$0	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$250	\$0	\$0
Design Fees	\$0	\$2,250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Lewis and Clark Second Watermain Connection	1	GO	\$ 1,600	\$ 0	\$ 0
Total Project Requests			\$ 1,600	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,600	\$ 0	\$ 0

Lewis and Clark Second Watermain Connection

AT A GLANCE

2022 Request Amount:	\$1,600
Priority Ranking:	1
Project Summary:	\$1.6 million in State funds is requested for a second connection to the Lewis and Clark Regional Water System to the City of Luverne's South water treatment plant.

Project Description

Luverne currently has one watermain that supplies water from the Lewis and Clark Water System to the North Water Treatment Plant. Under the agreement with Lewis and Clark Water, Luverne is allocated up to 821,000 gallons per day. The Lewis and Clark Water System currently serves 15 members, with another 5 members yet to be hooked up. At the completion of the Lewis and Clark Water System construction, if there is additional water capacity available Luverne may be able to increase their allocated amount and having this second connection will help facilitate this.

Project Rationale

The South Water Treatment Plant has not been used for a number of years and the City would like to provide a second connection to the Lewis and Clark Water pipeline located approximately 3 miles South of the South Water Treatment Plant. This second watermain from Lewis and Clark would increase the redundancy for the City in the event of a watermain break in the current supply line from Lewis and Clark and would allow the City to operate the South Water Treatment Plant with blended water from the South well field wells.

Project Timeline

- Engineering plans and specifications: Second half of 2021
- Submit plans and specifications to the Minnesota Department of Health: January 2022
- Advertise Project: February 2022
- Bid Opening: March 2022
- Award Contract: March 2022
- Begin Construction: April 2022
- Substantial Completion: November 2022
- Final Completion: May 2023

Other Considerations

Impact on State Operating Subsidies

The City has requested funding from the Minnesota Department of Health for the Project Priority List for the Drinking Water Revolving Fund as well as placement on the Minnesota Public Facilities Authority 2022 Intended Use Plan.

Who will own the facility?

City of Luverne, MN

Who will operate the facility?

City of Luverne, MN

Who will use or occupy the facility?

City of Luverne, MN

Public Purpose

The City of Luverne owns and operates a water public utility. The second watermain from Lewis and Clark would increase the redundancy for the City in the event of a watermain break in the current supply line from Lewis and Clark and would allow the City to operate the South Water Treatment Plant with blended water from the South well field wells.

Description of Previous Appropriations**Project Contact Person**

John Call
City Administrator
507-449-5025
jcall@cityofluverne.org

(\$ in thousands)

Lewis and Clark Second Watermain Connection

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,600	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,600	\$0	\$0
TOTAL	\$0	\$3,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$200	\$0	\$0
Predesign Fees	\$0	\$40	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$135	\$0	\$0
Construction	\$0	\$2,625	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,200	\$0	\$0

**Inflation is already included in project costs.*

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
WRRF Disinfection and Digestion Upgrade	1	GO	\$ 20,000	\$ 0	\$ 0
Total Project Requests			\$ 20,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 20,000	\$ 0	\$ 0

WRRF Disinfection and Digestion Upgrade**AT A GLANCE****2022 Request Amount:** \$20,000**Priority Ranking:** 1

Project Summary: The City of Mankato is requesting \$20 million to assist the communities of Eagle Lake, Madison Lake, Lake Washington, North Mankato, Skyline, South Bend, and Mankato in funding the Water Resource Recovery Facility (WRRF) disinfection and digestion upgrade. Completion of this project includes repair and reconstruction of aging infrastructure and allows the WRRF to serve the communities through 2040 and meet current and future nutrient regulations for its discharge to the Minnesota River.

Project Description

The City of Mankato owns and operates the WRRF provides regional service to approximately 65,000 people within the communities of Eagle Lake, Madison Lake, Lake Washington, North Mankato, Skyline, South Bend, and Mankato. The facility is located at 701 Pine St, Mankato, Minnesota 56001. It operates under the requirements of a National Pollution Control Discharge Elimination System (NPDES) permit and solids disposal permit which are administered by the Minnesota Pollution Control Agency.

The WRRF uses a combination of biological, chemical, and physical treatment processes to remove pollutants from the raw wastewater. The liquids treatment process includes an 11.25 mgd facility comprised of flow equalization, effluent screening, raw wastewater pumping, grit removal, primary clarification, activated sludge, secondary clarification, chlorine disinfection, sludge thickening, anaerobic digestion, sludge dewatering, and biosolids storage. The current facility also includes a water reclamation facility which can produce up to 3.1 mgd of plant effluent meeting California's Title 22 standards for reuse. This facility includes ballasted flocculation, disc filters, and chlorine disinfection.

The planned disinfection and digestion upgrade project, based on how wastewater is treated, replaces existing wastewater screens to remove more wipes and debris to better protect current and new equipment. A 30" pipe is being installed to help flows to our existing equalization basins increasing municipal resiliency during major rain events. Disinfection process from 1956 is replaced with 2021 design criteria and sized to handle the population growth of the region for the foreseeable future. Solids generated will be processed in a new digestion system, which generate biogas for boilers, and sized to generate electricity in the future. The stabilized solids will then enter the final treatment upgrade being a storage bunker for biosolids which is used for fertilizer, thus helping farmers be less dependent on chemical markets while producing higher yields. Outside of the treatment stream, a new lab is being built to create a central municipal lab to process operational

samples for regulatory compliance, increase efficiency of the treatment process, and allow an educational space to provide location students real-world experience in a certified lab. In addition, a new stand-by generator will be installed and meet EPA standards for peak shaving reducing Mankato's impact on the local energy grid during weather extremes. Once completed, Mankato will be more resilient to weather changes, less dependent on natural gas, ready to handle foreseeable regulatory changes, and have solids handling capacity for more regional growth in the area.

Project Rationale

There are three primary objectives that phase 1 of the WRRF upgrade will accomplish. Those objectives include replacing and reconstructing aging infrastructure, capacity expansion, and the reduction of environmental impact.

The first aspect of the project is to address the existing digestion and disinfection systems that were built and implemented into the 1950's and have exceeded their life cycle. As a result of their age, use, and capacity there are various safety and operational concerns that exist. Specifically, there are concrete structures connected to the digestion process that are structurally deficient. In addition, there are known gas leaks related to the digestion process that pose significant safety risks for staff and nearby community.

Secondly, the current biosolid storage facility is continually reaching its capacity ceiling. The intention of the expansion is to allow for additional capacity that will enable the appropriate disposal in an environmentally friendly way versus ending up in the local landfill.

Third, the upgrade allows for the WRRF to output water to the Minnesota River lower in nutrient load than required by state and federal regulations. Auxiliary reductions in environmental impacts will be reduction in natural gas utilization, lower air emissions from stand-by generators, and reduction in petroleum based fertilizers at farms utilizing Mankato's biosolids.

Furthermore, the completed project creates the needed capacity for phases 2 and 3 of the facility plan to occur when triggered. Phase 2 will focus on permitted flow capacity to maintain proper reserve for wet industries or large developments to occur in the area once current reserve is deemed insufficient. Phase 3 focuses on known EPA guidelines for future nutrient loadings for Minnesota to meet Gulf of Mexico based limits.

Project Timeline

Preliminary Design – January, 2019

Final Design – September, 2019

Bid Opening – November, 2021

Construction – February, 2022

Completion – November, 2024

Other Considerations

The City of Mankato over the last several years has made a conscious effort to develop a financial pro-forma strategy that would allow for the necessary user charges and debt capacity to undertake a

project of such significance. These financial strategies were conducted with a regional outlook and effort in mind. Specifically, the inability for the other six partner communities to finance the appropriate funding levels necessary to accomplish the necessary improvements to the WRRF. These six communities include North Mankato, Eagle Lake, Lake Washington, Madison Lake, Skyline and South Bend.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Mankato

Who will operate the facility?

City of Mankato

Who will use or occupy the facility?

The communities of Eagle Lake, Lake Washington, Madison Lake, North Mankato, Skyline, South Bend, and Mankato.

Public Purpose

The dollars requested will ensure the necessary repair and reconstruction to the Water Resource Recovery Facility. These improvements will allow for effective and environmentally compliant infrastructure to be in place to meet existing and future demands. Ultimately, this will allow for equitable wastewater treatment access not only for the City of Mankato customers, but also for customers of North Mankato, Eagle Lake, Lake Washington, Madison Lake, Skyline, and Southbend.

Description of Previous Appropriations

None

Project Contact Person

Susan Arntz
City Manager
507-387-8695
sarntz@mankatomn.gov

(\$ in thousands)

WRRF Disinfection and Digestion Upgrade

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$20,000	\$0	\$0
Funds Already Committed				
City Funds	\$3,567	\$0	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$3,400	\$0	\$0
Other Funding	\$0	\$21,420	\$0	\$0
TOTAL	\$3,567	\$44,820	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$3,567	\$5,850	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$38,920	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$50	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$3,567	\$44,820	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Maple Grove Community Center Renovation and Expansion	1	GO	\$ 18,000	\$ 0	\$ 0
Total Project Requests			\$ 18,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 18,000	\$ 0	\$ 0

Maple Grove Community Center Renovation and Expansion

AT A GLANCE

2022 Request Amount:	\$18,000
Priority Ranking:	1
Project Summary:	\$18 million in state funds is requested to design, construct, furnish and equip a new and renovated community center for city of Maple Grove.

Project Description

Project Scope

The renovation and expansion of the Maple Grove Community Center has taken a broad approach to include those amenities that have risen to the surface of public interest thorough community engagement and staff and city leadership input. As funding sources become available and confirmed a final project scope will be determined.

The base scope project for this submittal includes the renovation of the 25-year-old community center plus the acquisition and renovation of an adjoining 24-year-old, private fitness center, along with some tear down and rebuild construction to reconfigure the core building space more efficiently. The project is designed to operationally and logistically separate the fitness center membership-based amenities from the community center/social based amenities creating a major entrance on both the west and east side.

The membership-based/fitness center side will provide fitness equipment and wellness studios, gymnasiums, indoor play area, walking track and child care. The community center side will deliver an expanded senior center, banquet and conference facilities, meeting rooms, studio arts, and parks and recreation offices. The base project scope will require the addition of a new parking ramp on the fitness center side of the site to support the expanded facility.

The master plan build-out includes the addition of a third sheet of ice to the arena. This add-on is not part of our state capital budget request for 2022. Additional funding sources will be necessary to consider the arena expansion. The city will work in collaboration with the local youth hockey association to fund any future improvements to the arena. The add-on third sheet of ice will require a second parking ramp located on the west side to support the community center side of the facility.

Current Facility

- community center 164,500 sf
- acquired fitness center 72,000 sf
- Total Current 236,500 sf

New and Renovated Facility

- Total New 273,000 sf

The base scope of the project has a predesign estimated cost of \$114,000,000. The recommended design includes existing space as well as expansion. By optimizing existing square footage through

strategic renovations, the project makes the best use of funds received.

Funding Sources

The project is funded through a number of state and city sources. The city has made a request from the state for authorization to implement a local option sales tax. The 0.5% tax would equate to \$90,000,000 over a 20-year period. With pending legislative approval of the 2021 tax bill, Maple Grove residents will be asked to vote in November 2022 on the local option sales tax. These dollars have not been approved at this time. Without these resources the city will need to find others, which is the why this request for state bonding remains a critical source of the funding for this regional project. The city will also target a lodging tax carve out pending legislative approval potentially in 2023.

The city has funded the pre-design in preparation of this submittal. City funds will be used to continue the public education and information sharing with the public and design as this project moves forward. The city will also use local funds to acquire the fitness center facility and site to incorporate into the project master plan. Those costs will be negotiated but are estimated to be around \$6,750,000.

The Maple Grove Community Center Expansion and Renovation is a large community driven project that will serve residents and visitors well beyond city boundaries. The investment by the state will ensure this regional asset will serve the northwest metro for many years to come.

Project Rationale

The Maple Grove Community Center opened to the public in 1997. In almost 25 years, Maple Grove and the northwest metro region have experienced significant population growth to over 230,000 residents, and the diversity in Maple Grove has grown by 13%. Annually the community center welcomes over 650,000 regional visitors to its many attractions and services including banquet and meeting rooms, conference/expo space, aquatics, senior services, indoor playground, teen center, gymnasium and a two-sheet ice arena — all serving the broader region.

The Maple Grove Community Center is situated in the Arbor Lakes retail, entertainment and business district, which is the center of the Northwest Minneapolis Regional Commercial Trade Area and home to over 450,000 residents.

Maple Grove is a growing community and a changing community. The diversity in our schools and thus our community is growing – over 56% of the students in the Osseo Area School District are students of color. The services and programs offered at the Maple Grove Community Center are valued by our diverse community.

Maple Grove remains an affordable place to live, ranking in the lower half of cities for average market value for a single-family home in Hennepin County. Of the cities served by our school district, we rank in the lower half of average market value. Despite its often perception, Maple Grove is among the more affordable suburbs in Hennepin County.

The Community Center project will result in benefits to both regional residents and businesses in the City of Maple Grove with the targeted expansion and renovation as outlined below. Currently the Maple Grove Community Center is utilized by regional residents and those traveling for sports events, conferences, meetings, expos, activities, and recreation.

Expanded event space: The center is the site for 12 expos (craft, home improvement, health and wellness, etc.) annually that attract many vendors and visitors from outside the city. Expansion of the event space would allow for an increase in this growing industry.

Improved aquatics: During the summer, the center hosts daily field trips of which 80% are outside the city as well as walk-in swimmers of which 60% are outside the city. Expansion of this facility provides for growth to serve a larger number of residents and visitors from the northwest region.

Expanded senior programs: The Community Center hosts many senior programs and drop-in activities. Thirty-four percent of senior patrons come from outside the community. Demographic growth in this area is significant and expansion of facilities would build on our strong senior patronage.

New spaces to serve the arts: Currently, Maple Grove does not have a formal facility to serve the visual and performing arts. The expansion project includes spaces for providing these services and programs to the broader northwest metro community. In 2015, Creative Minnesota presented the Arts & Economic Prosperity IV Study of the nonprofit arts and culture industry's impact on the economy. The findings from that study show that arts and culture organizations leverage additional event-related spending by their audiences that adds revenue into the local economy. The study provided compelling evidence that the nonprofit arts and culture are a significant industry in Maple Grove and the northwest suburbs — one that generates \$4 million in total economic activity. In addition, quality of life is enhanced; jobs are supported; and a cornerstone of tourism is created.

Renovated banquet facility: The current banquet facility hosts 10 small business conferences and 30 weddings annually serving patrons throughout the metro and state. Expansion of these facilities will fill a gap in the northwest metro region for event venues of this type and bring numerous visitors to the community and local businesses.

Enhanced social services: The Maple Grove Community Center is currently home to a Veteran's Service Office. The expansion envisions space for additional social services for the community to include food and housing support.

Expanded ice arenas: The current two sheets of ice annually host 230 games, 40 clinics, and 16 tournament events serving athletes throughout the metro and out-state Minnesota. The addition of a third sheet of ice would greatly increase the number of events.

Project Timeline

Maple Grove Community Center - Project Timeline

- Community Engagement and Survey, and Master Planning - May 2019 - Jan 2021
- Pre-design - Feb 2021 - May 2021
- Capital Budget Request - Jun 2021
- LOST Authorization - Jul 2021
- 2022 State Budget Finalized - Jan 2022
- LOST Resident Vote - Nov 2022
- Design Phase - Nov 2022 - Nov 2023
- Bid / Construction / Occupancy - Dec 2023 - Feb 2026

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Maple Grove

Who will operate the facility?

City of Maple Grove Parks and Recreation Board

Who will use or occupy the facility?

Residents of Maple Grove as well as many visitors from the neighboring communities and throughout the metropolitan area and state who come for the many regional attractions and facilities including the aquatics center, indoor playground, senior center, teen center, banquet facility, arena and meeting rooms. The Maple Grove Community Center is currently home to a Veteran's Service Office. The expansion envisions space for additional social services for the community to include food and housing support. City Parks and Recreation Department offices will remain in the community center.

Public Purpose

The renovation and expansion of the Maple Grove Community Center provides for expanded recreation and social opportunities for residents and visitors from throughout the region.

Description of Previous Appropriations

None

Project Contact Person

Chuck Stifter
Parks and Recreation Director
763-494-6501
cstifter@maplegrovern.gov

(\$ in thousands)

Maple Grove Community Center Renovation and Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$18,000	\$0	\$0
Funds Already Committed				
City Funds	\$143	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$6,000	\$0	\$0
Other Local Government Funds	\$0	\$90,000	\$0	\$0
TOTAL	\$143	\$114,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$143	\$0	\$0	\$0
Design Fees	\$0	\$6,925	\$0	\$0
Project Management	\$0	\$2,345	\$0	\$0
Construction	\$0	\$96,029	\$0	\$0
Relocation Expenses	\$0	\$500	\$0	\$0
One Percent for Art	\$0	\$939	\$0	\$0
Occupancy Costs	\$0	\$7,262	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$143	\$114,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Martin County Public Safety and Justice Center	1	GO	\$ 18,400	\$ 0	\$ 0
Total Project Requests			\$ 18,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 18,400	\$ 0	\$ 0

Martin County Public Safety and Justice Center

AT A GLANCE

2022 Request Amount: \$18,400

Priority Ranking: 1

Project Summary: Martin County, MN is requesting \$18.4 million in state funds to complete construction of a new regional County Public Safety and Justice Center facility located in Fairmont, MN. The County received \$2.167 million in the 2020 bonding bill for design. The Funding will be used to complete the construction of a 66,000 square foot facility for functions related to the County’s public safety and criminal justice system, including: the jail, courtrooms/court offices, law enforcement offices.

Project Description

The County is facing major safety and security challenges with both the historic Courthouse completed in 1907 and the Security Building constructed in 1973 connected by a single public walkway. The Security Building no longer meets the new Department of Corrections (DOC) requirements for housing women inmates and juveniles, and those offenders are being transported to and held at facilities in other counties. In addition the mechanical and electrical infrastructure at the Security Building is primarily original and contributes to approximately \$6.3 million dollars in deferred maintenance. The County completed a Justice Center Studies in 2007 and 2008 and also a Facility Safety Study in 2018 and developed the most cost effective solutions through a planning process facilitated with the help of Wold Architects and Engineers. The results of that study lead to a new Justice Facility to be constructed on a new site that will house the Jail, Law Enforcement related offices, including the Sherriff's office, Fairmont Police Department (through an agreement to share/construct space with them), Dispatch, Emergency Management, County Attorney offices, Victim Witness offices, all court related offices, to include Courts/Judges offices, 2- fully operational Courtrooms, and Probation Services. Currently the amount of space that these programs utilize is 46,700 SF. The new facility is planned to be 66,000 square feet to accommodate the current space and security deficiencies (including secure spaces), as well as expanding the jail capacity to reduce the increasing costs of transporting inmates to and from other Counties and create a facility that is not threatened with a decrease in classification from the DOC based on the inability to properly provide programs space, recreation space, and proper supervision and classification of varying types of inmates.

The new Public Safety and Justice Center facility will support the regional need for housing women inmates and providing needed juvenile holding facilities in collaboration with Health and Human Services personnel.

The facility will support the regional need for temporary Mental Health holding for individuals that should not be placed within the County Jail, but are found to be in need of more intensive Mental Health support services. These spaces will allow for evaluation facilities and temporary space that is

secure and safe for individuals that are awaiting placement at a Mental Health Facility.

The new Public Safety and Justice Center facility will provide an adequate amount of bed space to dramatically decrease the practice of housing out of county. The layout of the facility will also provide "three zone" security that will allow inmates to enter the courtroom directly from the jail without entering either public space, or court staff space. Additionally, the new facility will be designed to comply with current DOC standards and trends that will facilitate a Jail that can more easily monitor and move inmates without compromising safety, as well as provide space that meets current guidelines.

This shift to more centralized operations and compact building footprint will decrease operational costs in several ways. Transportation costs will be reduced and staff will not spend the time or miles on the road between various different counties, inmate transfer within the facility will be instantaneous without the strategic time delays as in current practice to eliminate potential security risks, and maintain a presence in the courtroom.

As additional benefit of the project is keeping deputies within the County with the decrease in transport requirements. This increases the local presence of Law Enforcement within the county.

With all public safety and criminal justice related departments under one roof, including the county and city public safety and law enforcement operations, a culture of seamlessness and efficiency will be created. As this transcends County Staff, the community as a whole will reap the benefits of increased safety, quicker service, and a building facility that reflects the values of the citizens that helped make this important investment. The project will also include ADA compliant courtrooms and the ability to weapon screen the facility.

The County has reviewed and narrowed the selection of the site for the facility in Fairmont, MN (county seat).

Budget

The estimated cost of the entire project is \$39.1 million. This includes \$2.167 million in design, \$36.933 million in construction costs including furnishings, equipment, and contingencies.

The key funding sources would come from the State Bonding funds and local funding from Martin County.

Project Rationale

As Martin County continues to serve Southwestern Minnesota, it has strived for a strong balance between offering the public the best services and safest operations while trying to be mindful of the ever-growing pressure on the tax base provided by the heavy agriculture economy in the region.

Current operations include the inefficient practice of housing inmates outside Martin County. This impacts the Sheriff's Office for transport, and any staff from Human Services, Probation and DOC, and the County Attorney's Office that need to interface with persons in custody. Additionally, when inmates are required to make court appearances, they are transferred from the existing Security Building through the interior public areas up to the existing courtroom in the courthouse. This poses a security and safety risk as well as compromises the goal of due process for the County's criminal justice system. When considering the interior configuration of the Jail, there are several aspects of the layout that do not fully support the safety of inmates or staff.

In looking towards a future of public safety and efficiency the County recognizes that the current Security Building housing the County Jail, Sheriff's Office, Fairmont Police Department along with court operations with the main Courtroom at the Historic Courthouse cannot continue to function under current conditions. Numerous studies and analysis of the cost and risks of continuing "business as usual" have proven current operations are not sustainable, nor does this approach set the County up to be good stewards of taxpayers' dollars in the future.

Over the last ten to fifteen years the Martin County Security Building has met numerous challenges with our current facility. The main concerns being the safety and security of the Jail along with the availability of inmate beds in other surrounding county facilities, the safety and security of the Courthouse and courtrooms, and the public areas of the two buildings.

The current county jail facilities do not meet the Department of Corrections (DOC) requirements for housing women inmates, or for the holding of juveniles. Women offenders and juveniles are being sent to other jail facilities in the area, sometimes over three hours away.

The new Martin County Public Safety and Justice Center will have properly designed facilities for women inmates, juvenile holding areas, and temporary holding for those in need of mental health services who should not be placed in the jail. These new facilities for women inmates, juveniles, and mental health services, will help address multi-county needs in the region.

The new Public Safety and Justice Center will also meet two other state wide public policy priorities. First, the new facility will address a significant gender inequity problem by allowing the county facilities to once again house women inmates instead of being forced to transport them to other county facilities in the region, sometimes over several hours away from home. Second, the new facility will also address a significant regional public safety and law enforcement problem by allowing smaller local police departments in the region to transport their women and juvenile offenders to the new Public Safety and Justice Center instead of having to transport them several hours away to other facilities, at a much greater cost to those local police departments, and removing police officers from their local communities for significant periods of time creating public safety issues in those communities.

Jail

The jail has faced numerous challenges keeping up with DOC regulations for the size and design of the facility. Due to these challenges in 2006 and 2007 Martin County formed a Justice Committee to evaluate any options to address the concerns. At that time the study recommended a new facility, but it was determined to not be economically feasible. We operated for several years on a DOC variance, but once we modified two cells to meet the requirements we then lost two more beds due to square footage regulations. The current design of the jail also doesn't allow for proper segregation for different inmate classifications. We are not allowed to house female or juvenile inmates, so they all need to be transported to other facilities, which is an increased cost to taxpayers. Our old design also doesn't allow us to house inmates with high medical needs. We have to contract with other counties to house them in more expensive medical bed cells.

There have always been concerns about housing the mentally ill. Over time the Martin County jail has received a number of mentally ill inmates and is struggling to safely place them. Some become violent and we need an adequate jail set up to handle these inmates. We have no place nearby for them to get treatment; a newer cell design helps to address the safety needs with these inmates.

There is a current lack of nearby jail space in surrounding counties like Jackson, Watonwan, Cottonwood, Murray, Rock, Pipestone and Waseca. Most of the surrounding larger counties have federal or other types of contracts and do not have room for our inmates. Some of those counties are Nobles, Freeborn, Brown, and Blue Earth. A majority of our inmates go to Faribault County, but depending on the circumstances we have to house inmates in counties from 1.5 to 3 hours away like Scott, Goodhue, and Rice. This just increases costs to tax payers the farther away we have to transport inmates to other facilities.

The project will have a Regional impact because by increasing our daily capacity we would be able to help the surrounding counties if they are dealing with spikes in their population.

Although the jail has been well maintained, the facility is nearly 45 years old (built in 1973). The current jail design is not efficient to operate according to the Department of Corrections (DOC) standards, presents significant safety risks and has a lot of wear and tear on the facility. Our current jail facility has a 32 bed capacity, but we are only licensed to operate 25 beds.

The jail is becoming more and more antiquated, not only in the equipment, but the design of the jail itself. We are not able to remodel the jail to meet modern operating and building standards. Repair parts for the jail are not readily available and are harder and harder to find or have been discontinued due to the age of the equipment to operate the jail.

Jail projections support an increase from the existing 32 bed facility to an approximately 50 bed facility. There is a lack of adequate separation/classifications, varying interview rooms are lacking, detox locations are inconsistent, cost for boarding and transporting inmates continues to increase \$300-\$400,000 per year, and jail spaces no longer meet DOC requirements.

Our average daily inmate population ranges from 32-36, which has spikes as high as 50 inmates per day at times. We are looking to build a 50 bed capacity facility, which would mitigate these fluctuations in the daily jail population and the ongoing increases in overall jail population. Our main objectives include building a jail facility that is up to modern standards (i.e. programming, accessibility and safety of inmates to court and staff). Housing our own inmates in the county and not having to seek out and travel to other counties for jail space, which transportation and housing of prisoners in outside jails is costing the county upwards of \$300-400,000 per year. This reduction in annual expenses will be a significant savings for county tax payers.

The new Public Safety and Justice Center facility will support the regional need for housing women inmates and providing needed juvenile holding facilities.

The facility will support the regional need for temporary Mental Health holding for individuals that should not be placed within the County Jail, but are found to be in need of more intensive Mental Health support services. These spaces will allow for evaluation and temporary space that is secure and safe for individuals that are awaiting placement at a Mental Health Facility.

Courthouse/courtrooms

A security study for the County's justice system facilities was completed in 2018. Based on the security study, the County has identified several serious issues for the courts and court rooms. Most of the security issues the County cannot solve with the existing facilities.

The courtrooms lack adequate ADA accessibility. They also lack basic security provisions for securing inmates, separating attorneys and court staff areas and the public. The courtrooms lack the modern

court room procedural areas for screening the public before they enter/access the courtrooms. The courtroom areas lack proper meeting space for attorneys and their clients. There is limited dedicated space for jury members or jury candidates before they are chosen. They lack a secure method for bringing inmates to the courtrooms, and a secure place to hold them while waiting for court. All inmates are walked through unsecure public areas, including hallways, lobbies, past unsecured county offices, and through public stairways.

The flow of inmates into the current court system and courtrooms is one of the major areas of concern for the safety of staff and the public since there is no secure access to the courtrooms. In the process of walking inmates to the different courtrooms, they not only pass through unsecured public areas, but they also pass through lobby areas where victims or family members and other court personnel are located. There have been times where inmates who are going to or from court are extremely agitated, they cuss and swear and scare other county staff and the public. We have had to physically escort them along the way, and we have had to place them on the ground for different security concerns. All this has to be done in areas open to the public, where someone could be waiting to intervene to help an inmate escape or even worse.

Problems with Public access areas of the Security Building and Courthouse

The County's current facilities lack any form of a secure entrance to screen the public before they interact with county staff and offices. It lacks separate lobby space for the public for the various offices. To maintain operational efficiency numerous offices are located in the same facility. This works great for staff who need to collaborate between departments, but it creates challenges as well because of our facilities design. The general public, who are coming in for different services are all forced to share the same space. Anything from victims coming in to meet with an advocate, or a suspect who has been placed on probation meeting with an agent, an inmate reporting to jail, or both suspects and victims that law enforcement are trying to interview for other investigations. Not to mention the security concern listed previously in the courtroom section of walking the inmates through all these public areas.

The county offices are currently located in the courthouse. The courthouse no longer has the floor space to meet all the county needs. The County Attorney office and the Veteran Services office are now located in other off site rented facilities due to lack of space at the courthouse, which increases costs to taxpayers due to rent. These facilities lack any security. The County Attorney office should be located in the same building as the other county offices and law enforcement to facilitate interaction between them. There is no room in the courthouse for further expansion of any of the county offices located there.

We want all the different offices in the justice system to be co-located to maintain efficiency, but we need a safer and more professional flow to the public access to better serve their needs.

We are in need of a new facility in order to meet our anticipated needs for the next 40-50 + years and beyond. To improve security, privacy, and impartiality for all staff, public, and incarcerated persons.

The age of the current facilities results in the need for expensive maintenance costs. The deferred maintenance expenses for the Security Building is estimated at \$6.3 million. It is expected that the maintenance costs will only continue to escalate given the age of the facilities. These funds would better be spent on a new facility.

Overall, the new Public Safety and Justice Center, with its modernized jail facility will dramatically

decrease the County's inmate transport costs. Additionally, the facility will support the overall safety and efficiency of County staff and the general public. As the community at large considers the future, the new Justice Center will support the County's needs for the next 20 years and include flexibility to be viable for the public well beyond that.

The County's limited, primarily agricultural property tax base cannot support the full cost of a new facility. Therefore, state bond funds are needed to help pay for construction of the proposed new Public Safety and Justice Center facility.

Project Timeline

The County has completed a Jail study in 2018 and has completed the final pre-design report (2019) for the facility that reconfirms program needs and develop a solution that aligns with the proposed budget. The County is utilizing the 2020, \$2.167 million appropriation to commence a 10-12 month design process that will be completed by the fall of 2022. Final construction is anticipated to take 12-18 months, with a move-in date toward the end of 2024.

Other Considerations

Local Tax Impact:

Without state bonding assistance, the county's levy to construct the Justice Center would increase over 11%.

- Agricultural land represents 57% of the county's tax base. Ag values have decreased in the past three years;
- Residential property represents 22% of the county's tax base
- Industrial/Commercial represents 12% of county's tax base
- Utilities, Railroads, Personal Property represents 9% of tax base

Martin County has a limited Industrial/Commercial tax base. The burden of constructing the Justice Center without bonding assistance would fall mainly on residential and agricultural taxpayers.

Statutory Program Citation: MN Statute Chpt. 641.21 and Chpt. 475

There is no required referendum required for this project.

Please note that the current request for the 2022 bonding bill has more than the 50% county match provided. The 2020 bonding legislation that authorized the \$2.167 million did not require a local match.

Impact on State Operating Subsidies

None. There will be no additional state operating dollars that will be requested for this project

Who will own the facility?

It will be owned and operated by County of Martin, MN

Who will operate the facility?

The Martin County Justice Center facility will be operated by Martin County, under the direction of

the County Board of Commissioners.nty of Martin, MN

Who will use or occupy the facility?

The new Public Safety and Justice Center will serve the public and meet the needs of the County’s public safety and criminal justice system and will be occupied as follows: · The County Sheriff’s Operations, including patrol services, the Public Safety Dispatch and Emergency Management Office and related personnel, and a 50 bed capacity County Jail, including facilities for women inmates, juveniles, and mental health services to meet regional needs · The City of Fairmont Police Department patrol and administrative offices · County Attorney offices and staff · · Courts/judges offices and staff, including 2-Courtrooms, · Court and Probation Services Victim Witness offices, clients and staff

Public Purpose

Martin County has a primary public duty and responsibility to provide public safety and criminal justice services to its citizens in a safe and cost-effective manner. The construction of the new Martin County Public Safety and Justice Center will meet the County’s public purpose and duty of providing these critical public safety and criminal justice system services to the public, while meeting all new state requirements and addressing the multi-county regional needs of providing facilities for women inmates, juveniles, and mental health services.

Description of Previous Appropriations

Martin County received \$2.167 million in state bonding money in the 2020 bonding bill for the predesign and design of the new Martin County Public Safety and Justice Center.

Project Contact Person

Scott Higgins
County Coordinator
507-238-3126
scott.higgins@co.martin.mn.us

(\$ in thousands)

Martin County Public Safety and Justice Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$2,167	\$18,400	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$18,533	\$0	\$0
TOTAL	\$2,167	\$36,933	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$16	\$0	\$0	\$0
Design Fees	\$2,000	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$151	\$33,591	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$3,342	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,167	\$36,933	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)	1	GO	\$ 4,400	\$ 0	\$ 0
Total Project Requests			\$ 4,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,400	\$ 0	\$ 0

(\$ in thousands)

Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)

AT A GLANCE

2022 Request Amount:	\$4,400
Priority Ranking:	1
Project Summary:	McLeod County is requesting \$4.4 Million in state funds for the Local share of construction of a tempered vehicle/equipment storage and fueling facility at the Hutchinson Area Transportation Services (HATS) facility in Hutchinson, MN.

Project Description

The Hutchinson Area Transportation Services (HATS) facility is a shared multi-purpose facility that is owned and operated by McLeod County, City of Hutchinson, and State of Minnesota (MnDOT). It is governed by a Joint Powers Board consisting of members from each agency.

The HATS facility was constructed in 1996 and houses McLeod County (Engineering, Maintenance, and GIS), City of Hutchinson (Streets and Forestry), MnDOT (Construction and Maintenance), MN State Patrol, and MnDNR Conservation Officers.

Since the HATS facility was constructed in 1996, staffing and operations have changed and equipment has become larger and more computerized requiring longer down time and the need for more mechanic space. The original fuel system has become problematic and outdated, requiring frequent repairs. This project will address the space needs of the mechanics and improve the fueling system, allowing alternative fuel sources.

In lieu of building new mechanic space at a much higher cost than tempered storage space, this project consists of remodeling a portion of the existing 36,000 SF mechanic/storage space into additional mechanic space and building an 18,000 SF tempered vehicle/equipment storage facility on adjacent property. It also includes replacing the current underground fuel system with a new above ground fuel system that will handle diesel, gasoline, EV charging, future CNG (compressed natural gas), and DEF (diesel elimination fluid).

The estimated total cost of the project is \$7.1 Million. This \$4.4 Million request is for the Local portion. \$2.2 Million is being requested separately by MnDOT using Transportation Bonds. The remaining funds will be provided equally by McLeod County, The City of Hutchinson, and MnDOT.

Project Rationale

The HATS facility is approaching 25 years old. Since the facility was constructed, staffing and operations have changed over the years. Equipment has become larger and more computerized requiring longer down time and mechanic space for diagnostics. The original fuel system has become problematic and requires frequent repairs, which creates inefficiencies in the operation. The original facility was constructed with appropriate air handling and other features that allow welding and other

mechanic operations in the entire facility. The addition of a tempered storage building in lieu of a new mechanic shop is more efficient and cost effective than remodeling the existing facility.

Rehabilitating the existing fuel system is not cost effective or feasible given the age of the system. Building a new fuel system adjacent to the new tempered storage building will allow a more cost effective and efficient access for the numerous entities that utilize the fuel system.

Project Timeline

- Pre-design: through Winter 2021
- Final Design: Winter/Spring 2022
- Begin construction: 2022
- Construction Complete: 2023

Other Considerations

The Hutchinson Area Transportation Services facility is an award winning model of sharing and collaboration between multi governmental agencies that has been revered around the state. In 1995 HATS won a Partnership Minnesota Cooperative Public Service Award and received a letter of gratitude from Governor Arne Carlson.

Impact on State Operating Subsidies

This project will have minimal impact on State Operating Subsidies. The HATS facility has an annual operating budget, along with cash reserves that are earmarked for other minor facility upgrades each year. As our fuel system has started to fail, these reserves continue to dwindle and could put us in a very difficult position as we have insufficient reserves to replace it.

Who will own the facility?

- McLeod County
- City of Hutchinson
- State of Minnesota (MnDOT)

Who will operate the facility?

The Hutchinson Area Transportation Services Joint Powers Board

Who will use or occupy the facility?

- McLeod County
- City of Hutchinson
- MnDOT
- MN State Patrol
- MnDNR
- Other County/City/State agencies

Public Purpose

The purpose of the HATS facility is to house County, City, and State resources and equipment that

collaboratively provide timely, efficient, and cost-effective road and bridge construction and maintenance services to the traveling public and Minnesota taxpayer.

Description of Previous Appropriations

None

Project Contact Person

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(\$ in thousands)

Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,400	\$0	\$0
Funds Already Committed				
Other Funding	\$0	\$500	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$2,200	\$0	\$0
TOTAL	\$0	\$7,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$297	\$0	\$0
Project Management	\$0	\$296	\$0	\$0
Construction	\$0	\$6,507	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,100	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of Medicine Lake 2022 Improvements	1	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 3,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,000	\$ 0	\$ 0

City of Medicine Lake 2022 Improvements

AT A GLANCE**2022 Request Amount:** \$3,000**Priority Ranking:** 1**Project Summary:** The City of Medicine Lake is requesting \$3 million for construction and reconstruction of water, wastewater collection systems, streets, as well as water for hydrant fire safety and suppression. Total project cost is \$ 6.0 million.**Project Description**

Funding for the City of Medicine Lake (the City) is nestled in the western suburbs on the large peninsula jutting into Medicine Lake, the second largest lake in the Twin Cities. The City is surrounded by the City of Plymouth. The population was 371 at the 2010 census and there are 174 housing units according to the Metropolitan Council Housing Assessment (2016 data). The local government is composed of an executive mayor and four city council members and the City's 2021 annual budget is \$574,807.

The City, like most cities, has aging infrastructure. The streets and utilities are over 50 years old and have exceeded their useful life. Routine maintenance is no longer acceptable nor cost effective.

The pavements need to be completely reconstructed or rehabilitated using full depth pavement reclamation. The subgrade is inadequate to support a standard residential street section and sub surface drainage needs to be addressed. There are no drainage facilities to speak of, so a comprehensive storm water management and implementation plan needs to be developed. While the 50-year-old sanitary sewer was lined in 2018, creating a brand-new 50+ life pipe inside of the old pipe, the service laterals and manholes are deficient and leaking inflow. There is no public water system, and all homes are on private wells. The City desires to install a public water system with this project to a) ensure it is available to homeowners as wells start to fail and b) provide a consistent water source for fire protection which is currently provided by water trucked in for firefighting purposes. Finally, their sole lift station which pumps to the City of Plymouth sanitary systems is in severe need of replacing and upgrades to its pumps, electrical and communication systems.

Project Rationale

There is no public water system, and all homes are on private wells. The City desires to install a public water system with this project to a) ensure it is available to homeowners as wells start to fail and b) provide a consistent water source for fire protection which is currently provided by water trucked in for firefighting purposes. Finally, their sole lift station which pumps to the City of Plymouth sanitary systems is in severe need of replacing and upgrades to its pumps, electrical and communication systems. A public water system will enhance public safety in fire protection and quality of drinking water. These two items should be able to its citizens. This water improvement will bring Medicine

Lake up to current safety and drinking water standards most other city's take for granted as an essential city service. Basic fire suppression is a huge concern for the community.

Project Timeline

Predesign 2021-2022
Project start July 2022- Dec 2023

Other Considerations

Currently fire suppression is being done with a small older pumper/tanker fire truck, no other fire suppression is utilized at this time. A new water system with hydrants for fire suppression is needed for safety. Drinking water is currently per well per house. With these new improvements drinking water safety and consistent safe drinking water will be obtain for families and residents to drink, cook and clean.

With State Bonding assistance, the City will use local bonds to match State monies and have already started levying bond repayment dollars to assist leverage the necessary funds. The project is fully supported by the Council and residents.

Impact on State Operating Subsidies

NA

Who will own the facility?

City of Medicine Lake

Who will operate the facility?

City of Medicine Lake

Who will use or occupy the facility?

City of Medicine Lake

Public Purpose

The City of Medicine Lake has no drainage facilities to speak of, so a comprehensive storm water management and implementation plan needs to be developed. While the 50-year-old sanitary sewer was lined in 2018, creating a brand-new 50+ life pipe inside of the old pipe, the service laterals and manholes are deficient and leaking inflow. There is no public water system, and all homes are on private wells. The City desires to install a public water system with this project to a) ensure it is available to homeowners as wells start to fail and b) provide a consistent water source for fire protection which is currently provided by water trucked in for firefighting purposes. Finally, their sole lift station which pumps to the City of Plymouth sanitary systems is in severe need of replacing and upgrades to its pumps, electrical and communication systems.

Description of Previous Appropriations

NA

Project Contact Person

Chris Heim
Councilmember
612-290-7550
chris_heim@hotmail.com

(\$ in thousands)

City of Medicine Lake 2022 Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$3,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,246	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,754	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$6,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Oheyawahe Historic Pilot Knob	1	GO	\$ 1,077	\$ 0	\$ 0
Total Project Requests			\$ 1,077	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,077	\$ 0	\$ 0

Oheyawahe | Historic Pilot Knob

AT A GLANCE**2022 Request Amount:** \$1,077**Priority Ranking:** 1**Project Summary:** \$1,076,800 in state funds is requested to predesign, design and construct improved access and to provide cultural and natural resource improvements to federally-recognized Oheyawahe (also known as “Pilot Knob”) located in the City of Mendota Heights (City).**Project Description**

The City appointed a Task Force comprised of private citizens, County staff, and other representatives in 2020 to develop recommendations for capital improvements, natural resource management and interpretation for Oheyawahe. The Task Force recommendations which have been reviewed by the City Council include the following capital improvements:

Entrance and Gathering Area**Entry Area /Bus Drop-Off Area and Path Entrance (on Acacia Boulevard near Pilot Knob Road)**

Goal: Substantial, in-character entrance sign that identifies the area as a National Register of Historic Places site should be installed at the corner of Acacia Park Boulevard and Pilot Knob Road.

Improvements

New Entrance Sign

Interpretive Signage

Goal: Initial site views are welcoming.

Improvements

Remove current red gate

Re-direct vehicular access with tree plantings and boulders

Install replacement natural-look gate for maintenance vehicle access

Goal: Pedestrian access/use is from entry area/bus drop-off to Gathering Area (“Gateway” on map) with Trailhead Interpretation and potential shelter (southeast of existing parking area) is guided onto new trail.

Improvements

New paved ADA- accessible, ten- foot wide, 210-foot long, and three inch-thick trail

Concrete pedestrian ramps with truncated 'domes' for accessibility warning

Wayfinding signage (design, materials, labor)

Landscaping based on Natural Resource Management Plan

Gathering Area

Goal: Provide an attractive, multi-purpose plaza that will serve as the primary visitor contact site for the general public, school and other groups

Improvements

Mobilization

Common Excavation

Aggregated Base (Class 5)

Four-inch thick Integral Color Concrete Walk

Four-inch thick Integral Color Concrete Walk

Four-inch thick Standard Finish Concrete Walk

Four-inch thick Bituminous Trail

Sandblast Concrete Imagery and Text

Recycling Receptacle

Waste Receptacle

Metal Benches (2)

Limestone Seating Blocks (7)

Information Kiosk

Other Interpretive Signage

Deciduous Trees (17)

Landscape Establishment

Temporary Erosion Control

Goal: Provide primary ADA accessible trail from the Gathering Area to North Overlook near terminus of existing Pilot Knob Road by using a portion of the current roadbed between the parking area and current terminus that is in good condition with slopes meeting ADA guidelines.

Improvements

Sawcut portions of the usable bituminous former Pilot Knob Road from Gathering Area to current road terminus

Removal of undesirable portions of the bituminous surface

Excavation, filling and grading

Installation of a ten-foot wide, 1,650-foot long, three-inch thick, asphalt combined path which also provides maintenance emergency vehicle access.

Goal: Use bituminous materials to pave and slightly expand the existing parking area and incorporate bio-infiltration, bioswale techniques and native plantings to manage runoff.

Improvements

Utilize/remove existing gravel

Provide paved parking and striping for 12 vehicles

Utilize bio-swale/bio-infiltration water management

Landscaping based on NRMP and recommendations from Interpretation Work Group (design, materials and labor)

Goal: Use Acacia Boulevard for additional vehicle parking needs, as opposed to significantly expanding the current parking area.

Improvements

New parking signs (as needed)

Interpretive signage at Bus Drop-off, Gathering Area, North Overlook and Seven Council Fires Site (design, materials, fabrication, and installation)

Goal: Replace existing split rail fencing with boulders or other natural features/objects that restricts vehicle access and guides pedestrian movement.

Improvements

Fence removal

Install alternative fence (materials and installation)

Goal: Provide secure bicycle parking

Improvement

Purchase and install two bicycle loops near parking area

Goal: Provide an aesthetic, functional and vandalism-resistant port-a-potty enclosure structure.

Improvement

New port-a-potty structure (design, materials, construction, and installation)

Goal: Provide drinking fountain for visitors

Improvement

Install water service and drinking fountain

Other Site Enhancements

North Overlook (Terminus of old Pilot Knob Road)

Goal: Provide an attractive, multi-purpose plaza that will serve as the primary visitor contact site for the general public, school and other groups

Improvements

Mobilization

Common Excavation

Aggregated Base (Class 5)

Four-inch thick Integral Color Concrete Walk

Four-inch thick Integral Color Concrete Walk

Four-inch thick Standard Finish Concrete Walk

Four-inch thick Bituminous Trail

Sandblast Concrete Imagery and Text

Recycling Receptacle

Waste Receptacle

Metal Bench

Limestone Seating Blocks (7)

Information Kiosk

Other Interpretive Signage

Picnic Table

Deciduous Trees (17)

Other Landscape Establishment

Temporary Erosion Control

Additional Visitor Seating

Goal: Additional seating near the Seven Councils Fire Site.

Improvement

Additional limestone seating blocks (6)

Garage on the Former Snyder Property

Goal: Evaluate the potential to re-purpose the garage on the former Snyder property to support outdoor education, interpretation and as a gathering site for school groups and other visitors.

Improvement

Building finishing

Natural Resource Restoration and Enhancement

Management Unit 1: Lower Terrace

Goal: Control herbaceous and woody invasive species, increase native plant diversity, protect and provide habitat for the pollinators, and provide safe trail access to top of bluff.

Improvements

Control herbaceous and woody non-native invasive species

Prescribed burn

Planting native herbaceous plant plugs

Staking native shrubs

Management Unit 2: Buffer

Goal: Control woodland invasive species, provide buffer from traffic pollution, including noise and light mitigation. This area is within Minnesota Department of Transportation Right-of-Way.

Improvement

Provide limited control of non-native invasive species

Management Unit 3: Forest

Goal: Control woodland invasive species, provide buffer from traffic pollution, including noise and light mitigation.

Improvements

Control non-native invasive woodland species

Plant supplemental woody and herbaceous native vegetation

Management Unit 4: West Prairie

Goal: Maintain tallgrass/mixed-height prairie vegetative community, preserve historic site-lines, provide buffer for traffic. Includes bur oaks/oak savanna community

Improvements

Control non-native invasive species

Prescribed burn

Create/maintain mowable pollinator planting along trails and Gathering Areas

Management Unit 5: North Prairie

Goal: Control woodland invasive species, provide buffer from traffic pollution, including noise and light mitigation. Includes bur oaks/oak savanna community.

Improvements

Control non-native invasive species

Prescribed burn

Create/maintain mowable pollinator planting along trails and Gathering Areas

Management Unit 6: South Prairie

Goal: Control woodland invasive species, provide buffer from traffic pollution, including noise and light mitigation. Includes bur oaks/oak savanna community.

Improvements

Control non-native invasive species

Prescribed burn

Create/maintain mowable pollinator planting along trails and Gathering Areas

Management Unit 7: Entry

Goal: Create welcoming and informative entrance and provide space for presentation of interpretive information and gathering.

Improvements

Create stormwater treatment feature

Landscape vegetation

Create/maintain mowable pollinator lawn along trails, paved areas and in Entry, Gathering Area and North Overlook

Trails

Trail Connections

Goal: Coordinate with Dakota County to create a pedestrian (no bicycle trail from the Minnesota River Regional Greenway Big Rivers Trail to the Seven Council Fires Overlook

Improvements

New, non-ADA soft surface and timber trail that minimizes physical impact to the slope, corrects and prevents erosion, and is aesthetically compatible with the landscape.

Small bridge, bench, bicycle rack, and signage

Interpretive Kiosk, including pamphlet distribution

Goal: Provide a second (mowed or crushed limestone) trail connection between the North Overlook and the Seven Council Fires.

Improvement

Six-foot wide, 750-foot long trail

Goal: Provide a (mowed or crushed limestone) trail connection between North Overlook (north end of old Pilot Knob Road) and Gathering Area.

Improvement

Six-foot wide, 950-foot long trail

Goal: Provide a (mowed or crushed limestone) six-foot wide trail connection between the Gathering Area and North Overlook to the “Four Oaks” site.

Improvement

Six-foot wide, 550-foot long trail

Snyder Trail Connection

Goal: Trail connection (mowed or crushed limestone) between the former Snyder property and existing trails.

Improvement

Six-foot wide, 750-foot long trail

Goal: Provide Native American traditional and medicinal plantings

Improvement

Design, material, installation

Interpretation and Other Signage

Historical Area Signage

Goal: Provide a Point of Interest sign acknowledging Oheyawahe along eastbound MN Hwy 55/62 on the Mendota Bridge.

Improvement

License, fabrication and installation of sign

Project Rationale

Oheyawahe is located at 2100 Pilot Knob Road in Mendota Heights overlooking the confluence of the Mississippi and Minnesota Rivers or Bdote Mni Sota. Considered by many Dakota people as the center of the earth, the Dakota name, Oheyawahe, can be translated as “a sacred place much visited; the place where people go for burials.” By its intrinsic nature, Oheyawahe continues to be an important place for the Dakota community and others to return to. Although the landscape has been altered over the past 200 years, the wakan, sacred essence of this place remains.

The area was inhabited by the Dakota and other Native Americans prior to the establishment of Fort Snelling in 1820. The first steamboats arrived in 1823 and the knob-like feature of the bluff was used by steamboat pilots for navigation, giving the hill its pioneer name, Pilot Knob. This name appears on an 1850 map depicting the confluence of the Minnesota and Mississippi rivers, along with Fort Snelling, Pike Island and Mendota. The 1851 treaty ceding most of the Dakota land now known as southern Minnesota to the U.S. government, was signed on or at the base of Pilot Knob.

Through most of the period from European settlement through 2005, the site was owned by a succession of private interests and used for agricultural residential, commercial, and transportation purposes. In 2002, a developer who had entered a contract with private owners regarding a portion of the property, proposed a 157 townhome development. Recognizing the importance of the site and impending threat, a diverse group of public and private entities began working together to protect this culturally and historically important site. The City was successful in acquiring the first 8.2 acres in 2006 and a acquired a contiguous 14.4-acre parcel adjacent to 1.8 acres of existing City property in 2008. A small gravel parking lot and crushed limestone trail was established, two interpretive signs were installed in 2010 with initial natural resource restoration efforts being initiated. The City acquired an adjacent one-acre residential parcel in 2020.

In 2017 a 112-acre area, including the acquired property, the adjacent 80-acre Acacia Park Cemetery, 7.5-acres of other City land, Minnesota Department of Transportation highway right-of-way and other private land comprising Oheyawahe, were listed on the National Register of Historic Places. Aside

from its cultural and historic significance, Oheyawahe has been described as having one of the “best views” in the Twin Cities. On a clear day one can view the two river valleys, Fort Snelling Historic Site and State Park, MSP International Airport, and both downtown Minneapolis and St. Paul skylines.

Public visitation to the site increased significantly following an increased understanding of the sacred character of the site and inclusion in the National Register of Historic Places. The continuously increasing visitation requires improved access, interpretative material and attention to natural resources management. The proposed project recognizes that Oheyawahe carries historic and sacred significance, and that improvements to the site must be undertaken to maintain these qualities.

Access and Trails

A primary goal of the proposed project is to provide for safe and improved visitor access to and within the site. Current access to the site is via a former city street with no provisions for buses and provides limited ADA accessibility to the best vistas. A new entrance bus drop-off area with curb cuts and a new path that separates pedestrians and vehicles is proposed.

Minnesota River Regional Greenway Big Rivers Trail (Trail), operated by Dakota County, is directly adjacent to Oheyawahe and serves an estimated 167,000 walkers and bikers each year. However, a very steep eroding slope impedes access from the trail to the vistas and other features of Oheyawahe, so that few of the Trail users have access to this important site. The proposed project provides pedestrian access from the Trail to the Seven Council Fires Overlook with a small bridge, bench, bicycle rack, and interpretive kiosk as associated amenities.

In 2020, the City acquired a one-acre adjacent residential parcel on the eastern portion of the site that contains a garage that could be re-purposed in the future as a classroom and group staging area. The proposed project includes a new trail connection and improvements to this parcel.

Gathering Areas

Seven blocks of limestone representing the Oceti Sakowin, the seven Dakota/Lakota/Nakota groups whose members currently reside from Minnesota to Montana, Nebraska to Canada, were installed in 2009. The two-ton blocks were quarried in the Minnesota River Valley near Mankato and currently serve as an informal gathering area.

Prior to the pandemic, busloads of grade school children arrived during spring field trips. St. Paul Public Schools funds transportation for its 5th graders to visit this site. The Minnesota Humanities Center sponsors site visits for educators to encourage cultural awareness and has created curriculum for K-12 specific to Oheyawahe. The Minnesota Council of Churches’ Healing Minnesota Stories program includes Oheyawahe on its tour of sacred sites and approximately 1,000 people visited in their small groups in 2018.

Landscape Context

Oheyawahe is located in close proximity to a number of other state significant sites on the national Register of Historic Places including Fort Snelling Historic Site, Mendota Bridge, Mendota Historic District, and the Henry H. Sibley House Historic Site. In addition, Fort Snelling State Park, St. Peters Church (first church in the state), and the Works Progress Administration Mendota Camp #1 are located in close proximity. A plan is being developed that would include Oheyawahe and these other significant sites into a more integrated and multi-functional transportation, historic, cultural, recreation, and ecological corridor that could result in increased private development and create a

popular state tourist destination.

Ecologically, Oheyawahe is perched in the “fast-lane” of one of the world’s great avian superhighways - the Mississippi Flyway used by nearly half of North America’s migratory birds. It has been identified as Important Bird Area by Audubon Minnesota as being vital for bird conservation and provides opportunities for visitors to experience a wide range of bird species from colorful tropical migrant songbirds to soaring resident birds such as eagles, vultures and hawks. The federally-endangered and State Bee, the rusty-patched bumble bee, has been documented on the site.

Restoration of the native plant communities began after acquisition of the first parcels. When the City acquired the site, it had lost its pre-European settlement vegetation through years of occupation by residences, business, roadway and agriculture. With substantial assistance from Great River Greening, efforts have been made since then to restore native prairie, including one of the first projects using livestock grazing as a natural resource management technique in the Metropolitan Region. Achieving natural resource goals has been very challenging due to past land uses, proximity to highways, and minimal use of herbicides. The results have been mixed and difficult to sustain.

The proposed natural resource improvements included in the project are based on these past experiences and a new Natural Resource Management Plan that will be implemented to complement the new Minnesota Historical Society (MHS)-funded Interpretive Plan under development. The predominantly “open space” and panoramic views from this site and restoration are fundamental to preserving its historic integrity and cultural character. The planned gathering areas, trails and interpretive elements are localized to minimize ecological impacts.

Taken together, these features and qualities make the site important as a place for education and cultural understanding for groups and individuals. Without the proposed improvements, expanded visitation to the site cannot be realized and the site will become more degraded.

Project Timeline

The MHS awarded a \$44,500 Heritage Partnership Program grant to the City in June 2021. A primary element of the work under the grant is engagement with Dakota tribes and other Native Americans regarding appropriate cultural and historical interpretation of the site. The timeline for the design and construction of the proposed gathering places and interpretive improvements will be guided by what is learned during this engagement and planning process. As a result, the following timeline is approximate; Begin design in late 2022/early 2023, anticipating construction midpoint in early 2024 with an approximate end date in late 2024/early 2025.

Other Considerations

Our collective societal experience in 2020 underscores the importance of understanding the many community perspectives, including the experience of Native Americans. The ancestors of Dakota, Ojibwe and other Native Americans used and cared for this land long before many of our ancestors from other parts of the world arrived. In Dakota, this region was named “Mni Sota,” “The land where the waters are so clear they reflect the clouds.”

Engagement with tribes and Native Americans familiar with this site is critical to the integrity of this project. This engagement is a central element of the work the City has begun under the Minnesota Historical Society 2021 Heritage Partnership Program grant in collaboration with Dakota County and the Pilot Knob Preservation Association.

This proposal envisions improvements that encourage culturally sensitive experiences in an area of federal, state and regional significance.

Impact on State Operating Subsidies

None

Who will own the facility?

Mendota Heights

Who will operate the facility?

Mendota Heights

Who will use or occupy the facility?

Native Americans, general public, elementary, secondary and college classes, Minnesota Council of Churches, Minnesota Humanities Center cultural education program, adult education, birders, ecologists, youth groups.

Public Purpose

A broad coalition of Native Americans, local residents, historians, archeologists, faith communities, and environmental groups united to preserve this land as a public natural area. The City, assisted by the MnDNR (through its Remediation, Natural and Scenic, and Metro Greenways grant programs), the ENRTF (as recommended by the LCCMR), Dakota County (through its Farmland and Natural Areas Program), F. R. Bigelow, McKnight, Scrooby, and the St. Paul Foundations, and private citizens, were successful in acquiring this threatened property. Oheyawahe is now a place that everyone can visit to enjoy the view and wildlife, to learn about ecological restoration, and to reflect on the history and meaning of this sacred place. This project continues the tradition of gathering of disparate groups at Oheyawahe that began centuries ago. The project will improve safety, accessibility and awareness, understanding and appreciation for this important historical and cultural site.

Description of Previous Appropriations

N/A

Project Contact Person

Ryan Ruzek
Public Works Director
651-255-1152
ryanr@mendota-heights.com

(\$ in thousands)

Oheyawahe | Historic Pilot Knob

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,077	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,077	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$115	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$962	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,077	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Watermain Looping and Pressure Reduction Project	1	GO	\$ 3,575	\$ 0	\$ 0
Total Project Requests			\$ 3,575	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,575	\$ 0	\$ 0

Watermain Looping and Pressure Reduction Project**AT A GLANCE**

2022 Request Amount:	\$3,575
Priority Ranking:	1
Project Summary:	\$3.575 million in state funds is requested to predesign, design and construct a looping and pressure reduction watermain system for the City of Mendota.

Project Description

The scope of the project entails providing watermain looping as part of project areas #1 and #3 (east and west areas of the city) as the entire City water system is deemed a dead end. Project area #2 (central area) will provide infrastructure for property connection to potable water and allow the abandonment of private wells. In addition, the project will include multiple locations of pressure reduction to provide safer maintenance conditions.

These three areas could provide additional entry points for water supply, watermain looping, the addition of three (3) pressure reducing stations, 14 fire hydrants, 9,100 LF of watermain and water service availability to more than 40 properties with this proposed project. The estimated total cost for this project - including the \$650K appropriated in the 2020 bonding bill - is \$4,225,000.

The City has secured \$650,000 from the 2020 Special Appropriation. The City has also applied for the Drinking Water Revolving fund (DWRF) and plans to apply for Small Cities Development Program (SCDP).

Project Rationale

The City's municipal water system was constructed to provide fire protection, but is considered one large dead end line that degrades the water quality available to users and requires system shutoff if a disruption upstream occurs, as there is only one location of water entering the center of the City. By providing additional locations of water to enter the City and multiple interconnections to existing infrastructure, the City will create a more resilient system of water supply for residents and reduce the potential of stagnant water.

The City's receives water from St. Paul Regional Water Services (SPRWS) at pressures 2 to 3 times most systems due to the City's topography. This added pressure on the system produces additional stress on the infrastructure and creates hazardous conditions for maintaining the water system by operators. The City has identified three (3) locations where pressure reducing stations should be placed within the water system as part of this project to create a safer work environment for operators and remove the need for private pressure reducing systems located within each property.

Private wells supply the bulk of the residential properties in downtown Mendota (65%) and many have been compromised due to high groundwater recently contaminating these wells (minimal test

results available). Some residents have resorted to connecting aboveground temporary water services to neighboring properties in lieu of replacing their wells. Dakota County has solicited feedback and intends to perform water sampling on many of these wells based on owner interest. This sampling will focus on nutrient and naturally occurring elements. The majority of the private wells within City limits are not identified on the Minnesota Well Index (MWI) database, as they were installed prior to the 1970's. Providing a reliable and safe water source to the City will allow for the removal of these wells.

Project Timeline

Pre-Design: August 2021

Engineering: September 2021

MDH Plan & Spec Submittal: February 2022

Bid Opening: March 2022

Begin Construction: June 2022

End Construction: July 2023

The City will follow SPRWS design standards and construction requirements as part of their water supply agreement between the two entities. Other entities that require coordination are Mendota Heights (property crossing), Met Council (sanitary interceptor), Dakota County (Big Rivers Regional Trail), MnDOT (HWY 13) and MnDNR (Mississippi R. Corridor).

Other Considerations

The City of Mendota is classified as a suburban community according to the Metropolitan Councils standards. It has a current population of 220 residents (90 households) in an area of 193 acres or 0.3 square miles. It is located in Dakota County and shares a border with the Minnesota/Mississippi River and the City of Mendota Heights. The city strives to provide the highest quality services to its residents but its limited tax base poses a challenge to the city and it operates on a tight budget with volunteer members, while utilizing the Local VFW to host meetings. The City employs one (1) part-time employee to run the day to day operations.

The project happens to focus on the oldest and lowest income portion of the City. In preparation for the application to the SCDP, the City is performing an income survey for the project area that includes ~160 of the 220 city residents. Preliminary results of the survey have identified 76% of respondents are classified as from low and moderate income (LMI) households with 72% response rate at this time.

Mendota is located on the bluff face of the Minnesota & Mississippi Rivers with exposed bedrock outcrops located throughout. As such, the total project cost estimates include the need for rock excavation and open cut trenching & roadway replacement.

Impact on State Operating Subsidies

None. Normal operation and maintenance costs will be the responsibility of SPRWS per their agreement with the city. No indication of additional costs for have been identified by SPRWS at this time. Additional staff time will be required to process & mail the increased water billings.

Who will own the facility?

The project will be located within public right-of-way and owned by the City of Mendota.

Who will operate the facility?

St. Paul Regional Water Services operates the water system with the City of Mendota responsible for repairs.

Who will use or occupy the facility?

Residents, businesses and historical properties within the City of Mendota will utilize this infrastructure.

Public Purpose

To provide access, improve quality and increase resiliency of the water system for the residents and property owners of the City of Mendota.

Description of Previous Appropriations

The City received a special appropriation in 2020 on a pared back version of this project with the following description “For a grant to the city of Mendota to predesign, design, engineer, and construct the extension of the water main throughout the city of Mendota to allow residents to connect with the Saint Paul Regional Water Services system”.

After further consideration, the City determined that they can provide a larger beneficial impact to residents by expanding the scope of the project from a water extension along Hwy 13 (Project area #1) to include project areas (#2 & 3). The previous project (project area #1) estimate was \$1 million dollars, of which the City received \$650k.

Project Contact Person

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(\$ in thousands)

Watermain Looping and Pressure Reduction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$650	\$3,575	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$650	\$3,575	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$5	\$55	\$0	\$0
Design Fees	\$0	\$628	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$645	\$2,892	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$650	\$3,575	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
North Commons Regional Vision	1	GO	\$ 6,000	\$ 0	\$ 0
Grand Rounds Missing Link Implementation	2	GO	\$ 12,300	\$ 0	\$ 0
Water Works Park	3	GO	\$ 5,000	\$ 0	\$ 0
Green Infrastructure and Habitat Improvement in Minneapolis Creeks	4	GO	\$ 12,000	\$ 0	\$ 0
Total Project Requests			\$ 35,300	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 35,300	\$ 0	\$ 0

(\$ in thousands)

North Commons Regional Vision

AT A GLANCE

2022 Request Amount: \$6,000

Priority Ranking: 1

Project Summary: This request is for \$6,000,000 to begin implementation of a major vision for North Commons Park in Minneapolis that will serve as a regional destination for sports, arts, and community. This is a second funding request to complement state bonding authorized in 2020.

Project Description

This request, along with authorized 2020 funding, would create a new and exciting recreation and arts space at North Commons Park that will serve the entire northside and welcome the state and region during arts happenings, sports tournaments, and community gatherings. This community-driven vision was established during the North Service Area Master Plan process and was adopted by the Park Board of Commissioners.

Community advocates are currently working to build coalitions around the implementation of the vision and raise funds to contribute to the project. This request would be a first phase of implementation and assumes significant community match to go along with the \$1.8 million allocated in MPRB’s CIP. The total state request asks for 60% of the funding for several core elements of the North Commons Master Plan, including:

- A new community building with indoor sports, gathering, and arts spaces
- Renovation and relocation of the water-park, a critical recreational amenity for fun and safety through swimming lessons.

Project Rationale

Minneapolis and its first ring suburbs compete with the outer suburban ring for youth activities, community gathering spaces, and high quality sports venues. Without excellent facilities, regional and state residents have no reason to come to Minneapolis’s vibrant north side, and therefore the north side never sees economic benefits associated with regional sports tournaments and other major draws. The funds flow out of the north side--never in. North side Minneapolis kids have to travel long distances for tournaments and never get to host their own. Because of the ongoing needs of Minneapolis's much older park system, new facilities that compete with the rest of the region have been difficult to implement. State funding is requested to bridge the gap, or level the playing field, between those who live in the city and those who live elsewhere.

Furthermore, a facility like this, being high quality and desirable to youth, will serve as a safe place for Minneapolis teens and young adults. North Minneapolis includes many majority minority census tracts. Disparities in success outcomes--such as graduation rates, incarceration rates, wealth, and

chronic disease--between whites and people of color are well known. The lack of places to go, specifically places that positively engage youth, is often partly blamed for these disparities. Investment in the North Commons Vision is an investment in youth success across Minneapolis and the region.

Project Timeline

Community Engagement and Design: June 2021 through July 2022
Construction Documents and Bidding: July 2022 through March 2023
Construction: April 2023 through April 2024
Open to the Public: June 2024

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

Parks and recreation, sports, community gathering, arts programming and creation, education

Description of Previous Appropriations

The Minneapolis Park and Recreation Board received a \$5 million 2020 allocation in State G.O. Bonds for this same project, based on a request of \$11,250,000. This request is for the un-funded portion of the 2020 request.

Project Contact Person

Adam Arvidson
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(\$ in thousands)

North Commons Regional Vision

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$5,000	\$6,000	\$0	\$0
Funds Already Committed				
City Funds	\$2,168	\$0	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$5,300	\$0	\$0
TOTAL	\$7,168	\$11,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$120	\$0	\$0	\$0
Design Fees	\$2,770	\$553	\$0	\$0
Project Management	\$650	\$88	\$0	\$0
Construction	\$3,628	\$9,282	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,377	\$0	\$0
TOTAL	\$7,168	\$11,300	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Grand Rounds Missing Link Implementation

AT A GLANCE

2022 Request Amount: \$12,300

Priority Ranking: 2

Project Summary: This request is for \$12,348,000 in state bond funding to implement portions of the Minneapolis Grand Rounds, a trail network of national significance.

Project Description

Since the 1880s Minneapolis has envisioned a trail and parkway network that would link the entire city and connect to the entire region. Much of that vision has been implemented, but a significant gap remains: the Missing Link. This key segment in the Minneapolis Grand Rounds would run through northeast and southeast Minneapolis and connect St. Anthony Parkway to the Mississippi River. This request would implement the first phase of development. The project area has been developed with a mix of commercial, industrial, institutional, public, and residential uses. The addition of this trail and parkway link would add a regional trail and trailside amenities to areas that have been historically underserved by parks. The first phase of developing the Grand Rounds Missing Link includes:-- The northern Industrial Boulevard segment-- The southernmost segment along 27th Avenue SE-- Trail facilities through the Towerside development area in Prospect ParkMPRB has worked for years to develop the partnerships necessary to bring these early implementations forward. Partnerships with the City of Minneapolis, University of Minnesota, neighborhood organizations, and private developers have set the table for the Missing Link's long awaited implementation.

Project Rationale

The Minneapolis Grand Rounds is a regional network that was always meant to connect the city together. The conspicuous gap in northeast and southeast Minneapolis must be closed, in order to ensure equitable access to this trail system of state and national significance. In the development of its equity metrics for capital improvements, MPRB has committed to allocating one-quarter of all its regional funds to the incomplete portions of the Grand Rounds. The local will exists to see this segment complete, more than 100 years after it was envisioned.

This project will connect northeast Minneapolis--historically underserved by parks and trails--to the Mississippi River. It will connect people throughout Minneapolis and the region to living wage jobs in the commercial and industrial areas that flank the corridor, and it will allow that connection to happen through safe, non-motorized means, thereby having a positive impact on carbon emissions if the region. It will create green spaces and habitat corridors in a heavily paved portion of the region.

The Grand Rounds was a visionary idea in the 1880s and it has driven the region forward economically, socially, and environmentally. It is time to complete that vision by closing the Missing Link.

Project Timeline

Design and Agency Coordination: July 2022 through March 2023
Construction Plans and Bidding: March through December 2023
Construction: March 2024 through September 2024
Open to the Public: October 2024

Other Considerations**Impact on State Operating Subsidies****Who will own the facility?**

Minneapolis Park and Recreation Board and the City of Minneapolis (some public right-of-way will be used for locating trail corridors)

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

Parks and recreation, trails

Description of Previous Appropriations**Project Contact Person**

Adam Arvidson
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(\$ in thousands)

Grand Rounds Missing Link Implementation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,300	\$0	\$0
Funds Already Committed				
Other State Funds	\$550	\$0	\$2,477	\$663
	\$1,145			
	\$0			
Pending Contributions				
TOTAL	\$1,695	\$12,300	\$2,477	\$663

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$167	\$517	\$67	\$28
Project Management	\$55	\$195	\$10	\$10
Construction	\$1,473	\$9,600	\$2,000	\$518
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,988	\$400	\$107
TOTAL	\$1,695	\$12,300	\$2,477	\$663

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Water Works Park

AT A GLANCE

2022 Request Amount: \$5,000

Priority Ranking: 3

Project Summary: This \$5 million funding request is for construction and associated soft costs of the second (Riverside) phase of Water Works, a \$10.2 million park development project on the downtown Minneapolis riverfront overlooking St. Anthony Falls. Funds granted through this request will be equally matched by philanthropic, MPRB, and third-party sources. Archeological analysis, construction documents and permitting will begin in 2022 with construction scheduled for 2024 and an opening to the public in 2025.

Project Description

Water Works is a signature riverfront park project located at the historic genesis of Minneapolis and the only waterfall on the Mississippi River: St. Anthony Falls. The setting is the Minneapolis milling district once called the “grain milling capital of the world.” It is full of historic resources such as stone mill ruins, abandoned water power canals, and railroad remnants, as well as a partially-developed park that receives well more than 2.5 million visits a year.

The visionary design for Water Works, is a vibrant mix of recreation, ecology, and cultural heritage. The design embraces the complexity of its landscape to celebrate the past and anticipate the future of this important public space.

The project will be constructed in two major phases, called the Mezzanine Phase and the Riverside Phase. The Mezzanine Phase includes all the land between the existing West River Parkway and the adjacent city streets. Its construction was recently completed, funded by MPRB with leveraged private philanthropy. The Riverside Phase includes all the land between the parkway and the Mississippi River. This is the phase for which this state bonding request is being made.

The Riverside phase of Water Works includes:

- Redesigned pedestrian and bike trails.
- Excavation and restoration of the Cataract Mill ruins for use as a plaza.
- Excavation of the water power gatehouse in a way that creates a terraced plaza for events/performances and interactive fountain features.
- Creation of a canoe/kayak landing or general river access point. Shoreline enhancements that combine exposure of a historic seawall with shoreline naturalization.
- Landscape enhancements focused on visitor experience, historic interpretation and riverfront habitat.

Project Rationale

The Water Works area experienced its first phase of park development by the Minneapolis Park & Recreation Board (MPRB) in the 1990s with the creation of Mill Ruins Park. Park development was based on a compelling park vision that, among other things, extended West River Parkway, converted the Stone Arch Bridge to a trail, and exposed some of the many existing mill ruins to interpret the water power story of Minneapolis' milling history.

Since its inception as a park, Mill Ruins has gone from non-use to the epicenter of the fourth most visited park in the entire metropolitan area (Central Mississippi Riverfront Regional Park). In its current state of only interim build-out and substantial use, the park is quickly becoming overburdened and its visitor experience lacking. There is no clear point of arrival to the park. There are few visitor services. Trails and historic interpretation are the only recreational offerings. Many of the exposed Mill Ruins are severely decayed. The bustling trail system is disjointed and confusing. The completion of the Mezzanine Phase has addressed many of these issues, but work remains.

Water Works is a fascinatingly complex cultural landscape that captivates its visitors. The park, with the Stone Arch Bridge as its backdrop, has also taken the helm as one of most iconic settings in Minnesota. One can only wonder how prominent a place it will be, the number of people who will visit, and how long their visits will last when the park is built to truly celebrate its setting and genuinely accommodate an audience.

Project Timeline

Archaeological analysis, design, and construction documents: July 2022 through December 2023
Construction bidding and contracting: January through March 2024
Construction: April 2024 through April 2025
Park open to the public: April 2025

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

Trails, education, historic interpretation, events, natural feature viewing, water access.

Description of Previous Appropriations

No direct state bonding has been provided for either the Mezzanine nor the Riverside Phase of the project. However, MPRB has used a portion of its allocation of Regional Park funds (which are Metropolitan Council and State bonds) and Parks and Trails Legacy funds for the Mezzanine Phase of the project.

Project Contact Person

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(\$ in thousands)

Water Works Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
	\$4,100			
Other Local Government Funds	\$3,380	\$0	\$0	\$0
	\$15,500			
Pending Contributions				
Non-Governmental Funds	\$0	\$5,000	\$0	\$0
TOTAL	\$22,980	\$10,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$315	\$155	\$0	\$0
Design Fees	\$1,450	\$680	\$0	\$0
Project Management	\$1,300	\$300	\$0	\$0
Construction	\$19,915	\$7,162	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,703	\$0	\$0
TOTAL	\$22,980	\$10,000	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS**The following requirements will apply to projects after adoption of the bonding bill.**

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Green Infrastructure and Habitat Improvement in Minneapolis Creeks

AT A GLANCE

2022 Request Amount: \$12,000

Priority Ranking: 4

Project Summary: This request is for \$12 million to replace, relocate, and improve public park and water management infrastructure along Shingle, Bassett’s, and Minnehaha Creeks in Minneapolis. These improvements will mitigate impacts caused by increased runoff throughout the western Twin Cities metropolitan area—impacts that include transportation disruptions, residential flooding, and habitat degradation. They will also enhance water quality and lessen water quantity impacts on the Mississippi River.

Project Description

Situated between the rapidly developing western Twin Cities suburbs and the Mississippi River, Minneapolis offers significant opportunity to address the reality of climate change, including increased rainfall, more frequent flooding, and declining water quality. Minneapolis is also an ideal location to make significant investment in resiliency because the three creeks flowing through the city—creeks that carry increased rainfall and pollution—are publicly owned. This request would implement a variety of resiliency, habitat enhancement, and green infrastructure projects in Shingle, Bassett’s, and Minnehaha Creeks. Each of these creeks is surrounded by public parkland, often with climate-impacted infrastructure such as trails, bridges, athletic fields, play areas, and roadways. Each has a visionary master plan that is the result of around two years of community engagement, has included collaboration with local watershed districts in its creation and implementation, and has been adopted by the Park Board of Commissioners.

The lengths of the three creeks vary, but each enters Minneapolis from the west and discharges into the Mississippi River. Each carries water from its own vast urban watershed that extends far beyond Minneapolis. Though different in specifics, the creeks are similar in their overall need. They are “flashy” (rising quickly to flood stage after even moderate rain events), lack high quality habitat (though they have great potential), and are already serving some purpose in protecting homes from flood waters (a purpose that could be enhanced further).

If authorized, the Minneapolis Park and Recreation Board (MPRB) would spend approximately \$3.5 million in Shingle Creek in far north Minneapolis, \$2.5 million in Bassett’s Creek in near north Minneapolis, and \$6 million in Minnehaha Creek in south and southwest Minneapolis. Specific improvements would include:

- Shoreline and in-stream enhancement such as riffles, pools, and re-meanders
- Floodplain expansion and enhancement
- Stormwater pre-treatment

- Trail and bridge relocation and upgrades
- Modification to stormwater outfalls and flumes
- Habitat restoration and enhancement

This comprehensive project accomplished entirely on public land will have significant infrastructure and habitat benefits in Minneapolis, the Twin Cities region, and the state. It will serve as a model for transforming public space with stacked resiliency tactics that benefit plants, animals, and people.

Project Rationale

The primary visible aspects of climate change in the upper Midwest are increased rainfall and more precipitation falling as rain rather than snow. Over the past 6 years, the Twin Cities has seen the equivalent of around 7 years of precipitation. That extra year's-worth creates issues for park infrastructure specifically, because nearly all rain that falls on the city of Minneapolis ends up in parks—and much rain that falls on the western suburbs flows through Minneapolis's parks. As the steward of lands along the city's waterways, MPRB is responsible for trails, natural areas, athletic fields, trees, bridges, courts, roadways, and play areas that exist near or within floodplain areas. As these areas become wetter, infrastructure damage can occur.

To address this issue, multiple MPRB-adopted master plans have taken climate change into consideration, notably designing for future 100-year flood zones rather than the current ones. However, the infrastructure need greatly exceeds available funding coming from MPRB's tax levy, NPP20 local bond funding, Regional Bonds, Regional O&M Funds, and Parks and Trails Legacy funding. General Obligation Bond funding from the state is necessary to close the gap, primarily because the issue originates within and beyond Minneapolis and the impacts of non-action will affect the Mississippi River, a resource of the entire state. The project will address several specific issues of interest to the state, thereby justifying this expenditure.

Infrastructure Failure: The trails and roadways that flank Minneapolis's three creeks see in excess of 5 million visits per year. Many regional residents rely on this infrastructure for travel to work, school, and shopping. Examples of trail failures adjacent to swollen creeks already exist in the Minneapolis system, and these gaps discourage bicycle and pedestrian travel. Though MPRB diligently repairs these failures and puts the trails back into service, a more comprehensive approach will save money in the long run and allow fewer interruptions to transportation and recreation systems.

Residential Flooding: Examples exist across the state of cities swallowed by their rivers and creeks, with devastating loss of property and homes. In Minneapolis in 2014, when a 100-year flood covered parkland throughout south and southwest Minneapolis, not a single home was lost. The public green corridors flanking Minneapolis's creeks already provide a critical buffer from rising floodwaters. Current projections, however, envision flood boundaries that would begin to impact adjacent neighborhoods. Floodplain enhancements called for in Minneapolis's creek master plans would allow for more water storage, thereby providing benefits both within the city and downstream along the Mississippi River.

Habitat Enhancement and Connectivity: Minneapolis has the advantage of an interconnected system of parks that create green corridors stretching through the city. These corridors connect to other green spaces farther west and to the Mississippi River. These linkages are included in the DNR's Metro Conservation Corridors network, and additional connections are included in MPRB's own

Ecological System Plan. Today, much of this habitat network consists of degraded forests and lawn areas with limited habitat benefit. Enhancing and restoring these landscapes would specifically benefit pollinator insects, birds using the Mississippi Flyway and the Important Bird Areas within the city, rare and special concern reptiles and amphibians, and the mammals that constitute critical links in the food chain.

Water Quality: Today, most of the water that runs from paved urban areas into Minneapolis's Creeks—both from within and beyond the city—is untreated. As development increases, so does the pollutant load. That threatens habitat, recreation, and even drinking water for cities that draw water from the Mississippi downstream. The pre-treatment, flood storage, habitat enhancement, and infrastructure improvement projects included in this initiative would all also improve water quality in these three creeks and in the Mississippi River into which they discharge.

The \$12 million request, divided between the three creeks as described above, would implement nearly all resiliency-related items envisioned in the Shingle and Bassett's Creek Master Plans. It would implement roughly 40% of those in the Minnehaha Creek Master Plan. The focus on the north Minneapolis creeks for completion recognizes that these two creeks have not seen the same investment over the years as Minnehaha Creek has. Furthermore, these two north Minneapolis Creeks are further degraded and their shorter runs through Minneapolis suggest a more comprehensive approach. MPRB will match State G.O. Bonding with its designated allocations from regional funds allocated through the Metropolitan Council, as well as some local funds designated for connected neighborhood parks. Watershed organization relationships have been cultivated by MPRB through master planning and collaborative projects in parks, and additional partnerships to implement this initiative are being explored for all three creeks.

Project Timeline

Community engagement, design, agency coordination, and permitting: July 2022 through August 2023

Construction Plans and Bidding: August 2023 through February 2024

Construction: March 2024 through October 2025

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

This project will protect critical infrastructure from the effects of increased runoff and flooding, through reconstruction, relocation, and redesign of trails, bridges, roadways, and recreational amenities. It will create new and restore degraded habitat areas within creek floodways, and will help mitigate flood effects on neighborhoods through increased flood capacity. Through all these activities, the project will improve water quality within Minneapolis and in the Mississippi River.

Description of Previous Appropriations**Project Contact Person**

Adam Arvidson
Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

(\$ in thousands)

Green Infrastructure and Habitat Improvement in Minneapolis Creeks

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$2,000	\$1,449	\$0
Pending Contributions				
TOTAL	\$0	\$14,000	\$1,449	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,465	\$16	\$0
Project Management	\$0	\$608	\$10	\$0
Construction	\$0	\$8,364	\$1,158	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,563	\$265	\$0
TOTAL	\$0	\$14,000	\$1,449	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Central City Stormwater Tunnel	1	GO	\$ 9,900	\$ 0	\$ 0
Emergency Operation Training Facility, Phase Two	2	GO	\$ 1,700	\$ 0	\$ 0
Total Project Requests			\$ 11,600	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 11,600	\$ 0	\$ 0

Central City Stormwater Tunnel

AT A GLANCE

2022 Request Amount:	\$9,900
Priority Ranking:	1
Project Summary:	\$9.9 million in state funds is requested for the Central City Stormwater Tunnel project. The Central City Tunnel consists of 4-miles of deep stormwater tunnels underneath downtown Minneapolis. This project will include the construction of a work shaft, new tunnel outlet, and river outlet, as associated with the addition of a new 0.75-mile tunnel segment to the system.

Project Description

The new tunnel addition is necessary to increase the system’s hydraulic capacity which is needed to: reduce pressurization, reduce risks of tunnel failure, reduce repair costs, and address challenges such as surface flooding and blowing manhole covers.

The Central City Tunnel is part of a larger 16-mile network of stormwater tunnels that underlay the City of Minneapolis. These tunnels are a critical part of the City’s stormwater system and are designed to convey stormwater runoff from some of the most developed areas within the City. The storm tunnel network, like much of Minneapolis’s underground utility infrastructure, is aging. The Central City Tunnel project involves the construction of a new 0.75-mile tunnel segment to collect stormwater from upstream tunnel branches that run beneath downtown city streets, conveying it to the Mississippi River. This segment of the existing tunnel was built in the 1880s and 1930s and is currently undersized. The project entails construction of the new storm water tunnel, work shaft, outlet tunnel and river outlet. State funding would be directed toward completion of the project work shaft, new outlet tunnel and new river outlet.

The Central City Tunnel project will increase the tunnel’s capacity from approximately 160,000 to 700,000 cubic feet; an increase of over 400%. This increased capacity results in the tunnel approaching a 100-year storm event service level throughout most of the system and provides a cross-sectional area that allows for water in the feeder tunnels to exit more quickly, decreasing head pressures in the tunnels, diminishing the risk of damage and maintenance costs due to pressurization, and reducing the potential for sanitary releases into the river.

Project Rationale

Minneapolis’s oldest storm tunnels, including the segment of the Central City Tunnel covered by this project, date back to the late 1800s. These tunnels were constructed to facilitate drainage and development by collecting storm water from the city’s smaller storm sewer pipes and conveying it to the Mississippi River. The Central City Tunnel is located 65 to 100 feet below the surface of downtown Minneapolis, in a sandstone formation. This infrastructure has served the City well, however, the tunnels are deteriorating. Land development and an increase in storm frequency and intensity have

led to a significant increase in the amount of stormwater directed into the tunnel system since the original construction. The system is now pressurized under even moderate rainfall events. The need for the Central City Tunnel project was identified following a failure of the tunnel liner in 2010 that compromised a nearby sanitary sewer and led to a discharge of untreated wastewater and stormwater into the Mississippi River.

Project Timeline

Design and Engineering: 2018 – 2020
Construction: Fall 2021 – Summer 2023

Other Considerations

Prior state bonding request of \$19M; awarded \$8.5M in 2020.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Minneapolis

Who will operate the facility?

City of Minneapolis

Who will use or occupy the facility?

City of Minneapolis/ residents of the City

Public Purpose

Facilitate public safety through adequate drainage of downtown Minneapolis. The tunnel is not only a vital piece of Minneapolis infrastructure but also supports regional growth and development. Some of Minnesota's largest companies with national and international significance are headquartered in the area of the City that drains to the tunnel including; Target, Wells Fargo, U.S. Bank Corp, Valspar, Capella, and Xcel Energy. The drainage area of the tunnel also includes Orchestra Hall, the Hennepin County Government Center, and the U.S. Court House Building all of which serve communities far beyond Minneapolis.

Description of Previous Appropriations

\$8.5 million in the 2020 bonding bill.

Project Contact Person

Brette Hjelle
Interim Public Works Director
612-673-2365
Brette.Hjelle@minneapolismn.gov

(\$ in thousands)

Central City Stormwater Tunnel

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$8,500	\$9,900	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$38,600	\$0	\$0
TOTAL	\$8,500	\$48,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$8,500	\$48,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$8,500	\$48,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Emergency Operation Training Facility, Phase Two

AT A GLANCE

2022 Request Amount:	\$1,700
Priority Ranking:	2
Project Summary:	\$1.7 million in state funds is requested for the Emergency Operations Training Facility (EOTF) Phase Two project. The EOTF is a multi-agency public safety facility currently used to train first responders, fire professionals, law enforcement officials, technical rescue and hazardous materials specialists, as well as state and federal incident management personnel. This project would construct large-scale technical response training facilities at the EOTF.

Project Description

The Emergency Operations Training Facility (EOTF) is a multi-agency public safety facility currently used to train first responders, fire professionals, law enforcement officials, technical rescue and hazardous materials specialists, as well as state and federal incident management personnel. The land is located in Anoka County, the City of Fridley, and operated by the City of Minneapolis, housing Minneapolis Fire Training, Emergency Management and Police Strategic Intelligence. The total project cost is \$5.0 million. The intent of this project is to develop unused, city-owned property located between the Minneapolis Water Works and the Emergency Operations Training Facility. This 1.5 acre parcel at 25 37th Ave NE, along with existing land and facilities, is ripe for development and expansion. When completed, the facility will address several areas of immediate need - large-scale transportation response, agency interoperability, tactical law enforcement, technical and structural collapse rescue. All of these training needs may be filled for multiple jurisdictions with this single project. While funds have been allocated to multiple training facilities across the metro and state, including Camp Ripley, none of these facilities provide the base-level, repetitive skill training in these areas that this proposed expansion can provide. The core of this concept is an initial focus on resettable, adjustable structures such as mock building components that allow for training in short durations, with little set-up or breakdown time. Such modular structures also provide a safe, secure environment to learn skills from the most basic level through advanced training. There is nothing similar to this in the regional or the surrounding multistate area, and the potential user list is long. A facility centrally located in the metropolitan area that can provide this wide array of training opportunities for dozens of jurisdictions is a cost and timeeffective way to progressively develop skills. In conversations during conceptualization the following agencies have indicated strong verbal interest in such a site:

- BNSF Rail
- CP Rail
- Xcel Energy
- CenterPoint Energy

- Minneapolis Police
- Minneapolis Public Works
- St. Paul Fire
- St. Paul Police
- University of Minnesota Police
- MN Department of Public Safety
- MN State Fire Marshal's Office
- MN Task Force 1
- MN Bomb Squad
- MN Air Rescue
- MN State Patrol
- 55th CST

The support of each of these partners, whether that be in the form of user agreement or private financial/material contribution, demonstrates the clear need and the likely realization of such a project.

Project Rationale

Today, the increase in transportation of hazardous materials by rail, coupled with the ongoing challenges of infrastructure, human-related and weather-related emergencies, dictate a higher level of preparedness for service providers, first responders, emergency planners and municipal leaders. Furthermore, the recent and expected future growth of the metropolitan area, and the development of large venue structures and scheduled high profile events that accompanies this growth, creates obvious target hazard sites. To proactively counter these new realities, a collaborative, all-hazards approach to planning and training is required, along with a facility that directly enhances the response skills of multiple partners - local, metropolitan, state and federal public safety, utility providers, and transportation agencies.

Project Timeline

Final Design: Winter 2022/2023

Bid Letting: March 2023

Groundbreaking: July 2023

Project Complete: Fall 2023

Other Considerations

The EOTF is the training facility for 27 regional fire departments and emergency response units, as well as four private partner users. It also serves as the mobilization point and training location for Minnesota Task Force One, a highly trained multi-jurisdictional team of firefighters and paramedics from the cities of: Edina, St. Paul, Minneapolis, St. Louis Park, Rochester, and Dakota County, that serve the State.

MN Task Force One is equipped to handle structural collapses, and breaking reinforced concrete and

steel, trench rescues and confined space rescues. The training prepares rescuers to perform as hazmat/technicians/specialists. Currently the State pays to send MN Task Force One Members out of state to receive the necessary technical training.

The proposed improvements will be available training of fire departments throughout the region and public utility personnel.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Minneapolis.

Who will operate the facility?

City of Minneapolis.

Who will use or occupy the facility?

The facility will be available for use for first responders and emergency personnel from other jurisdictions such as: Minneapolis Police; Minneapolis Public Works; St. Paul Fire; St. Paul Police; University of Minnesota Police; MN Department of Public Safety; MN State Fire Marshal’s Office; MN Task Force One; MN Bomb Squad; MN Air Rescue; MN State Patrol; 55th CST; Golden Valley; Spring Lake Park; Moundsvew; Roseville; Vadnais Heights; St. Anthony; Lake Johanna; Maplewood; Bloomington; Richfield.

Public Purpose

Training of first responders, public safety officials, utility and transportation employees in the specialty areas of technical rope, confined space, trench and structural collapse rescue, as well as utility and rail emergencies. Training can be given at base (awareness) level through advanced (technician) level, and will cover a broad base from public civil service and public safety, industry service providers, and state emergency responders. A metro location where skills may be practiced, repeated, and honed is vital. Annual or biannual training at large statewide complexes is needed. But without access to a facility to develop skills, the utility of a statewide location to demonstrate these skills will be limited. It is envisioned that such a regional facility will compliment and increase the utility of larger, statewide training facilities.

Description of Previous Appropriations

\$800 thousand was appropriated in the 2020 bonding bill for this project for a portion of Phase Two.
\$750 thousand was also received for the building in 2010 for Phase One.

Project Contact Person

Bryan Tyner

Fire Chief

612-673-2536

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(\$ in thousands)

Emergency Operation Training Facility, Phase Two

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$800	\$1,700	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,500	\$0	\$0
Pending Contributions				
TOTAL	\$800	\$4,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$300	\$0	\$0	\$0
Design Fees	\$500	\$0	\$0	\$0
Project Management	\$0	\$400	\$0	\$0
Construction	\$0	\$3,750	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$50	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$800	\$4,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Minnesota Valley Regional Rail Authority 2022 Rehabilitation Request	1	GO	\$ 15,000	\$ 0	\$ 0
Total Project Requests			\$ 15,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,000	\$ 0	\$ 0

Minnesota Valley Regional Rail Authority 2022 Rehabilitation Request

AT A GLANCE

2022 Request Amount:	\$15,000
Priority Ranking:	1
Project Summary:	\$15 million in state funds is requested for predesign, design review, replace and construct rail rehabilitation and bridge replacement for 13 miles of existing railroad track installed in 1912, west from Fairfax, MN located in Renville County MP 97.7 to Morton, Minnesota MP 112 located in Renville County owned by the Minnesota Valley Regional Rail Authority.

Project Description

The Minnesota Valley Regional Rail Authority (MVRRA) owns 94.7 miles of track from Norwood/Young America to Hanley Falls, Minnesota. In 2001, the track was out of service because of the condition of the track. MVRRA, MPLI, and the State of Minnesota have worked diligently since 2002 to twenty rehabilitation projects that have included replacing crossties, 46 miles of rail, ballast, rehabilitated 175 public and private road crossings, miscellaneous bridge replacements and repair, and drainage improvements. Funding sources have included a combination of loans and grants from the State of Minnesota, the shippers, and the Federal Government for a total investment to date of \$47.5 million since 2002.

This request is to continue the rehab work and it is anticipated this would allow for another 13 miles of railroad track rehabilitation. The work will include rail replacement, crosstie replacement, turnout replacement, road crossings upgrades, miscellaneous bridge and culvert work. This work is projected to cost \$15 M.

Project Rationale

This project request would allow for extension of rail operations that can meet modern day standards for weight capacity, and speed, and safety standards. We currently are restricted to 263,000 lbs/car with most railroads operate at 286,000 lbs per car and travel at minimum of 25 mph and we are restricted to 7-10 mph due to track conditions. We have the potential for an existing shipper to possibly expand to a unit train site in this 13 miles stretch due to land restriction in the current site they occupy. The ability fill the cars to capacity allows local farmers and elevators a more competitive market for their commodities and services with better pricing.

Project Timeline

The executed agreement for this 2022 request would allow a bidding in the fall of 2022, with construction in 2023. There would be minimal environmental permitting requirements since it is the replacement of existing infrastructure components from 1912 that need replacement with continuous welded rail.

Other Considerations

The use of railroads allow for the reduction of truck shipments on state and county roads, and trains are more energy efficient and better for the environment.

Impact on State Operating Subsidies

No additional operating subsidies will be needed for our project rehabilitation.

Who will own the facility?

Minnesota Valley Regional Railroad Authority which was publicly owned railroad statutorily formed by the State of Minnesota in 1982, and includes Carver, Sibley, Renville, Redwood, and Yellow Medicine Counties who provide monthly oversight of the activities happening on our line.

Who will operate the facility?

Minnesota Prairie Line Inc. is our railroad operator under a current use agreement with MVRRA.

Who will use or occupy the facility?

Minnesota Prairie Line Inc. is our railroad operator under a current use agreement with MVRRA.

Public Purpose

To provide a viable freight transportation corridor for all shippers in our 16 communities and 5 counties to compete globally in getting their products to markets in a timely and efficient manner and to reduce truck traffic which will save on Minnesota highways and county roads.

Increased private investment by shippers have already occurred and future economic development projects will occur in the next 2-5 years with existing and to yet be determined potential rail served manufacturing businesses based on the ability of MVRRA to secure additional funding to complete the rehabilitation of the remaining 50+miles of rail and bridges.

Description of Previous Appropriations

2002: \$7,000,000.00 – State GO Bonds; Federal FRA, Shippers investment; Railroad

2003: \$ 27,609.00 – Hwy 22 crossing

2004 \$1,987,000.00 -- Federal FRA

2005: \$2,000,000.00 -- Federal FRA

2006: \$ 495,000.00 -- Federal FRA

2007: \$1,000,000.00 -- State GO Bonds

2008: \$3,000,000.00 – State GO Bonds

2009: \$2,500,000.00 – Federal FRA/ARRA funds

2009: \$950,000.00 – Federal FRA

2009: \$4,000,000.00 -- State GO Bonds

2010: \$5,000,000.00 -- State GO Bonds
2010: \$1,000,000.00 -- Federal FRA funds – appropriation
2011: \$ 20,000.00 – Federal FHWA – Arlington signal match
2015: \$1,000,000.00 -- State GO Bonds
2017: \$4,000,000.00 -- State GO Bonds
2018: \$1,000,000.00 -- State GO Bonds
2020: \$10,000,000.00 -- State GO Bonds
TOTAL: \$44,979,609.00 State and Federal appropriations

Project Contact Person

Julie Rath
MVRRA Administrator or Bob Fox, MVRRA Board Chair
507-637-4084
mvrrea19@gmail.com

(\$ in thousands)

Minnesota Valley Regional Rail Authority 2022 Rehabilitation Request

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$15,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$14,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$15,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
New Water Treatment Plant	1	GO	\$ 4,800	\$ 0	\$ 0
Total Project Requests			\$ 4,800	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,800	\$ 0	\$ 0

New Water Treatment Plant

AT A GLANCE

2022 Request Amount:	\$4,800
Priority Ranking:	1
Project Summary:	\$4.8 million in state funds is requested to predesign, design, construct, furnish and equip a new water treatment plant for the City of the Village of Minnetonka Beach located on city-owned property. Project funds are also for demolition of the existing plant and structure.

Project Description

The project scope includes predesign, design, and construction of a water treatment plant for Minnetonka Beach. The project includes the construction of a new water treatment plant, new well pumps, potential well reconditioning/rehab, and demolition of the existing plant. The \$4.8 million new plant footprint would be approximately 3000 square feet.

Project Rationale

The city’s focus has been on the older storage and distribution (pipes) systems to date. Minnetonka Beach’s 1929 water tower is currently being replaced and funded by the city for \$1.3 million. Minnetonka Beach’s water distribution system was constructed in the early to mid-1930s and the city has self-funded the replacement over 21,000 feet of water main at its own expense of \$5.1M. The total spent on water system improvements to date are \$6.4 million. The remaining distribution system replacement costs are estimated to be \$4.8 million. The city has or intends to fund the water distribution and storage system projects for a total of \$11.2 million. The city presents its previous, current, and/or future projects as its 50% match.

The population of Minnetonka Beach is very small at 230 households and the city has taken on substantial infrastructure projects. The city is requesting state financial assistance for their water plant replacement.

Project Timeline

Predesign and design would begin in 2022 with construction starting in 2023. Construction end and plant commissioning is expected in 2024.

Other Considerations

In combination with the city’s future water main replacement projects, the city has \$20.85 million in road and storm sewer infrastructure replacements in its near term (5-10 year) future adding additional financial burden to this small community.

Impact on State Operating Subsidies

No future state operating dollars will be requested for this project.

Who will own the facility?

Minnetonka Beach

Who will operate the facility?

Minnetonka Beach

Who will use or occupy the facility?

Minnetonka Beach/ residents of Minnetonka Beach

Public Purpose

Improved, reliable, safe public water supply and treatment.

Description of Previous Appropriations

None.

Project Contact Person

Heidi Honey
City Administrator
952-471-8878
hhoney@ci.minnetonka-beach.mn.us

(\$ in thousands)

New Water Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,800	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$4,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$25	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$4,394	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$31	\$0	\$0
TOTAL	\$0	\$4,800	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Opus Public Space	1	GO	\$ 725	\$ 3,000	\$ 0
Hopkins Crossroads Trail Improvements	2	GO	\$ 1,635	\$ 0	\$ 0
Total Project Requests			\$ 2,360	\$ 3,000	\$ 0
General Obligation Bonds (GO) Total			\$ 2,360	\$ 3,000	\$ 0

Opus Public Space

AT A GLANCE

2022 Request Amount: \$725

Priority Ranking: 1

Project Summary: The Opus Public Space project is intended to transform a business park into a place where office, diverse housing choice and transit coexist. The public space is intended to support existing and new residents, but also benefit the 14,000 existing workers in the area.

Project Description

The Opus Public Space Study document describes a central plaza, which would be a signature new 5.6 acre community-level park/plaza space strategically located adjacent to the Southwest LRT’s Opus Station. With several converging trail loops and the platform adjacent to the north end of the park, this area is a hub of activity and serves as the front door to the Opus area for light rail users. The park would welcome visitors into Opus with monument signage, a campus map housed within a kiosk that also features flyers for upcoming events in the area, colorful pavements representing the colored trail loops, and a water feature that will draw the eye of light rail travelers and double as a splash pad for family fun. Benches along the plaza space would provide respite for travelers in the shade of strategically placed trees. During events such as farmers’ markets, the water feature can be turned off and the plaza space set up with tents. Where the plaza opens to a larger paved area, a space is created to house a large art piece that could double as a play area for children. This location is placed within the line of site of the LRT platform to draw visitors into the park. The park would house a multi-purpose building that incorporates restrooms, drinking fountains, changing rooms, a community room, storage, and concessions. Because of the increased housing in the area, a dog park area would be located adjacent to the parking lot and serve as a buffer between the roadway and inner central park features.

A performing space would be located at the opposite end of the park from the LRT platform within the line of site from the platform but placed so that those seated within the amphitheater have views of the water behind the performance space. A large lawn would be located behind the amphitheater for overflow during large events. The lawn also serves as flexible space for outdoor recreation, such as pop-up volleyball and lawn games. The manicured and formal spaces start to break down into more organic, natural spaces in the southwest portion of the park. Trails would lead users through natural plantings with small nodes for picnicking, grilling, small gatherings, and educational opportunities. There would be three distinct planting areas in this part of the park, each featuring an ecoregion near Minnetonka. These include the ‘St. Croix Outwash Plain and Stagnation Plain’, the ‘Anoka Sand Plain and Mississippi Valley Outwash’, and the ‘Big Woods’ ecoregions. An educational/interpretive sign will be located in this area featuring the ecoregions.

During the public outreach, feedback indicated there is a strong desire for interaction with the water in the Opus area. To address this, the park also incorporates an overlook where remoted controlled

boats could be rented.

Project Rationale

The Opus area was originally developed 40 years ago. The original developer of the area had visions of more mixed use and specifically more housing in the area. Original plans for the Opus area also included alternative transportation concepts. Fast forward 40 years and now some of those ideas are turning into reality. With over 1,000 housing units just constructed or about to be constructed in conjunction with light rail, the need for a significant community level open space is integral to the transformation of this current low density office park. The housing being constructed is very diverse in that over half of the units have some type of contractually affordable rents. Additionally, existing housing in the area has naturally affordable rents or ownership product. The range of housing options is increasing the demographic diversity in this area and the city's priority is to provide the area with significant open space and meaningful recreational amenities. These spaces will serve the large employment population as well as residents in existing and new housing units.

Use of the space includes:

- Bike Share: 20' x 6' for 10 bicycles.
- Linear Plaza: 25,920 s.f. space for ~24 10'x10' tents with 12 commercial trucks parked in the parking lot.
- Interactive Art/Play Area: 4,600 s.f.
- Splash pad with in-ground jets: 1,300 s.f.
- Bicycle Parking: 18'6"x6', space for 12 bicycles
- Multi-purpose building: 1,400 s.f. Space for restrooms, utility room, vending.
- Dog Park: 1 acre
- Great Lawn: 29,800 s.f. Space for 4,262 people at 7 s.f. per occupant.
- Amphitheater: 1,200 s.f. stage. Structured seating for approximately 185 people
- Large Gathering Space: 1,400 s.f. Space for 30' diameter shelter.
- Small Gathering Space: 315 s.f.
- Overlook: 110 s.f.

Project Timeline

2022-2023 Detailed design, property acquisition and bidding.

2024-2025 Construction of central plaza and improvement of open spaces.

Other Considerations

This public space will be a cohesive space where employees of surrounding businesses and residents of the area will continue to connect with each other in dedicated park spaces and natural open spaces. The accessibility from light rail, adds a regional access component that would not otherwise be realized.

Impact on State Operating Subsidies

No State of Minnesota operating impact, City of Minnetonka will be fully responsible for ownership

and operating costs.

Who will own the facility?

City of Minnetonka

Who will operate the facility?

City of Minnetonka

Who will use or occupy the facility?

- 14,845 employees from over 140 businesses.
- 534 Condominium Units
- 409 Townhome Units
- 1,543 Apartment Units
- 2040 Comprehensive Plan: Calls for adding 1,378 housing units, and 4,183 jobs by 2040

Public Purpose

Create open space and park access to a diverse demographic mix of residents and a major regional employment center.

Description of Previous Appropriations

None

Project Contact Person

Julie Wischnack
Community Development Director
952-939-8282
jwischnack@minnetonkamn.gov

(\$ in thousands)

Opus Public Space

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$725	\$3,000	\$0
Funds Already Committed				
City Funds	\$0	\$725	\$0	\$0
Pending Contributions				
City Funds	\$0	\$6,000	\$3,000	\$0
TOTAL	\$0	\$7,450	\$6,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$6,000	\$0	\$0
Predesign Fees	\$0	\$60	\$0	\$0
Design Fees	\$0	\$1,115	\$400	\$0
Project Management	\$0	\$150	\$0	\$0
Construction	\$0	\$125	\$5,600	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,450	\$6,000	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Hopkins Crossroads Trail Improvements

AT A GLANCE

2022 Request Amount:	\$1,635
Priority Ranking:	2
Project Summary:	\$1,635,00 in state funds are requested to fund, acquire land, complete predesign and design, construct, relocate utilities, and administer the construction of a new off street, multi-use trail on Hopkins Crossroad (CSAH 73) from Cedar Lake Road to Wayzata Boulevard and Hillside Lane east of Hopkins Crossroad.

Project Description

The Hopkins Crossroads Trail Improvements project consists of implementation of a new 1.2 mile long off street, multi-use bituminous trail on the east side of Hopkins Crossroad (CSAH 73) from Cedar Lake Road to Wayzata Boulevard. The proposed trail is on the City of Minnetonka’s Trail Improvement Plan, the Hennepin County 2040 Bicycle Transportation Plan, and a Tier 1 Corridor on Metropolitan Council’s Regional Bicycle Transportation Network (RBTN) plan.

The multi-use trail will be constructed on the east shoulder of Hopkins Crossroad according to the MNDOT Bike Trail Manual, utilizing all safety measures regarding clear zones, geometric design, retaining walls, and fencing. Storm sewer will be added to Hopkins Crossroad as needed due to the introduction of curb and gutter and the filling of drainage ditches to provide an off-street facility. Retaining wall construction and overhead power relocation will be necessary to fit trail into narrow corridor and minimize the need for property acquisition. ADA compliant pedestrian ramps will be installed at all locations where the trail crosses a roadway and a raised pedestrian refuge is proposed at Live Oak Drive. The pedestrian refuge gives trail users west of the corridor a shortened crossing length by pedestrians only needing to look for cars from one direction at a time, cross the shorter distance to the raised median of the refuge, rest if needed at the refuge space, and finally cross the second shortened distance across the Hopkins Crossroad traffic lanes. Concrete sidewalk along Hillside Lane West will be extended from the proposed multi-use trail connecting the existing sidewalk at LH Tanglen Elementary School east of Vernon Circle.

The project cost is approximately \$5,600,000. Of this amount, construction is estimated to be approximately \$3,000,000. Easement acquisition, design costs, construction administration, material testing, survey, inspection, and contingencies account for the remaining \$2,600,000. Additionally, the city is planning to bury overhead power with this project at a cost of \$1,250,000.

Project Rationale

The City of Minnetonka’s 2040 Comprehensive Plan lists a need to connect trail gaps between major trail facilities. The city lists the Wayzata Boulevard and Cedar Lake Road trails as major East-West facilities but there is no appropriate North-South link between these major trails except for Plymouth Road (CSAH 61), which would be a 3.5-mile detour for travelers along Hopkins Crossroad. The

proposed trail will connect to trails and sidewalks near Wayzata Blvd and I-394, which will allow pedestrians and bicyclists to traverse I-394 without having to walk or bike along the roadway of Hopkins Crossroad. This trail will provide connections to the Ridgedale Regional Employment Cluster, businesses north of I-394, and the business cluster along Cedar Lake Road near Hopkins Crossroad. Additionally, LH Tanglen Elementary, Hopkins North Junior High, and Hopkins High Schools will have a direct, unimpeded, safe, and off-road access to the Hopkins Crossroad corridor.

Additionally, the project will allow members of the Jewish community to safely walk or bike to and from Sha'arim, Chabad Lubavitch of Minneapolis, Sharei Chesed Congregation and the Adath Jeshurun Congregation. Judaic beliefs demand that only non-motorized transportation be used on certain holidays throughout the year, which are the same Judaic holidays when patrons of the Chabad and Synagogue must travel to/from those facilities. There are no existing non-motorized facilities along Hopkins Crossroad, meaning those users must currently use alternative routes, travel unsafely along the collector roadway, or violate their religious beliefs. It is expected that not only a large number of the congregation will be traveling from the neighborhoods in the vicinity of the trail to the Jewish community center but will also be traveling to and from the place of worship at Adath Jeshurun Congregation Synagogue.

The corridor has zero ADA compliant facilities under existing conditions. In the last 10 years, there have been 6 pedestrian or bicyclist crashes that may have been prevented by a proper and safe walking and biking facility adjacent to Hopkins Crossroad from Cedar Lake Road to Wayzata Boulevard. Minor injuries were present in 5 of the crashes, while incapacitating injuries occurred in 1 crash. Of the 6 crashes, 4 were bicycle/vehicle while 2 were pedestrian/vehicle. The relatively small number of crashes in a 10-year period should not undermine people's decision to not use the Hopkins Crossroad corridor when traveling by foot or bicycle. The perceived lack of usership is likely due to the unsafe and uninviting nature of the existing corridor for foot and bicycle travel due to the high desire for trails heard from residents and the Hopkins School District in this area. This project also includes adding a pedestrian refuge at Live Oak Drive, which is a raised concrete median area in the middle of a roadway that protects pedestrians and bicyclists from vehicles and cuts down on their time spent waiting to cross the road. The pedestrian refuge will allow trail users to cross the road one half at a time, instead of attempting to dart across the roadway when they think they see a gap in traffic long enough to cross the entire roadway.

Project Timeline

2022 – 2023: Detailed design, property acquisition and bidding

2024 – 2025: Construction

Other Considerations

The City of Minnetonka maintains a trail implementation plan for constructing new trails within the city and the Hopkins Crossroad trail project is listed as a high priority trail segment. To compose this plan, city staff reached out to all residents for input on locations where trails are needed. The city completed public outreach for the Trail Improvement Plan via its routine newsletters, Summer Festival, and completed a Community Open House. The city consolidated a comprehensive list, scored the selected routes and added multipliers for factors such as school access, library/ government centers, and village centers (areas with typically higher population densities). From this list, trail sections were added to the City's Capital Improvement Planning, again allowing residents to provide input on the plan. Trails and priorities are routinely discussed with residents as part of the annual

community survey and are one of the top requested elements year over year.

To communicate to residents and users in the direct vicinity of the Hopkins Crossroad trail project, an open house meeting was conducted on Dec. 12, 2019 that all residents in the project area were invited to. The attendees voiced opinions about desired crossing locations, property acquisition, pedestrian safety improvements and Hillside Lane school traffic. A large layout of the proposed trail improvements was brought to the meeting and marked up with resident comments.

Impact on State Operating Subsidies

The city was fortunate to receive a \$2,300,000 grant from Met Council for a portion of this approximately \$5,600,000 project. The city's remaining share of this project is still \$3,270,000, which is significant. The city is requesting state bonding for 50 percent of the remaining share or \$1,635,000. Future operating and maintenance costs will be the city's sole responsibility.

Who will own the facility?

City of Minnetonka

Who will operate the facility?

City of Minnetonka

Who will use or occupy the facility?

The trail, separated from the road by a boulevard and elevated curb, will create opportunities for pedestrians and bicyclists of all ages and ability levels to safely commute along Hopkins Crossroad. Low-income populations, people of color, and people with disabilities in the area will all benefit from an increase of access to public transportation, recreation opportunities, and access to retail and employment centers. Additional considerations include elderly residents of nearby senior living and retirement communities (Orchards of Minnetonka, The Waters, Westridge, and St. John Home) will have new opportunities to exercise and travel to commerce areas north of I-394. Youth at LH Tanglen Elementary, Hopkins North Junior High, and Hopkins High Schools will be provided a conduit to safely commute to and from school using the trails as well as a safer crossing of Hopkins Crossroad at the pedestrian refuge. A new sidewalk will extend along Hillside Ln to the LH Tanglen Elementary School. This enhances ADA accessibility to the school by eliminating a staircase in the public walk and safely connecting all students regardless of mobility. The trail provides access opportunities to Omegon, an adolescent addiction treatment center. All groups will have direct trail access to the Wayzata Blvd trail which leads to the Ridgedale Regional Employment Cluster, providing better access to retail, fitness centers, and the Hennepin County Ridgedale Regional Center, which houses a public library, DMV, probation and tax help, and other public services. There are 6 Metro Transit bus stops on the corridor and riders currently stand on the roadside in overgrown turf or in a ditch to avoid traffic. This project provides ADA landings at bus stops, including limited mobility and wheelchair bound persons, to safely access the bus. The project also provides a trail connection to the Station 73 Metro Transit Park & Ride and thereby facilitating public transportation across the metro area.

Public Purpose

Provide a safe location for pedestrians and bicyclists of all ages and experience levels to safely

commute along Hopkins Crossroad.

Description of Previous Appropriations

N/A - no previous state appropriations

Project Contact Person

Phil Olson
City Engineer
952-939-8239
polson@minnetonkamn.gov

(\$ in thousands)

Hopkins Crossroads Trail Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,635	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$1,635	\$0	\$0
Other Local Government Funds	\$0	\$2,300	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$5,570	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$950	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$750	\$0	\$0
Project Management	\$0	\$145	\$0	\$0
Construction	\$0	\$3,625	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,570	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Restore Former High School Building (Partnership with Central Square Inc.)	1	GO	\$ 5,500	\$ 0	\$ 0
Total Project Requests			\$ 5,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,500	\$ 0	\$ 0

Restore Former High School Building (Partnership with Central Square Inc.)

AT A GLANCE

2022 Request Amount: \$5,500

Priority Ranking: 1

Project Summary: State funding in the amount of \$5.5 million is requested to provide for urgently needed repair, design, construction, and equipment, to refurbish the former high school to bring it up to code, and to extend the useful life of our locally historic building. This building now serves the School District as an extension of our performing arts and athletics. The gymnasium is utilized for practices and events. The auditorium is used for concerts and plays.

Project Description

Please see the attached document that provides a brief overview and summary of the project.

Extensive surveys have been done to provide detail cost analysis, images, and scope of our project needs. These documents' links are included for further information and detailed below.

Interior assessment:

- <https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:76275929-e922-4beeb-b05d-16359a495ab1>

Exterior assessment:

- <https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:e8473e8a-de8a-4765-9768-b9fb7790c4b3>

Interior Building Project Description: Total interior repairs are estimated at \$5,434,984

- Upgrades are needed for plumbing, electrical, heating and ventilation systems .
- Update fire suppression system.
- Testing & balancing of all mechanical systems in the building.
- Bathrooms need to be brought up to code.
- Auditorium seating from 1936 needs to be replaced and brought up to code.

Exterior Building Project Description: Total exterior repairs needed are estimated at \$2,770,370

- Replace crumbling, sidewalks, steps, and railings
- Enhance handicap accessibility with ramps and repairs,
- Replace exterior openings – doors and elevations, retaining walls, vents, and seal mechanical penetrations.
- Tuckpoint is needed on the brick exterior need

There are no plans for purchasing or expanding our square footage.

The total square footage for our current space is 32,300 square feet.

Project Rationale

Minnewaska Area Schools is a consolidated school district. Four communities came together to form this School District. Central Square is located in Glenwood, which is the County seat. Having this building a part of our District allows us the use of the gym and auditorium for additional needs of athletics and arts. Meetings are held in a central location in the 1,044 seat auditorium for the residents of Pope County. Holiday musical performances and plays from the area students and adults combined in bring the community together to form a strong foundation in support.

Due to the disrepair of our building and critically needed upgrades to various systems, we are unable to meet the standard of inclusiveness that we strive for, nor are we able to expand our programming which plays a vital cultural and educational role in our community.

The Central Square building in dire need of rehabilitation due to extensive structural and ADA deficiencies. Building electrical, HVAC, plumbing and control systems are well past their useful life and are operating by means of stopgap repairs, and repairs to both the exterior and interior of the building are critical to its present and future.

Delaying the project to a future date is not a viable option because the building requires extensive repairs now to avoid further deterioration and to fully meet the above-mentioned ADA standards. The requested funding will allow us to make the repairs and renovations that will significantly improve the functionality of the building to meet the demand and need for community space.

Central Square is only facility of its kind in the region. It is our goal to continue serving the needs of rural Minnesota. We are in an era of great pressure on the small towns of America to simply exist. Glenwood is a community that thrives due to the dedication of its population. Through Central Square, our citizens create space for the arts, for community gathering, education, recreation, and for one another. The importance of Central Square to our community is immeasurable.

Arts organizations stimulate business and economic growth. The creative industries throughout the United States employ nearly 3 million people and make up nearly 4% of the nation's businesses. These businesses and the creative people they employ, empower, support, and encourage innovation while playing a critical role in building and sustaining local economies. Each year, non-profit arts and culture organizations contribute and estimated \$60 billion into the national economy.

Children who receive education in the arts have higher GPA's, better test scores, and lower drop-out rates. Seniors, of which our community is rich with, benefit socially and cognitively through art creation and appreciation. Integrating arts more fully into our lives enriches each of us.

The loss of this great entity would be crippling to our community both culturally and socially at a time when these things are more important than ever. State funding will ensure that Central Square remains a safe, accessible center of hospitality and robust programming for the West Central region of Minnesota and the town of Glenwood.

Project Timeline

Pending approval, our goal is to start as soon as possible.

We anticipate the scope of this project to be 2 years. Our goal is to complete the design phase in the fall of 2022, In the winter of 2023 move to the contracting phase with area developers, and in the spring of 2023 begin the restoration construction of the facility.

Factors to consider that may affect the final outcomes associated with the project. We are working hard to resolve these.

1. Some items in our original request could no longer wait for repair, such as such as roofing, air conditioning, new doors, glass windows, and HVAC systems. We have already invested in, and those repairs are complete. Although our original request has been changed in this application our contribution to the project has also changed from having a 25% copay on the project to having a 30% copay on the project costs.

2. There are three parcels of property attached to this facility that are privately owned. There used to be seven of them, in the last year we have either purchased or have agreements to purchase four of those units. We are in the process of negotiating the three remaining very small parcels. Their combined share makes up less than 8 percent of the entire facility. We feel very confident that by the time of this application we will have those agreements completed.

We have made great progress in our fundraising, purchasing privately owned property, and we feel fully confident that at the time of this application we will have resolved any mitigating circumstances that might stand in our way of moving forward with this project.

The Friends of Central Square have been working with the District to provide the additional resources needed to bring repairs to this point. Now we are looking for help from the State to complete the project.

Other Considerations

Minnewaska Area Schools and Central Square provides a link to the roots of our community. Our programming and community space making adds to the quality of life in our region, our town, and our people, making for a more livable community. It encourages and promotes the advancement, understanding, enjoyment and diffusion of knowledge of the visual and performing arts which is unique to our rural region. This opportunity would enhance the quality of education for students of all ages in our community.

Our restoration funding request involves much more than saving and restoring an old building it connects people with their past, and with one another. It provides a sense of communal stability, giving people a stake in their community and sense of identity. We look forward to partnering with Central Square Inc. well into the future in a relationship that we believe will be beneficial for both parties.

Impact on State Operating Subsidies

Minnewaska Area Schools will operate this facility without a financial burden to the District, County or State. The programming costs will be supported through the continued efforts of the Friends of Central Square with donations and entry fees for events scheduled at Central Square.

Who will own the facility?

Minnewaska Area School District, #2149

Who will operate the facility?

Minnewaska Area School District, in partnership with Central Square Inc.

Who will use or occupy the facility?

Minnewaska School District will own and operate Central Square. Central Square Inc., a 501c3 non-profit arts organization is the primary occupant. Minnewaska School District will partner with Central Square Inc for use of the facilities. Currently utilized by grades 7-12 for basketball, volleyball, and danceline practice; instrumental and arts performances by students and community members; meeting space for residents of the area; arts space for exhibitions; church meets on Sunday and youth nights on Wednesdays; etc. The project will result in greater usage to make the space more accessible to expand our reach, for more public events for the community.

Public Purpose

Minnewaska Area Schools will continue to utilize the gymnasium and auditorium for athletic, activities and meetings. Keeping this historical building a vibrant addition to the community and Pope County. The mission of the Central Square Cultural and Civic Center is to engage the community by presenting a multitude of diverse performance and visual arts programs. This includes offering professional growth opportunities and using our resources to expand public awareness and access to the arts and to preserve an historical landmark building for the use of the entire community.

Description of Previous Appropriations

None.

Project Contact Person

Vicki Moen
Business/Finance
320-239-1301
vmoen@isd.2149.org

(\$ in thousands)

Restore Former High School Building (Partnership with Central Square Inc.)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,500	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$2,058	\$158	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$489	\$0	\$0
TOTAL	\$2,058	\$6,147	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$17	\$0	\$0	\$0
Design Fees	\$0	\$505	\$0	\$0
Project Management	\$0	\$216	\$0	\$0
Construction	\$2,041	\$5,426	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,058	\$6,147	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
New Water Treatment Plant	1	GO	\$ 14,000	\$ 0	\$ 0
Total Project Requests			\$ 14,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 14,000	\$ 0	\$ 0

New Water Treatment Plant

AT A GLANCE

2022 Request Amount:	\$14,000
Priority Ranking:	1
Project Summary:	\$14 million in state funds requested to build a new water treatment plant for the City of Monticello.

Project Description

The City of Monticello is requesting funding for the construction of a water treatment plant. The city recently completed a feasibility study to determine the cost and location to construct a new facility. The estimated project cost is \$28 million. The city will provide a 50% match for this project from the sale of locally funded bonds.

The Minnesota Department of Health (MDH) recently tested Monticello’s raw water manganese levels as part of the U.S. Environmental Protection Agency’s Fourth Unregulated Contaminant Monitoring Rule (UCMR). Testing of Monticello’s groundwater revealed that all five of the City’s municipal wells significantly exceeded the maximum recommended manganese level for infants (babies under the age of one), and four wells exceed the maximum recommended manganese level for children and adults. Four of the five wells have manganese levels nearly seven times above the level recommended for infants with the remaining well having levels four times above the recommended infant level.

MDH has reported that children and adults can develop long term health problems when drinking water with elevated levels of manganese over an extended period including problems with memory, attention, and motor skills. Infants can also develop long-term learning and behavior problems.

In addition to manganese, the City’s groundwater also has elevated levels of iron. Iron is not known to have adverse effects on human health, but it can cause operational issues within the water system and reduce hydrant flow rates that are critical for fire protection.

Project Rationale

The City of Monticello provides water to the 14,000 citizens of Monticello as well as to people within the entire state and country through products manufactured here. Monticello is a regional hub for commercial and industrial users primarily due to our location along the I-94 corridor. Several large, big-box retailers are located within our city which help sustain our large number of restaurants and other businesses where the City’s water is utilized. Also, we have large food processing facilities, including Cargill Kitchens and Karlsburger Foods, located within our City that utilize large quantities of water. These facilities help provide food throughout the entire state as well as globally.

Project Timeline

The proposed project timeline would be as follows:

Pre-Design – Complete

Design Engineering – July 2021- March-2022

Construction Award – April 2022

Construction – April 2022-July 2023

Project Complete – July 2023

Other Considerations

With health and safety being a top priority for our residents, the safety of our municipal water supply is very important. To ensure that we are providing safe water to our residents we need to construct a water treatment plant. To locally fund 100% of this facility at a cost of \$28 million dollars, it would require significant water rate increases that would be too burdensome on many of our citizens. The average income for the city is below the state average at \$66,000.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Monticello will own the completed project.

Who will operate the facility?

The City of Monticello will operate the water treatment facility.

Who will use or occupy the facility?

The City of Monticello will occupy the project. The project would serve the City's residents and visitors.

Public Purpose

Providing safe drinking water is a primary goal of the City of Monticello. Constructing a water treatment plant would help the City meet this goal and would contribute to the safety of our citizens.

Description of Previous Appropriations

N/A

Project Contact Person

Sarah Rathlisberger

Finance Director

763-271-3201

Sarah.Rathlisberger@ci.monticello.mn.us

(\$ in thousands)

New Water Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$14,000	\$0	\$0
Funds Already Committed				
City Funds	\$39	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$13,961	\$0	\$0
TOTAL	\$39	\$27,961	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$39	\$0	\$0	\$0
Design Fees	\$0	\$4,300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$23,661	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$39	\$27,961	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Water Treatment Facility	1	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 5,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0

Water Treatment Facility

AT A GLANCE

2022 Request Amount:	\$5,000
Priority Ranking:	1
Project Summary:	\$5 million in state bond funding is requested to predesign, design, construct, furnish and equip a new Water Treatment Facility and associated watermain piping along with other capital improvements that are made necessary by, or are most economically completed if performed at the same time as the water treatment facility in the City of Montrose.

Project Description

The City of Montrose is looking to design and construct a new water treatment facility. The proposed water treatment facility would be a gravity filter plant designed to remove iron and manganese. This would alleviate the health risk advisory recently posted by the MDH to the City of Montrose. The plant capacity would be designed for at least the 20 -year projected peak day demand of 1.0 MGD. The City has already purchased land for the new water treatment facility. Recent construction of a new well and wellhouse was placed strategically on the same site to minimize costs for the future connection to the water treatment facility. The project also includes watermain piping to connect the other two wells located within Montrose to the new water treatment facility.

Project Rationale

The City of Montrose received a Health Risk Advisory from the Minnesota Department of Health on September 11, 2020 regarding manganese levels within the City’s drinking water source. Manganese levels in the raw water from the City of Montrose wells ranges from 423 ppb to 1,450 ppb which are well above the MDH health based value of 100 ppb and the EPA lifetime health advisory level of 300 ppb. The City of Montrose has explored options to reduce or eliminate manganese levels in drinking water being distributed to consumers. However, all municipal wells within the City are significantly above the MDH health based value for manganese. Therefore, alternatives such as blending of wells or searching for other well locations with low manganese levels is not a viable solution. The only effective way to obtain compliance with the health advisory levels is to construct a water treatment facility to remove the manganese from the source water prior to distribution to consumers.

The MDH health advisory came as a surprise to the City of Montrose and its consumers. Therefore, the City has not been able to financially plan for and absorb the costs of an expected \$10 million project. The relatively small population of Montrose cannot effectively absorb such a costly project. Yet, the manganese levels and associated advisory from the MDH concerns the City and its citizens. For a period of time, businesses within Montrose voluntarily chose to suspend sale of beverages as a result of the health advisory issued by MDH.

Other communities are in a better position to blend wells with lower levels of manganese or search

for other alternative water sources to avoid a costly water treatment facility. As previously indicated, Montrose has explored these options and found them to not be viable. Therefore, Montrose is in a unique position compared to other communities.

Project Timeline

	Month/Year
1. Project Timeline	
a. Funding Agency Applications	06/2021
b. Preparation of Plans and Specifications	11/2022
c. Funding Agency Review	03/2023
d. Council Authorizes Advertising	04/2023
e. Council Considers Awarding Project	05/2023
f. Begin Construction	08/2023
g. Substantial Completion	09/2024
h. Final Completion	12/2024
i. Project Closeout	01/2025

Other Considerations

Impact on State Operating Subsidies

No additional State operating dollars will be requested for this project.

Who will own the facility?

City of Montrose

Who will operate the facility?

City of Montrose

Who will use or occupy the facility?

City of Montrose

Public Purpose

The project provides safe and reliable drinking water to the public, including residents and businesses of Montrose and the public visiting Montrose and patronizing businesses within Montrose.

Description of Previous Appropriations

None

Project Contact Person

Jessica Bonniwell
City Administrator
763-575-7425
jbonniwell@montrose-mn.com

(\$ in thousands)

Water Treatment Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$5,000	\$0	\$0
TOTAL	\$0	\$10,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$200	\$0	\$0
Design Fees	\$0	\$1,800	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$7,950	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of Moorhead Flood Mitigation Improvements - Continuation	1	GO	\$ 17,500	\$ 8,000	\$ 0
Total Project Requests			\$ 17,500	\$ 8,000	\$ 0
General Obligation Bonds (GO) Total			\$ 17,500	\$ 8,000	\$ 0

City of Moorhead Flood Mitigation Improvements - Continuation

AT A GLANCE

2022 Request Amount:	\$17,500
Priority Ranking:	1
Project Summary:	\$25.5 million in State funds (\$17.5 million in 2022 and \$8 million in 2024) is requested to design and construct flood mitigation infrastructure and to acquire at-risk flood-prone property in the City of Moorhead to achieve resiliency related to periodic severe flood events.

Project Description

The proposed project consists of several distinct individual projects with a total estimated cost of \$25.5 million. The City is requesting State funding through the Department of Natural Resources (DNR) Flood Damage Reduction (FDR) Grant Program. These projects are a continuation of a very successful program initiated after the 2009 flood of record (40.84 feet river stage crest) that, to date, includes 276 voluntary property acquisitions, 12.7 miles of levees/floodwalls, 79 stormwater gates, 19 stormwater pumping stations, and 5 sanitary sewer pump station improvements. A total of approximately \$115.7 million has been invested in flood mitigation improvements in the City (see Description of Previous Appropriations section for more detail). State grant funding is requested to complete the remaining work described in more detail below.

The City's current flood mitigation plan includes the following unfunded work:

- **North Moorhead Levee Project Phase 2.** Construct Phase 2 of a project that includes a levee, storm sewer system, stormwater pond, and stormwater pump station to provide protection for approximately 160 properties annexed into the City in 2015. (\$6 million in 2022)
- **Sanitary Lift Station #2 Relocation.** Relocate a sanitary sewer pump station, currently vulnerable to flooding at 35 feet river stage (well below the 100-year flood elevation), to a location not subject to flooding. (\$2 million in 2022)
- **1st Ave N Levee/Floodwall Project.** Construct a levee and/or floodwall along the 1st Ave N underpass to allow the underpass to remain open to traffic up to at least 37 feet river stage. Currently, the levee that protects this underpass overtops at approximately 32-33 feet river stage. To avoid damaging the levee, the underpass is intentionally flooded before the levee is overtopped. Keeping this underpass open to traffic is essential to providing emergency services to residents, including vulnerable populations, during a flood event. (\$2 million in 2022)
- **Flood Control Lift Station Improvements.** Convert nine tractor-driven pumps to electrical power for automatic operation and upgrade two existing gate structures to pump stations for enhanced resiliency.(\$4 million in 2022)
- **Riverview Circle Project & 40th Ave S Road Raise.** Acquire one residential property along Riverview Circle South and construct a short segment of levee to close a gap in the existing levee system. A road raise is also needed at 40th Ave S to "tie-in" the system at an elevation that satisfies minimum

freeboard requirements. (\$3.5 million in 2022)

- At-risk Property Acquisition. Acquire approximately 25 flood-prone residential properties. (\$8 million in 2024)

Project Rationale

Flooding poses a significant and increasing risk of damage to infrastructure and property in the City with 8 of the top 10 floods occurring in the last 30 years, including the flood of record in 2009. The proposed infrastructure projects and property acquisitions are a continuation of previous work to provide flood protection and mitigation for public infrastructure, property owners, and businesses within the City.

The proposed projects and property acquisitions are consistent with, and part of, the larger \$2.75B Fargo-Moorhead Metropolitan Area Flood Risk Management (FM Diversion) Project. State and local investments are credited toward the Minnesota share of the FM Diversion Project cost.

As noted in the DNR request for this program, studies have shown that every \$1 spent on flood mitigation avoids \$7 in future damages.

Project Timeline

A general timeline for the proposed 2022 funding is:

- North Moorhead Levee Project Phase 2
 - Complete final design: August 2022
 - Award bid: September 2022
 - Construction Complete: September 2023
- Sanitary Lift Station #2 Relocation
 - Complete final design: August 2022
 - Award bid: September 2022
 - Construction complete: September 2023
- 1st Ave N Levee/Floodwall Project
 - Complete final design: August 2022
 - Award bid: September 2022
 - Construction complete: September 2023
- Flood Control Lift Station Improvements
 - Complete final design: August 2022
 - Award bid: September 2022
 - Construction complete: September 2023
- At-risk Property Acquisition

- Begin: July 2024
- Complete: December 2025

Other Considerations

None

Impact on State Operating Subsidies

The project will not result in an impact on State Operating Subsidies.

Who will own the facility?

City of Moorhead

Who will operate the facility?

City of Moorhead

Who will use or occupy the facility?

The City will operate and maintain the projects to provide benefit to the public.

Public Purpose

The project will provide flood mitigation and protection to public infrastructure, property owners, institutions, and businesses within the City of Moorhead, reducing the economic cost of emergency measures and disaster recovery, keeping Moorhead in business during flood events.

Description of Previous Appropriations

To date, a total of approximately \$115.7 million has been invested in flood mitigation improvements in the City including approximately \$83.2 million in State FDR grant funds. The City has committed and expended the statutory local match of \$14.6 million and provided and expended an additional over-match of \$17.6 million. Approximately \$0.3 million has been provided from Federal and other sources.

Project Contact Person

Dan Mahli
City Manager
218-299-5314
dan.mahli@cityofmoorhead.com

(\$ in thousands)

City of Moorhead Flood Mitigation Improvements - Continuation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$17,500	\$8,000	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$17,500	\$8,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$8,000	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$3,500	\$0	\$0
Construction	\$0	\$14,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$17,500	\$8,000	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Mora Lake High Water Mitigation Appropriation	1	GO	\$ 1,800	\$ 0	\$ 0
Total Project Requests			\$ 1,800	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,800	\$ 0	\$ 0

Mora Lake High Water Mitigation Appropriation

AT A GLANCE

2022 Request Amount:	\$1,800
Priority Ranking:	1
Project Summary:	\$1,800,000 in state funds is requested to construct a gravity outlet to control the Mora Lake’s level to the regulated ordinary high water level.

Project Description

Mora Lake was formed by glacial action of the Superior lobe over 9,000 years ago. In the 1850s the Lake was delineated by the US Land Office. In 1885 the size of the Lake increased when a ditch was created that brought drainage from Spring Lake into Mora Lake. Now, Mora Lake has an overall drainage area of approximately 7.2 square miles, the vast majority of which is located to the northeast of the City. The Lake has no natural gravity outlet; however, the City’s storm sewer system will allow discharge from the Lake when the water level exceeds 985.36 by backing water up into the system and ultimately discharging into a city-owned pond via the urban storm sewer system. The City’s storm sewer system was not originally designed to function this way, therefore causing a negative effect for urban watersheds. The DNR monitored Lake water levels periodically between 1959 and 2004 and has established the ordinary high-water level (OHWL) to be 983.9.

Lately, the seasonally high-water level is estimated to be closer to 986.0; therefore, causing a constant flow through the City’s storm sewer and regular flooding for adjacent Lake properties. In addition, the high-water level impacts the City’s sanitary sewer system by adding clean water that we must treat. Power transmission lines providing all of Mora’s electricity run along Highway 65 and were, until recently replaced sitting in Lake water. The seasonally high-water levels are causing private properties to regularly flood and have private sanitary sewer system issues, and lastly the high-water levels cause Highway 65 to occasionally be detoured at least two miles around the Lake.

On July 11, 2018 a significant rainfall event caused a flooding incident throughout the City and especially in the Lake area. The event was declared a disaster several months later. The flood caused MnDOT to close Highway 65 for seven days, causing a detour through Mora in the middle of summer. Most local businesses rely on summer traffic for seasonal sales. The City even saw a decrease in liquor store sales during the road closure. To alleviate further flooding the City obtained DNR permits to pump the Lake with an overall cost of \$100,000 to the city. While pumping the Lake assisted with relieving flooding issues, it is not the ideal solution should a significant rain event happen again. Large pumping equipment caused additional detour routes throughout the north section of the city, slowing emergency and public safety response times to the community.

In order to manage the lake level and reduce the flooding of upstream structures and roadways, a gravity outlet is necessary to control the lake level to the regulated OHWL. Kanabec County will be resurfacing a large portion of the project route in 2023, so completing this project next year is favorable and supported by the County Board and County staff. If funded, there is a possibility the County would accelerate their project to coincide with the Lake project.

Project Rationale

Mora Lake has an overall drainage area of approximately 7.2 square miles with most of the drainage area outside of city limits, shown below in green. Lately the seasonally high-water level is estimated to be closer to 986.0; therefore, causing a constant flow through the City's storm sewer and regular flooding for adjacent Lake properties. In addition, the high-water level impacts the City's sanitary sewer system by adding clean water that we must treat. Power transmission lines providing all of Mora's electricity run along Highway 65 and were, until recently replaced sitting in Lake water. The seasonally high-water levels are causing private properties to regularly flood and have private sanitary sewer system issues, and lastly the high-water levels cause Highway 65 to occasionally be detoured at least two miles around the Lake.

Project Timeline

Preliminary design for the gravity outlet has already been completed. Land acquisition (part of one residential parcel), final design and permitting would start in January and conclude in May of 2022. Bidding the project would occur in May with construction anticipated to start in June and be completed in August of 2022. If funded, there is a possibility the County would accelerate their project to coincide with the Lake project. If not, the project should be completed six months to one year prior to Kanabec County resurfacing a large portion of the project route in 2023.

Other Considerations

The median household income in Mora is \$31,000 less than the State average. Currently, about 30% of the city's property tax levy goes to support existing debt service. Our taxpayers cannot afford to continue to pay for flood damages *and* pay more in stormwater fees or property taxes to cover the costs of this project.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Mora

Who will operate the facility?

The City of Mora under regulations of the MN Department of Natural Resources (DNR)

Who will use or occupy the facility?

The City of Mora

Public Purpose

Benefits of this project will be seen in many ways. The Lake will be maintained at its current OHWL; Lake area property owners will regain access to their yards and driveways, and not risk sanitary sewer issues; MnDOT won't have to close the highway; the entire city won't risk a significant power outage; business owners won't have to worry about the possibility of missing out on business during the summer months; the additional discharge from a new outlet pipe is not anticipated to have a

significant impact to the base flood elevation of the Snake River; and lastly the project will enhance recreational use of the Lake because the water level will be more consistent.

Description of Previous Appropriations

None.

Project Contact Person

Lindy Crawford
City Administrator
320-225-4806
l.crawford@cityofmora.com

(\$ in thousands)

Mora Lake High Water Mitigation Appropriation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,800	\$0	\$0
Funds Already Committed				
City Funds	\$33	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$15	\$0	\$0
TOTAL	\$33	\$1,815	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$15	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$33	\$305	\$0	\$0
Project Management	\$0	\$45	\$0	\$0
Construction	\$0	\$1,351	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$99	\$0	\$0
TOTAL	\$33	\$1,815	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Morristown Improvement Project 2022	1	GO	\$ 751	\$ 0	\$ 0
Total Project Requests			\$ 751	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 751	\$ 0	\$ 0

Morristown Improvement Project 2022

AT A GLANCE**2022 Request Amount:** \$751**Priority Ranking:** 1**Project Summary:** The City of Morristown is requesting \$751,000 for the reconstruction of water mains, , storm sewer collection systems, streets, drinking water improvements that will allow for additional water pressure and water volume to housing and business. Total project cost is \$1.5 million.**Project Description**

Funding for a combination of sanitary replacement, lining of the main lines and service lines is recommended to reduce the potential of I&I. Water distribution lines, and storm sewer will be replaced as well since they are beyond their useful life will be disrupted during construction. This disruption of streets will create a need for reclamation of streets over the improvements and streets are at the end of life in some cases.

Project Rationale

This project for the existing storm and drainage systems are from the 1940's, sewer collection system, as well as streets are in need of reconstruction. The water mains are too small for modern fire fighting protection and lack of volume of water to homes and businesses create problems down stream for residents as well as public safety.

The existing sanitary collection system within the project area has potential for issues high inflow and infiltration (I/I). The high I/I can create a health and sanitation problem as the wastewater treatment plants may operate above design flow. I/I reductions help to meet MPCA standards for future flow and reduced cost to the city's residents. The lack of volume and water pressure potentially have fire safety issues with lack of high pressure for fire fighting capabilities. New water mains will allow for additional pressure to help fire fighting abilities as well as support to residents.

Project Timeline

Predesign 2021-2022

Project start July 2022- Dec 2024

Other Considerations

The consideration of water pressure and volume is premiere for the future, lack of adequate fire protection and safely are key in the replacement and upgrading. The ability to be able to not only fix the I&I issue with the storm sewer and flooding, but also ensure that future development can continue and be attractive to business and housing developments. Currently both are limited due to capacity and volume of water for both industry and housing

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Morristown

Who will operate the facility?

City of Morristown

Who will use or occupy the facility?

City of Morristown

Public Purpose

This project for the existing storm and drainage systems from the 1940's, sewer collection system and streets are in need of reconstruction. The water mains are too small for modern fire fighting protection and lack of volume of water to homes and businesses create problems down stream for residents as well as public safety.

Description of Previous Appropriations**Project Contact Person**

Michael Mueller
City Administrator
507-685-2302
mmueller@ci.morristown.mn.us

(\$ in thousands)

Morristown Improvement Project 2022

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$751	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$750	\$0	\$0
TOTAL	\$0	\$1,501	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$155	\$0	\$0
Design Fees	\$0	\$250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$96	\$0	\$0
TOTAL	\$0	\$1,501	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
New Auburn Water Sewer Infrastructure Project	1	GO	\$ 6,901	\$ 0	\$ 0
Total Project Requests			\$ 6,901	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,901	\$ 0	\$ 0

New Auburn Water Sewer Infrastructure Project

AT A GLANCE**2022 Request Amount:** \$6,901**Priority Ranking:** 1

Project Summary: The City of New Auburn is requesting \$6.901 million for infrastructure needs including water, sanitary sewer and storm sewer systems. Total project is \$13.802 million dollars in improvements. These improvements are needed to restore as well as maintain city water, wastewater operations and residential services for years to come.

Project Description

Funding for City of New Auburn improvements will include all new water plant/systems, wastewater treatment ponds/systems and storm sewer systems. These systems are approximately 50 years old and need total replacement and are at end of life.

Project Rationale

Many needed improvements are related to the City of New Auburn's sanitary sewer collection system and wastewater treatment system. It is a collection system dating from the 1970's that is deteriorating, leaking, and in need of replacement and or repair. During rain events and in the spring during snow melt, the collection system experiences very high flows due to inflow and infiltration (I/I). Inflow is when water enters the sanitary sewer from inappropriate connections such as sump pumps, roof drains, yard drains, etc. and infiltration is when groundwater enters the sanitary sewer through defective pipe joints and broken pipes. These high flows exceed the capacity of the collection system and the wastewater stabilization ponds. In the collection system, pumps are used to pump excess flow from the sanitary sewer manholes to prevent backups into homes and businesses. The pond levels are often at maximum capacity and spray irrigation is limited by wet conditions. The project includes expansion of existing wastewater ponds and developing a new spray irrigation site.

Project Timeline

July 2022- Dec 2025

Other Considerations

The City of New Auburn's improvements will help to reduce flooding as costly situation on wet years as well as improve drinking water and volume water pressure improvements. This will help citizens and business with improved water quality, pressure and volume for fire control. The lack of updated line sizes deduces fire control capacity and quality of life. The overflow of ponds in wet times exceeds the capacity of the wastewater ponds, this is a safety and environmental issue. The city wants to correct this issue with this improvement.

The City has also identified areas of localized flooding during what might be considered normal rain events. The flooding can be attributed in part to undersized storm pipes. Most of the drainage system

consists of small diameter drain tile that is decades old and consists of clay tile pipe. The project will include updating the existing drain tile system with modern plastic and concrete piping systems. The water main piping system in the city consists of several sections of undersized pipes that do not meet MDH minimum standards, there are also areas where the water mains dead end, leading to water quality issues. The project proposes to replace segments of undersized pipe and extend pipe systems to provide looping of the water main system

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of New Auburn

Who will operate the facility?

City of New Auburn

Who will use or occupy the facility?

City of New Auburn

Public Purpose

The City of New Auburn’s improvements will help to reduce flooding reduces fire control capacity and quality of life. These improvements will not only reduce the burden on residents, but it will also promote business investment and spark new housing capacity with the expansion of US. Hwy 212 going to 4 lanes to the metro in the next few years. This is an important economic development driver. Improvements like these enhance the safety as well as the business climate to invest.as costly situation on wet years which is a burden on waste treatment as well as over whelming to the treatment ponds. This is a potential violation of MPCA. Other improvements such as drinking water and volume water pressure improvements will help citizens and business with improved water quality, pressure and volume for fire control. The lack of updated line sizes

Description of Previous Appropriations

Project Contact Person

Roberta Zaske
City Admin/Clerk
320-864-5831
newauburn.city@gmail.com

(\$ in thousands)

New Auburn Water Sewer Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$6,901	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$6,901	\$0	\$0
TOTAL	\$0	\$13,802	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$500	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$700	\$0	\$0
Construction	\$0	\$10,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$100	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,802	\$0	\$0
TOTAL	\$0	\$13,802	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
New Germany Wastewater Treatment Project	1	GO	\$ 8,000	\$ 0	\$ 0
Total Project Requests			\$ 8,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,000	\$ 0	\$ 0

New Germany Wastewater Treatment Project

AT A GLANCE

2022 Request Amount: \$8,000

Priority Ranking: 1

Project Summary: The City of New Germany is requesting \$ 8.0 million. The City needs to do a project to add wastewater treatment capacity to accommodate the growth of the city and to meet MPCA permit guidelines into the future. The capacity is a hindrance to growth as well as an economic burden on its taxpayers.

Project Description

Funding for an expanded wastewater treatment plant as no more permits will be granted by MPCA as the facility capacity is at the maximum. The City needs to do a project to add wastewater treatment capacity to accommodate growth in the City. The current rates create a hardship for residents and businesses. Increasing the rates to accommodate a wastewater treatment project will only increase the hardship for existing customers but may also become a deterrent to future customers who may want to reside or build a business in the City.

Project Costs for Wastewater Treatment Project:

Estimated construction cost: \$6,500,000

Estimated engineering costs: \$1,050,000

Est. Inflation costs; \$450,000

Total estimated project cost: \$8,000,000

Project Rationale

The City of New Germany is a small town on the western edge of Carver County. Carver County is rapidly becoming one of the fastest growing counties in the metropolitan area. Most of the growth has occurred in the eastern communities, however, growth is moving westward as evidenced by population gains in Mayer and Watertown. The City of New Germany has a population of 419 and is designated a Rural Center in the metropolitan area by Metropolitan Council Environmental Services (MCES). In the City’s recently prepared Comprehensive Plan, the number of households in New Germany is forecasted to nearly double by 2040.

While the City is within the seven-county metro area, the City does not discharge to a MCES wastewater treatment facility but owns and operates their own treatment system. Their current wastewater treatment facility consists of a stabilization pond system that is permitted for an average wet weather flow of 52,000 gpd. The wastewater treatment facility discharges to Carver County Ditch No 9 and then to the South Fork of the Crow River. The wastewater treatment system does not currently have capacity for growth and the Minnesota Pollution Control Agency (MPCA) will not grant any additional sewer extensions until more capacity is added. There are currently two housing developments, Trophy Lakes Estates and Black Forest Estates Second Addition, that are currently ready for construction but cannot be built because a sewer extension is needed for each. Residential

and business growth are limited due to lack of capacity for wastewater treatment.

In 2012 the City, in conjunction with USDA Rural Development, completed a major infrastructure rehabilitation project which included improvements in the collection system and water treatment systems, but it did not include any wastewater treatment facility improvements. The City accrued debt from a combination of loans from USDA Rural Development and GO bonds to complete the project. Most of the debt will be carried by the City until 2053. In order to make payments on the debt and pay for on-going operation and maintenance for the water and wastewater systems, the utility rates for water and sewer were nearly doubled when the improvements were made. According to the City's current rate structure for sewer, a typical household pays approximately \$120 per month just for sewer. This is almost double what is considered affordable by most funding agencies based on median household income for New Germany. This monthly rate will continue to increase by 9-12% annually for the next few years. In addition to increased rates, the City also had to increase property taxes by 33% to help pay for the debt.

Project Timeline

Project design 2021-2022
Preconstruction 2022
Construction 2023-2024

Other Considerations

This needed improvement will be a burden on the citizens and cost per household. Help from the bonding bill will make it affordable to allow for expansion of wastewater plant. Treatment of wastewater is a basic serve that the city should have for its residents and future residents. With MPCA not allowing an additional permit this is a major issue for city and its future. Cost to current citizens is to the point of unreasonable and without future growth there is on way to spread the costs.

The improvement is not only a burden on taxpayers but also a needed shot in the arm for economic development as the current wastewater treatment system does not currently have the capacity for growth and the Minnesota Pollution Control Agency (MPCA) will not grant any additional sewer extensions until more capacity is added. There are currently two housing developments, Trophy Lakes Estates, and Black Forest Estates Second Addition, that are currently ready for construction but cannot be built because a sewer extension is needed for each. Residential and business growth are limited due to lack of capacity for wastewater treatment.

Due to such an economic burden on the residents, the city is requesting no match from the city in this bonding bill.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of New Germany

Who will operate the facility?

City of New Germany

Who will use or occupy the facility?

City of New Germany

Public Purpose

This needed improvement will be a burden on the citizens and cost per household. Help from the bonding bill will make it affordable to allow for the expansion of wastewater plant. Treatment of wastewater is a basic service that the city should have for its residents and future residents. With MPCA not allowing an additional permit, this is a major issue for the city and its future. The cost to current citizens is to the point of unreasonableness as well as without future growth there is no way to spread the costs.

Description of Previous Appropriations

N/A

Project Contact Person

Twyla Menth
City Clerk
952-353-2488
ngcityhall@gmail.com

(\$ in thousands)

New Germany Wastewater Treatment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$8,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,050	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,950	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Reading, MN Sanitary Sewer Project	1	GO	\$ 5,880	\$ 0	\$ 0
Total Project Requests			\$ 5,880	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,880	\$ 0	\$ 0

Reading, MN Sanitary Sewer Project

AT A GLANCE

2022 Request Amount:	\$5,880
Priority Ranking:	1
Project Summary:	\$5.9 million is requested to construct a gravity sewer collection system and stabilization pond to provide wastewater treatment in Reading, which would replace noncompliant individual sewage treatment systems. Existing infrastructure are septic tanks connected to a community collection tile system that conveys untreated sewage to the Impaired Kanaranzi Creek. This tile system is over 75 years old. Over 98% of the ISTS are currently classified as an Imminent Threat to Public Health and Safety.

Project Description

Reading is an unincorporated community in Nobles County in southwestern Minnesota. Reading is unsewered, and wastewater service is provided primarily by a network of subsurface tile lines that ultimately discharge sewage to a nearby receiving surface water, a county ditch that discharges into Kanaranzi Creek. Residents are served by individual subsurface sewage treatment systems (ISTS) including septic tanks with surface water discharge via a tile line, a mound system, and in-ground drain fields.

Nobles County commissioned a Community Assessment Report (CAR) to assess existing conditions in Reading. The overall condition of existing sewer infrastructure is poor. It is estimated the community tile is over 75 years old. Of the 55 properties, 52 were evaluated and 51 are estimated to be in noncompliance, including 49 imminent threats to public health and safety (ITPHS) and two failure to protect groundwater (FTPG).

A Preliminary Engineering Report (PER) was prepared to evaluate options for wastewater collection and treatment. The PER evaluated two collection systems and four wastewater treatment alternatives and concluded that a gravity sewer collection system accompanied with a stabilization pond system would have the lowest life cycle cost and least labor and operations and maintenance cost.

The proposed project would abandon the existing ISTS but leave the community tile line in place to convey stormwater. A gravity sewer system and approximately 5,000 feet of 8-inch diameter sewer main and approximately 8,000 feet of 4-inch diameter forcemain would be installed within existing roadways with sewer laterals extending from the main to serve each property. Raw wastewater would be routed from the common collection system to a lift station located at the Reading park and ball field. The lift station would convey sewage to the pond site. The pond would discharge to County Ditch 5 via approximately 2,500 feet of gravity line. The proposed project would serve all 55 connections in the service area.

A Nobles County resolution formally created a subordinate service district (Reading Sewer Service District) for sanitary sewer service for Reading. The district includes all properties within Reading and services will include the construction and administration of a sanitary sewer system to serve the 55 connections. Upon securing funding, Nobles County will prepare a sewer ordinance that establishes use and rate regulations for the Reading Sewer Service District pursuant to Minnesota Statute 444.075. This sewer ordinance would establish the requirements of connecting to the sanitary system.

Cost and Funding. The estimated cost to design and construct the proposed system is \$5.89 million. This includes the estimated cost of construction; a construction contingency; permitting; design and construction engineering services; and general/administrative costs. The selected alternative represented the lowest 20-year lifecycle cost of those considered and required the least ongoing maintenance and operations labor and annual expense.

Construction = \$4,630,000

 Construction = \$4,210,000

 Construction = \$420,000

Pre-design (preparation of PER)

Property acquisition = \$60,000

Design fees = \$1,080,000

 Design = \$870,000

 Construction management = \$210,000

Project management (non-state) = \$110,000

Total = \$5,880,000

That estimated construction cost is about \$107,000 per parcel for each of the 55 parcels connected to the system. The USDA affordability criteria for monthly residential sewer service fees is set at less than 1.5% of the median household income. Based on a 2019 income survey conducted within Reading, the amount of revenue/sewer fees per equivalent dwelling unit (EDU) would be limited to \$697.50 per year or approximately \$58 per month. Potential debt service based on anticipated construction and annual operations and maintenance costs would require monthly sewer fees for Reading that would greatly exceed the USDA affordability criteria. The goal for this project is to obtain grant funding sufficient to finance 100% of the construction cost to avoid debt service. To that end, the County and City are investigating and pursuing where appropriate funding from the following sources.

Project Rationale

The Minnesota Pollution Control Agency recognizes that the discharge of untreated sewage from small systems and communities into waters of the state (“straight pipes”) is a water quality issue and a concern for public health and safety. In 2008 the MPCA completed a “Small Community Wastewater Needs in Minnesota” assessment and established its Small Community Wastewater Strategy to eliminate the discharge of raw or partially settled sewage into surface waters or onto the ground surface. Reading was one of the communities identified in the report with wastewater needs.

The CAR and PER evaluated existing wastewater infrastructure in Reading and evaluated future collection and treatment alternatives to serve the community. Findings include:

Project Timeline

As the project goal is to secure outside funding for 100% of the construction cost, this project would not proceed until that funding is secured. At that time there will be several steps to be coordinated before this project can proceed to final design and construction. Several permits are required, including: an NPDES/SDS permit for surface discharge & antidegradation review; county zoning/conditional use permit approval; plans and specification review/approval by USDA-RD and MPCA; and utility right of way permitting (county and township). In addition, the PER identified several potential pond system locations and highlighted a preferred location based on various considerations. It is unknown if the existing landowner for the preferred location is willing to explore the possibility of selling the land. Continued land acquisition efforts would be needed as the project moves forward.

The project schedule is estimated to be:

Activity and Timeline

USDA Rural Development PER and Environmental Assessment review, comment, and approval in 2021

Secure funding sources in 2021-2022

Purchase agreement with landowner in 2022

Preparation of design plans and specifications in summer, fall, & winter of 2022

Secure project funding in 2022

Project bidding and contractor selection in spring of 2023

Construction in Summer 2023-2024

Initiation of operation in Fall of 2024

Other Considerations

Nobles County has been assisting Reading for eight years to come up with a viable solution. The MN Pollution Control Agency has drawn a hard line on alternatives that still protect the environment but require flexibility in rule interpretation that would be less expensive. The county and Reading need a solution as property owners cannot sell their homes.

Impact on State Operating Subsidies

This project will have no impact on state agency or state operating dollars.

Who will own the facility?

Reading Sewer Service District Created by the Nobles County Board of Commissioners

Who will operate the facility?

Reading Sewer Service District Created by the Nobles County Board of Commissioners

Who will use or occupy the facility?

Property owners, residents, patrons, and employees at the 47 residences, one church, three businesses and one community center.

Public Purpose

This project would have a long-term benefit to the environment, as the project would eliminate raw sewage from being discharged to nearby waters of the state.

Description of Previous Appropriations

No previous State Appropriation request for this project

Project Contact Person

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(\$ in thousands)

Reading, MN Sanitary Sewer Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,880	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$5,880	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$60	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,080	\$0	\$0
Project Management	\$0	\$110	\$0	\$0
Construction	\$0	\$4,630	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,880	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Caswell Park Improvements - Phase 2	1	GO	\$ 8,500	\$ 0	\$ 0
Total Project Requests			\$ 8,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,500	\$ 0	\$ 0

Caswell Park Improvements - Phase 2

AT A GLANCE

2022 Request Amount:	\$8,500
Priority Ranking:	1
Project Summary:	\$8.5 million in state funds is requested to complete Phase 2 of the Caswell Park Improvements consisting of expanding Caswell Park's local, regional, and statewide benefit by constructing, furnishing, and equipping an indoor field house. The project will be located on property owned by the City of North Mankato immediately adjacent to Caswell Park.

Project Description

Total project cost is \$17.0 million dollars. Local revenue available for the project is \$8.5 million dollars generated from future GO Bonds and Sales Tax Bonds tied to existing sales and use tax extended by voters in 2016 and approved by the Legislature in 2018. The remaining \$8.5 million dollars needed for the project is requested to come from a state of Minnesota bonding appropriation.

\$2.0 million dollars was approved by the Legislature in the fall of 2020 to complete Phase 1 consisting of upgrades to the existing Caswell Regional Sporting Complex (concession upgrades, restroom upgrades, parking lot addition, replace fencing, replace field lights, replace scoreboards, perform necessary site work, increase size of four fields to 300 feet, install knee wall and backstop nettings, provide additional spectator seating, replace the public announcement system, add gateway signage, and install turf field at Caswell North soccer complex. The softball portion of Caswell Park is located on a 27 acre parcel (1,176,120 square feet of which 4,000 square feet is concessions).

\$17.0 million dollars will be used to construct a 95,000 square foot indoor field house. The field house will include four full sized basketball courts and six tennis courts. The basketball portion of the facility can be converted into eight youth sized basketball courts or eight full sized volleyball courts. The tennis courts can be converted into 12 pickle ball courts. Associated support space is included in the 95,000 square feet such as concessions, restrooms, meeting space, and storage (see attached rendering).

More information can be found at <https://www.caswellsports.com/bondingrequest>.

Project Rationale

1. Responds to regional planning efforts
2. Partners with an existing statewide asset
3. Business leaders demanding more amenities
4. Local youth sporting demand & partnership with Minnesota State University,
5. Positions Mankato/ North Mankato region for future prosperity

The Caswell Regional Sporting Complex bonding request is the product of nearly a decade's worth of regional discussion about recreational needs in the Mankato/North Mankato Metropolitan Statistical Area, successful extension of an existing sales and use tax, and coordinated regional planning. At least three independent feasibility studies have been completed addressing the need for indoor recreational/court space in the area, including one by the Minnesota Amateur Sports Commission. All agree sufficient demand exists for construction of a fieldhouse in an area of the state underserved by this type of asset. The indoor fieldhouse is a critical piece of a constellation of recreational investments in the Mankato/North Mankato area aimed at strengthening south central Minnesota for future economic and livability success.

Conversations with business leaders in the community continue to include reports of difficulties attracting workers of all professional levels to the Mankato/North Mankato Metropolitan Statistical Area due to a lack of indoor amenities like the proposed fieldhouse. As a result, business leaders are demanding these types of investments as a way to attract talent that will help them continue to sustain and grow their companies in the area. The fieldhouse expansion will increase the regional economic impact of Caswell by increasing the number of months the park operates from six to twelve with the addition of indoor winter sports like basketball, volleyball, tennis, and pickleball. In the Mankato/North Mankato area a need exists for additional events hosted in the winter to draw visitors to the area, fill hotels, and provide customers to entertainment oriented businesses. The fieldhouse expansion at Caswell will also address these needs.

Lack of space and available time is continually mentioned by sporting groups looking to invest in local athletes and grow their programs. This lack of space limits regular practice times, performance training, and the ability to host regional tournaments. Numerous examples of citizens traveling into the Twin Cities Metro Area with children to participate in sporting leagues can be offered as a result of the lack of these amenities. The constraints mentioned above induced the area basketball, volleyball, and tennis groups to sign letters of intent with specific hours and rates to locate to the proposed facility. These letters of intent include larger regional institutions like Minnesota State University Mankato's tennis team and Bethany Lutheran College's tennis team. As a result, the Caswell Sports Regional Bonding Request not only assists local programs, but also guarantees partnership between the community and higher education institutions by co-locating uses in the same facilities. Therefore, it is a terrific example of partnership between the state and local entities.

Awarding the \$8.8 million dollars in state bonding appropriations responds to regional planning efforts, invests in a time proven existing statewide asset, addresses the demands of business leaders, resolves inequities in access to youth sporting facilities based on geography, and provides an asset that will be leveraged for decades for the prosperity of the region. It can also address an equity issue by considering the average household income in the Mankato/North Mankato area is lower than other areas of the state.

Project Timeline

Pre-design/Engineering - Completed as part of Phase 1

Proposed Bid Date - 90 days from receiving bonding appropriation in 2022

Construction Start - Fall 2022

Construction Completion - Fall 2023

Opening Day - Fall 2023

Other Considerations

Governor Walz asked the state of Minnesota to “write a new way” in his 2019 State of the State request. Included in his exhortation was the story of Will and Ross, two students who took advantage of opportunities given to them in their local community, focused on their love of sports and eating, and turned it into a granola bar product now located in over 600 stores. Contrasting Will and Ross’ experience, Governor Walz shared the constraints other Minnesota communities, like Floodwood, who are trying to provide the same opportunities that “Will and Ross” turned into a tax generating business. Governor Walz also talked about Mayors across Minnesota working hard to improve their communities and seeking to partner with the state of Minnesota to ensure the future prosperity of their communities.

The Caswell Regional Sporting Complex bonding request answers each and every call Governor Walz made to Minnesotans to “write a new way.” The request provides opportunities for youth and adults in the region, invests in a time proven state asset requiring enhancements to continue meeting the expectations of its visitors, and partners with an entire region seeking to secure its future prosperity by creating amenities that will attract workers and residents to Minnesota. The Caswell Regional Sporting Complex request is not simply a youth sporting facility, it is a critical piece to ensuring the Mankato/North Mankato MSA continues to prosper and eliminates barriers to that success linked to geography

The COVID19 pandemic decimated revenues for the hospitality industry. The Caswell Park Fieldhouse provides critical and needed support to an industry still reeling from the impacts of the pandemic. As a statewide regional asset, continued investment in Caswell Park secures additional support to a wide variety of business institutions and enhances a Minnesota jewel.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of North Mankato

Who will operate the facility?

City of North Mankato

Who will use or occupy the facility?

General public, local youth athletic teams, area public schools, in-state visiting teams, out of state visiting teams, international visiting teams, Minnesota Attack Volleyball Club, Minnesota Rise AAU basketball, the Mankato Area Basketball Association, the Mankato Area Tennis Association, Minnesota State University Mankato Tennis Team, Bethany Lutheran College Tennis Team, Caswell Regional Sporting Complex staff, other local groups.

Public Purpose

See "other considerations" response. To promote the economic and social benefits of sports and sports tourism.

Description of Previous Appropriations

\$2.0 million appropriated by the State of Minnesota in the fall of 2020 to complete Phase 1 of the Caswell Park Improvements. This included upgrades to the existing outdoor fields, construction of an artificial field, and full design documents for the indoor fieldhouse. The \$2.0 million appropriation was matched with \$2.3 million from the City of North Mankato and \$700,000 in donation from local groups.

Project Contact Person

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(\$ in thousands)

Caswell Park Improvements - Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$2,000	\$8,500	\$0	\$0
Funds Already Committed				
City Funds	\$2,300	\$10,382	\$0	\$0
Non-Governmental Funds	\$700	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$5,000	\$18,882	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$760	\$75	\$0	\$0
Project Management	\$0	\$15	\$0	\$0
Construction	\$4,240	\$16,660	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$250	\$0	\$0
Inflationary Adjustment	\$0	\$1,882	\$0	\$0
TOTAL	\$5,000	\$18,882	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Mill Towns State Trail: Northfield to Waterford Bridge	1	GO	\$ 7,552	\$ 0	\$ 0
Total Project Requests			\$ 7,552	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,552	\$ 0	\$ 0

Mill Towns State Trail: Northfield to Waterford Bridge**AT A GLANCE****2022 Request Amount:** \$7,552**Priority Ranking:** 1**Project Summary:** \$7,552,000 is requested for bond proceeds fund to the commissioner of natural resources for a grant to the City of Northfield for land acquisition, predesign, design, construction and development of the Mill Towns State Trail between Riverside Park in the City of Northfield and the Waterford Historic Bridge in Waterford Township.**Project Description**

Total project cost is \$10,788,000 with \$7,552,000 is requested for bond proceeds fund to the commissioner of natural resources for a grant to the City of Northfield for land acquisition, predesign, design, construction and development of the Mill Towns State Trail between Riverside Park in the City of Northfield and the Waterford Historic Bridge in Waterford Township. The City has committed \$3,236,000 to the project.

Project Rationale

The project is foundationally important for future Mill Towns State Trail connection to Faribault to the south and to Cannon Falls to the north. Northfield is a historic river town that is a destination for visitors. The amenities of hotels, restaurants, ecological significance, and other amenities will make it a key area of interest in the State of Minnesota. This is a significant regional community and economic development opportunity for the State and provide a free recreational opportunity for all Minnesotans to enjoy.

Project Timeline

The City of Northfield has recently completed a 30% preliminary design and cost estimate for 6.5 miles of Mill Towns State corridor in collaboration with the Minnesota DNR from Riverside Park in Northfield to the Waterford Bridge in Waterford Township. The City has plans for street reconstruction in 2024 capital plan that make this a window of opportunity for the City to participate in the costs to build Mill Towns Trail and match state dollars for additional participation.

The City would begin construction design as soon as initial state bond requirements are met. The design would be completed in 2022 and 2023. Project bidding would occur in 2023 with construction planned in 2024.

Most of the project area is owned by the City of Northfield. The City is in planning and negotiations with cooperative owners on remaining right of way to be acquired. We are very confident on delivering this project in a timely manner.

Other Considerations

The City of Northfield's climate action plan (2019) establishes a goal of being a 100% carbon-free community by 2040. The climate action plan - that is one of six strategic priorities of the City of Northfield - includes the intention to build 10 miles of additional bike and pedestrian infrastructure. This Mill Towns Trail segment provides a intra city non-motorized bicycle and pedestrian trail corridor that will dramatically expand the capacity of mobility for our residents.

Expanding of city trails also is a equity strategy for having alternative transportation to vehicles that is particularly beneficial to economically disadvantaged members of our community including traditionally underserved communities of color.

The City of Northfield is proposing \$3,236,000 in matching funds (30%) for this project and has made recent substantial investments to the trail route that isn't including in the matching. If it were included, we would The City of Northfield - in participation with the Department of Transportation, completed a major intersection safety improvement in 2021 that included a roundabout and underpass that is a connection point for the Mill Towns Trail. This investment did not include any state capital funds but was the primary safety obstacle that has been eliminated from the proposed route. The City invested about \$3,100,000 to that project. If that project were considered past matching funds we would be at an 84% local match versus 30% with the future costs.

Impact on State Operating Subsidies

The City would be partnering with the DNR on an operating agreement related to trail maintenance. This is unknown at this time and would be negotiated after bond funds were authorized.

Who will own the facility?

DNR

Who will operate the facility?

DNR

Who will use or occupy the facility?

The public will have full access to the State Trail.

Public Purpose

The public purpose is a public State Trail.

Description of Previous Appropriations

None to the City of Northfield for this purpose.

Project Contact Person

Ben Martig
City Administrator
507-645-3009
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(\$ in thousands)

Mill Towns State Trail: Northfield to Waterford Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$7,552	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$3,236	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$10,788	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,157	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,631	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,788	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Redevelopment - Post Closure - Allen S. King Coal Plant Power Plant - City of Oak Park Heights	1	GO	\$ 5,191	\$ 0	\$ 0
Total Project Requests			\$ 5,191	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,191	\$ 0	\$ 0

(\$ in thousands)

Redevelopment - Post Closure - Allen S. King Coal Plant Power Plant - City of Oak Park Heights

AT A GLANCE**2022 Request Amount:** \$5,191**Priority Ranking:** 1

Project Summary: The City is requesting a phased commitment of \$10,000,000 from the State to undertake a REDEVELOPMENT of the 170 acre Allen S. King Coal plant slated for closure in 2028. In total the \$10,000,000 would fund the design and construction of utility public infrastructure (water, sanitary, storm) as well as roads, trails and all related infrastructure in a phased approach - Phase A in 2022-2024 (\$4,650,000) and Phase B post-closure in 2028 (\$5,350,000).

Project Description

The City is seeking \$10,000,000 from the State to undertake a REDEVELOPMENT of the 170-acre Allen S. King Coal plant slated for closure in 2028 and which on the St. Croix River. The \$10,000,000 would fund the design and construction of utility public infrastructure (water, sanitary, storm) as well as roads, trails and all related infrastructure. All being necessary for any repurposed use. This would be undertaken in a phased approach – being Phase A in 2022-2024 and Phase B post-closure in 2028

To better enable this, the City is seeking a phased approach with **PHASE A occurring in 2022-2024 and seeks \$4,650,000 from the State in the 2022 Bonding Bill** for the construction of public infrastructure (water sanitary and storm water) extensions to serve the Allen S. King Plant Site area as the site itself nor immediate area is currently served by water, sanitary and storm sewer utilities - rather on-site wells and a small private sanitary force main constructed in the 1960s.

It should be noted that almost any form or meaningful site repurposing will require public utilities, including typical residential or commercial development as well as any creation of public park space. The City would fully expect the 170 acres to accommodate, parks, residential and commercial entities as well as significant restoration of such lands on the Wild and Scenic St. Croix River

PHASE A Improvements Are- \$4,650,000

Water Systems	\$1,100,000
Sanitary Systems	\$1,250,000
Storm Systems	\$1,800,000
Right of Way / Easements	\$ 500,000

Phase B would be undertaken after 2028 once closure occurs and would include final design and construction of roadways, trails and internal-site utilities once better refined under the formal closure process. **Phase B is estimated at an additional \$5.35 Million bringing the total costs to \$10,000,000 .**

The City would anticipate seeking funds for Phase B at a future date.

Project Rationale

This 2022 funding request of \$4,650,000 for PHASE A - has four key rationale:

1. The funds will enable and are essential to the site being redeveloped as all such future uses - especially those that will generate tax revenues or jobs will require public utilities. This will be critical towards reducing some of the tax base loss the City will see with the closure of the Plant, and which is estimated at approximately 35% of the City's property tax base or about \$2.2 million.
2. The funds will further the development for recreational opportunities on the St. Croix River for the greater Twin Cities area. And would be meaningful as development of a "in-town" public access and park facility to a Federally Designated Wild and Scenic River as such opportunities for such are limited.
3. The funds will absolutely incite momentum for all to address the site as a whole as no community desires to see a derelict coal fired power plant much less abutting a Federally Protected River and the new St. Croix River Crossing.
4. The City does believe that the State has a significant responsibility to fund this Project due to the fact that the State permitted this site as a benefit to the region. And now that closure is upon us, the State has an equal responsibility to the local community to restore and repurpose the property - preventing a permanent tax base loss and addressing vacant / idle coal plant facilities.

Project Timeline

PHASE A - \$4,650,000 (2022 Bonding Bill request)

2022-2023 Compete Feasibility and Public Engagement

2022-2023 Predesign, Preliminary Survey, Final City Environmental Review

2023-2024 Final Design, Bidding and Construction - (Phase A)

Phase A - 2022 to 2024: Installation of Backbone Infrastructure and related Off-site improvements – Could be completed prior to plant closure including water and sewer mains to the perimeter of the site as well as storm water facilities.

PHASE B - \$5,350,000 (Future - Post Closure)

2028 to 2030: At closure, following demolition and any required remediation by Xcel Energy, the on-site improvements could be installed, these would include primary access roadways as well as internal roadways, internal trails and internal utility infrastructure.

Other Considerations

1. **What would happen if the project does not receive state bonding?**

As a small community under 5,000 and that is losing 35% of its tax base, the City does not have the financial capacity to extend these utilities, roadway or trails. Potentially, the site would remain wholly vacant, potentially with unaddressed environmental concerns and the public will express concerns about the unknown future of this 170-acre site along the St. Croix River.

There is a further risk that if the City is not a major player, if not the leader of the site redevelopment with clear controlling interest in the public facilities, that the acreage could be redeveloped purely at the full-guidance of development interests which could inherently lead to into such thing as extensive industrial uses, high-end residential only and very limited – if no public access.

The City's involvement and control of the underlying infrastructure via the receipt of these phased \$10,000,000 in State funds will result a dramatically lessened need to incorporate such costs into development scenarios by private developers – making many elements more affordable which the City will ensure is substantially passed through – and not to the benefit of the bottom line of developers or by Xcel Energy who is beholden to their shareholders.

2. What is the impact on Black, Indigenous, and people of color (BIPOC) communities?

According to US CENSUS DATA, (2019) approximately 18.4% of the Washington County population includes BIPOC residents. These populations are in direct proximity to the Site – less than 10 miles +/- and would benefit from the Project including recreational opportunities as well as housing and employment.

The City has reviewed the Environmental Impact Statement for the St. Croix River Crossing (lying just north of this site) which endeavored determine any indigenous sites (burial, heritage sites, etc.) Such work was extensive under Federal 7a Review and included surrounding areas – no such sites were identified; further examination of the area could be undertaken.

3. What community engagement has taken place or will take place related to the project?

The City has convened a Community Advisory Panel consisting of a number of public and entities to discuss use future concepts. These members include the ISD 834, neighboring cities of Stillwater and Bayport, MNDNR, Washington County, Chamber of Commerce, National Park Service, St. Croix River Alliance, members of the City's Parks and Planning Commission, Washington County EDA and several residents. This work started in Fall 2020 and continues through 2021 with the culmination of work to be TWO concept plans for further community discussion. These discussions will also include the development of an "equity and inclusion" element to also understand how this Project may play a bigger role in the advancement of any commercial, residential and recreational land uses that benefit BIPOC communities.

4. How is climate change mitigation, benefits to public health, racial disparities, or other cultural impacts being considered in the request?

The shuttering of a coal -fired power plants – including this Plant is a key strategy toward climate change mitigation, however a vital next step is to ensure such lands are fully remediated and repurposed. From an "environmental justice" standpoint, the Twin Cities residents benefitted for 60+ years from the operation of this Plant but also absorbed the local pollution and visual impacts associated with it. And now that the closure is anticipated the same residents should NOW benefit from this site's renewal- and not just Xcel Shareholders. Due to its proximity to the largest metropolitan area in the State; the post-closure development of nearby river access, park lands, living wage jobs and affordable housing should benefit the same residents.

Impact on State Operating Subsidies

There should be no impact to State operating subsidies.

Who will own the facility?

The City would own and operate this public infrastructure; however, the City would anticipate that much of the surface to be remain ownership of Xcel Energy for the long-term with negotiated surface rights- such as 100- year renewable leases so as to ensure Xcel Energy remains the party responsible for any environmental impacts. The City and any other final developmental use would seek a final indemnification from Xcel Energy on all such lands.

Who will operate the facility?

The City of Oak Park Heights.

Who will use or occupy the facility?

At the project's completion, it is hoped that the 170- acre site is a complete success and is fully remediated, includes businesses and residential uses that run the gamut of affordability and also provides new park lands. In short, the occupant of the property could consist of hundreds of people living and working on-site as well as thousands visiting each year enjoying the open space.

Public Purpose

The construction and operation of public utilities is solidly in the realm of public purposes as is the use of such funds to seek and support the redevelopment of a closing coal-fired power plant. The City hopes to also ensure a significant portion of the property remains as parklands or other public open space for all to enjoy and interface with a Wild and Scenic River - the St. Croix.

Description of Previous Appropriations

NONE

Project Contact Person

Eric Johnson
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(\$ in thousands)

Redevelopment - Post Closure - Allen S. King Coal Plant Power Plant - City of Oak Park Heights

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,191	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$5,191	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$105	\$0	\$0
Project Management	\$0	\$400	\$0	\$0
Construction	\$0	\$3,645	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$541	\$0	\$0
TOTAL	\$0	\$5,191	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Materials Recovery Facility	1	GO	\$ 12,500	\$ 0	\$ 0
CSAH 44 and TH 14 Interchange	2	GO	\$ 4,300	\$ 0	\$ 0
		THB	\$ 17,460	\$ 0	\$ 0
Graham Park Redevelopment	3	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 44,260	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 26,800	\$ 0	\$ 0
Trunk Highway Bonds (THB) Total			\$ 17,460	\$ 0	\$ 0

Materials Recovery Facility

AT A GLANCE**2022 Request Amount:** \$12,500**Priority Ranking:** 1**Project Summary:** Olmsted County seeks state capital investment to build a materials recovery facility (MRF). Objectives of the MRF are to remove recoverable and noncombustible materials from the waste stream to be further processed and to increase capacity and efficiency of the Olmsted County Waste-to-Energy Facility (OWEF).**Project Description**

The materials recovery facility (MRF) will process municipal solid waste (MSW) and single stream recyclables (SS) for recovery of certain recyclables and the removal of non-burnable materials prior to the MSW being converted to energy in the county's waste-to-energy (OWEF) facility. Installation and implementation of co-mingled recycling material separation components will improve recycling rates and increase the quality and value of recovered products such as plastics, paper, cardboard, and separated foodscrap. The separation components will also remove materials that do not combust and may cause damage to the waste-to-energy system. These collected materials (metals, glass, and other non-combustibles) will then be sold to end markets. The county is currently looking at technology that will separate organic waste for use in a regional private anaerobic co-digester, which will be considered as a future addition to the MRF.

Project Rationale

Olmsted County intends to construct and operate a materials recovery facility (MRF) to reclaim materials and remove problematic items from the waste stream. Olmsted County is working with regional partners to improve SE Minnesota's overall recycling system efficiencies by leveraging new and existing synergies within the region's network of interrelated solid waste management systems. A regional MRF adjoining the Olmsted Waste-to-Energy Facility (OWEF) will provide another option for local businesses and governments in meeting their solid waste and sustainability goals by enhancing economic vitality while conserving natural resources and energy. A SE Minnesota regional facility will benefit stakeholders by:

- Providing a safe, environmentally focused, and cost-effective materials recovery system;
- Allowing local businesses convenient access to a SE Minnesota MRF to enhance their solid waste programming;
- Increasing local recycling rates;
- Allowing waste material to move further up the waste hierarchy by removing recoverable materials from the waste stream;
- Developing a solid waste system that enhances managing materials for lowest-impact to the environment;
- Meeting local solid waste objectives and gaining efficiencies through economies of scale; and
- Sharing responsibility, costs, and potential revenue for environmentally sound management of

recoverable materials.

This facility is needed for the region because it will:

- Provide SE Minnesota counties and businesses a local option for recyclable materials processing through a modern MRF;
- Support counties' waste diversion goals;
- Meet requirements of the U.S. recycling industry to clean and sort material;
- Prepare quality recyclable materials that are marketable for end-use manufacturers;
- Reduce overall greenhouse gas emissions by eliminating long transport of mixed recyclables to other areas for processing; and
- Maximize capacity at area resource recovery facilities.

Recycling is an essential component of waste management in Olmsted County. Recycling (along with reduction, reuse, and composting) is at the top of the state's waste management hierarchy and plays a critical role as a waste abatement strategy to minimize solid waste disposal at waste-to-energy and landfill facilities. Minnesota Statute §115A.551 requires counties to develop and implement recycling programs to reach state recycling goals and submit program strategies to the MPCA for approval. Olmsted County is committed to improving recycling outcomes in the area by strengthening partnerships with other local units of government, businesses, nonprofits, and the waste and recycling industry. Olmsted County will work with partners to improve local recycling opportunities by using new and existing technologies. The MRF will promote innovation and collaboration and will be responsive to the changing recycling industry. This project will help achieve state recycling goals, will meet many of the county's long-range solid waste goals, and will provide better waste management options for residents.

Project Timeline

- Preliminary design and planning - now through December 2021
- Detail design, construction documents, and permitting - January 2022 through August 2024
- Construction - February 2024 through March 2025

Other Considerations

The MRF will serve the entire southeast region of the state. Dodge County and local private businesses have already indicated interest in partnering with Olmsted County on the MRF project and we are reaching out to other counties and regional partners now.

Impact on State Operating Subsidies

None known

Who will own the facility?

Olmsted County

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Olmsted County, neighboring counties, private haulers, private businesses, individuals, and other regional partners.

Public Purpose

Minnesota Statute §115A.551 requires counties to develop and implement recycling programs to reach state recycling goals and submit program strategies to the MPCA for approval. Olmsted County is committed to improving recycling outcomes in the area by strengthening partnerships with other local units of government, businesses, nonprofits, and the waste and recycling industry. The MRF will promote innovation and collaboration and will be responsive to the changing recycling industry. This project will help achieve state recycling and the county's long-range solid waste goals, while providing a more effective and efficient waste management system for the residents of SE Minnesota.

Description of Previous Appropriations

No state appropriations have been provided to Olmsted County for a materials recovery facility.

Project Contact Person

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(\$ in thousands)

Materials Recovery Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$12,500	\$0	\$0
TOTAL	\$0	\$25,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,025	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,040	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$12,935	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$25,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

CSAH 44 and TH 14 Interchange

AT A GLANCE**2022 Request Amount:** \$21,760**Priority Ranking:** 2

Project Summary: Olmsted County seeks state capital investment for construction of a proposed interchange at County State Aid Highway (CSAH) 44 (formerly County Road 104) and Trunk Highway (TH) 14 and an associated flyover at 7th Street NW. Objectives of the project are to improve safety and support regional growth and economic development. The recently completed TH 14 Corridor Analysis Project identified construction of an interchange at the CSAH 44 intersection as an immediate, short-term (5 year) improvement.

Project Description

The project consists of a proposed interchange at CSAH 44 and TH 14, and an associated flyover structure at 7th Street NW. Infrastructure elements include four bridge structures, retaining walls, pavement, lighting, and active transportation facilities.

The intersection of CSAH 44 and TH 14 is located on the west side of Rochester and has significant safety concerns due to a skewed geometric angle, an at-grade railroad crossing, a 65-mph speed limit on TH 14, and high traffic volumes on both the trunk highway and the county highway. The proposed interchange, and associated 7th Street flyover, will remove two at-grade intersections. Sixty-four conflict points that drivers must navigate when turning, crossing, or traveling on the roadways will be eliminated. Safety will improve. Additionally, the interchange will provide increased mobility and support growth and economic development. Efforts are moving forward for engineering services, environmental documentation, design, and right of way acquisition. Funding for construction of the interchange and flyover is needed.

Project Rationale

For several years, Olmsted County has led efforts on a proposed interchange at CSAH 44 and TH 14, including an associated flyover structure at 7th Street NW. The intersection is located on the west side of Rochester and has significant safety concerns. A skewed geometric angle, a 65-mph speed limit on TH 14, and high traffic volumes on both the trunk highway and county highway, are contributing factors to approximately twelve crashes each year. Last summer, a former Olmsted County commissioner lost his life in a crash at the intersection.

The City of Rochester/Olmsted County is a growing community with population growth rates greater than the state and national average (U.S. Census Bureau, 2019). TH 14 is a regional corridor serving as a primary commuter route from the west into Rochester. Approximately 30,000 vehicles travel on TH 14 daily, and approximately 3,000 vehicles utilize CSAH 44 on a daily basis. Both roadways provide

important regional connections for commuters into Rochester, a freight route, and existing commercial and residential development.

The recently completed TH 14 Corridor Analysis Project from Rochester to Kasson identified construction of an interchange at the CSAH 44 intersection as an immediate, short-term (5-year) improvement. The interchange is identified as a need in the Long-Range Transportation Plan of the Rochester-Olmsted Council of Governments (ROCOG), which is the Municipal Planning Organization (MPO).

Additionally, CSAH 44 was recently renamed from the former County Road (CR) 104. The new designation reflects planning efforts which indicate a higher functioning roadway, providing regional connectivity and capacity. A significant improvement project on CSAH 44, just north of the proposed interchange is scheduled for construction in 2022/2023. Expected growth indicates CSAH 44 will become a future four-lane facility.

The CSAH 44/TH 14 interchange is a significant safety improvement for not only the local communities and region, but also the state. Trunk Highway 14 is a very important east-west connector route for Minnesota. The volume of drivers and speeds at which they travel have both increased on the highway over the years and safety is a significant concern for travelers, commuters, businesses, and freight operators. Olmsted County is a member of the U.S. Highway 14 Partnership which consists of cities, counties, townships, chambers of commerce, businesses, and individuals impacted by U.S. Highway 14. The goal of the partnership is to secure funding for improvements to Highway 14. The proposed interchange aligns with partnership goals and will improve safety, increase capacity, facilitate mobility, efficiently move freight, and support growth and economic development.

Project Timeline

- Preliminary design and environmental documentation - now through Fall 2022
- Right of way acquisition - Spring 2022 through July 2023
- Detail design and construction documents - Fall 2022 through July 2023
- Construction - July 2023 through November 2025

Other Considerations

A 2009 Corridor Study, a federal environmental report, and an adopted official map have been completed. Olmsted County, in partnership with MnDOT District 6, is currently issuing a request for proposal to hire engineering services for the preliminary design and environmental documentation efforts.

The project has strong local and regional support, including the U.S. Highway 14 Partnership, the Rochester Area Chamber of Commerce, and area cities and townships.

The project type listed below is "multiple" because the overall project includes roadway, bridge, rail, and active transportation facilities.

Impact on State Operating Subsidies

None known

Who will own the facility?

Olmsted County and the Minnesota Department of Transportation (MnDOT)

Who will operate the facility?

Olmsted County and the Minnesota Department of Transportation (MnDOT)

Who will use or occupy the facility?

Traveling public

Public Purpose

Infrastructure

Description of Previous Appropriations

The 2020 Minnesota Legislature designated \$6 million of general obligations bonds and \$2.54 million of trunk highway funds was made available for environmental documentation, design, and right of way acquisition.

Project Contact Person

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(\$ in thousands)

CSAH 44 and TH 14 Interchange

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$6,000	\$4,300	\$0	\$0
Trunk Highway Bonds	\$2,540	\$17,460	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$9,700	\$0	\$0
Pending Contributions				
TOTAL	\$8,540	\$31,460	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$2,540	\$2,000	\$0	\$0
Predesign Fees	\$4,000	\$0	\$0	\$0
Design Fees	\$2,000	\$4,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$25,460	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$8,540	\$31,460	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Graham Park Redevelopment

AT A GLANCE

2022 Request Amount: \$10,000

Priority Ranking: 3

Project Summary: Graham Park has served southeast Minnesota as a community asset for more than 100 years, focusing on agriculture, community events, entertainment, and youth athletics. Olmsted County seeks state capital investment for redevelopments at Graham Park, including a Farmer’s Market pavilion, community park/outdoor events improvements, and a multi-use exhibition center - the cornerstone of the renovated park. All elements are designed to meet regional and community needs now and into the future.

Project Description

Based on the extensive outreach, research, and analysis conducted as part of the market feasibility study process, core recommendations have been developed concerning an enhancement strategy for Graham Park. The strategy is focused around developing targeted new event facilities that serve important community needs and drive year-round activity and visitation to Graham Park.

Three core aspects of the redevelopment project will include a new multi-use exhibition center, a permanent Farmer's Market pavilion, and improvements to community park and outdoor events space. The Graham Park master plan envisions a park dedicated to all communities in southeast Minnesota. When complete, the park expects to expand its growing list of events such as weddings, horse and hog shows, swap meets, ethnic celebrations, hockey tournaments, concerts, and other community gatherings.

Olmsted County's vision for the multi-use exhibition center is to create a year-round facility, approximately 80,000 gross square feet, to meet resident and regional needs related to plant and animal agriculture, family and cultural events, sports, and recreation. Specifically, the exhibition building is intended to be a flexible, multi-purpose center consisting of flat floor space that can be adapted to various uses when desired.

The strategy for the Farmers Markets includes the construction of a 40,000 square-foot covered, permanent pavilion on the north side of Graham Park. The Rochester Farmers Markets relocated to the park over a year ago and have found success in their new home. The permanent pavilion will further support the Rochester Farmers Markets.

The outdoor improvements will include enhanced community park green space with a minimum of 100 X 100 flat, open space for the community to gather, or for specific events, such as dog agility events and training.

Olmsted County has already begun implementing the Graham Park master plan. In 2019 and 2020, roughly \$5 million was spent on deferred maintenance and upgrades to the Graham Arena complex. There has also been work done to improve lighting, landscaping, and signage, as well as the

partnership that moved the Farmers Markets to a new permanent home at Graham Park. In addition, the county purchased 11 acres of immediately adjacent land which provides an excellent opportunity for the community. Development there could enhance the park and help meet significant regional needs like housing – especially workforce and/or student housing – or transportation solutions.

Project Rationale

Dr. Christopher Graham donated the Graham Park parcel to Olmsted County in 1919, with a charter to provide a regional asset for educational and agricultural opportunities. For several decades the park was largely ignored. But in 2016 a market study and master plan led to a vision for revitalizing the park and subsequent efforts to make improvements and seek partners and funding for the vision. In May 2021 a new market study clarified that the region needs updated facilities to host equestrian/livestock and flat floor events. The space is also needed for recreational events like cultural and religious events, trade shows, concerts, gun shows, and exhibits. The updated market study has led to a slightly modified approach to our bonding request.

This project is not just visionary, but transformative. It will take a tired, worn-out, and barely used parcel of land and turn it into an exciting gathering location for an entire region. And it is clearly needed and wanted. The residents of Olmsted County recently completed a survey which indicated 61% of respondents rated an exhibition building as very important or essential to Graham Park which reinforced the Master Plan.

Analysis results from the recently updated market study indicate that investment in enhanced Graham Park facilities could enhance the entertainment opportunities and quality of life of Olmsted County residents, while generating new tourism and associated economic impacts in the county and region.

Project Timeline

Conceptual plans have been completed, but formal design for construction documents will start after approval of bonding support. We anticipate the construction schedule to be two years from formal design commencement to occupancy.

Other Considerations

Graham Park is currently an underutilized asset and has the potential to expand facility offerings year-round for a wide variety of activities. To achieve this vision, Olmsted County adopted a Master Plan for Graham Park redevelopments and has already invested \$6.5 million with a planned total investment of \$56 million to implement the four phases of the plan.

Impact on State Operating Subsidies

None known.

Who will own the facility?

Olmsted County

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Olmsted County will occupy the facility which will be made available to the public for multiple events and uses.

Public Purpose

Graham Park has a solid foundation from which it can expand and grow into a self-supporting enterprise offering facilities available year-round that can accommodate a wide variety of community events, ethnic, cultural celebrations and festivals, and entertainment and leisure activities. The number of events of all kinds have been steadily increasing over the past few years. The market study highlighted the need for space as the recently renovated Mayo Civic Center has limitations with a mission to increase revenues from local and national conferences.

Description of Previous Appropriations

This project has not received any previous state appropriations and this request is the only planned bonding request for redevelopments at Graham Park.

Project Contact Person

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(\$ in thousands)

Graham Park Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$10,000	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$1,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$17,850	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$100	\$0	\$0
Occupancy Costs	\$0	\$500	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Perham to Pelican Rapids Regional Trail - Maplewood State Park Segment	1	GO	\$ 1,514	\$ 0	\$ 0
Total Project Requests			\$ 1,514	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,514	\$ 0	\$ 0

Perham to Pelican Rapids Regional Trail - Maplewood State Park Segment

AT A GLANCE

2022 Request Amount: \$1,514

Priority Ranking: 1

Project Summary: This 34-mile, 10-foot wide, multi-use paved trail will connect the communities of Perham and Pelican Rapids, and (very importantly) run through Maplewood State Park enroute.
The trail was divided into five segments for constructability and funding purposes. This request is for construction of the fifth and final segment of the trail that runs through Maplewood State Park.

Project Description

This project involves the construction of the Maplewood State Park Segment of the Pelican Rapids to Perham Regional Trail. The Perham to Pelican Rapids Regional Trail is a 10-foot wide, 34-mile long, multi-use recreational trail connecting the communities of Perham and Pelican Rapids via Maplewood State Park. The trail is comprised of five segments: West (6.83 miles), Maplewood (7.2 miles), Silent Lake (8.11 miles), McDonald (5.83 miles), and East (6.41 miles). The route has 25 named lakes on or nearby, in addition to wetlands. Otter Tail County, the Cities of Perham and Pelican Rapids, the Minnesota Department of Natural Resources, the West Central Initiative and the PartnerSHIP4Health worked together to develop the Perham to Pelican Rapids Regional Trail Master Plan which was approved in 2014 (<http://ottertailcountymn.us/project/perham-to-pelican-rapids-trail>). The master planning process involved significant community input and evoked rousing support for the trail among residents and businesses, and unanimous support from the Otter Tail County Board of Commissioners and both City Councils. This proposed trail was designated as "Regionally Significant" by the Greater Minnesota Regional Parks and Trails Commission on August 5, 2015.

Project Rationale

Otter Tail County has more lakes than any county in the United States, with over 1,000 lakes, and 25 named lakes on or within a mile of this route. Despite this, the County has limited access to state trails and has not experienced the economic benefits of outdoor recreation and trails the way other MN regions have. The Pelican Rapids to Perham Trail serves several important functions:

1. Economic Development

The economic benefits of trail development are well documented. Trails attract local and non-local visitors who stimulate the local economy, contribute to local and state taxes and create jobs. One of the most important ways that trails promote economic growth is through tourism. However, trails are also vital for attracting new business and talented workers and help keep established businesses competitive. Young families have cited trails as a key reason for relocating to rural Minnesota.

2. Expand Outdoor Recreational Opportunities

This proposal specifically aims to expand outdoor recreational opportunities by connecting the communities of Pelican Rapids, Perham and surrounding areas to Maplewood State Park via a recreational trail. This proposal significantly improves access to outdoor recreational opportunities to diverse and changing populations. Pelican Rapids is the most diverse community in Otter Tail County and one of the most diverse rural communities in Minnesota. It will also expand existing state trail systems by connecting the Central Lakes and Heartland Trails in the future. Otter Tail County is in a beautiful part of Minnesota with an abundance of lakes, wetlands, rolling hills and agricultural areas. Outdoor recreation is an important part of the quality of life and the tourism economy in Otter Tail County

3. Transportation Alternatives

This project will provide important transportation alternatives for residents in and around Perham and Pelican Rapids, both of which have vigorous job centers. This trail will provide an opportunity for employees, their families and other rural residents to commute by means other than motorized vehicles. The trail will expand the opportunities for residents and visitors to enjoy active commuting and recreation as well as maintain a healthy and active lifestyle. Most significantly, the trail will provide a safe corridor for walking and biking and improved multi-modal access for residents and the other 150,000+ annual visitors to Maplewood State Park.

Project Timeline

The pre-design and design of this project is underway and will be complete later this year. If funded, we anticipate being shovel-ready when funding is available in 2022. The construction of this project will be completed by fall 2023.

Other Considerations

This proposal significantly improves access to outdoor recreational opportunities to diverse and changing populations. Racial and ethnic minority populations tend to participate less in most nature-based outdoor recreation activities, including visiting state parks and trails. In fact, according to a DNR report, only 2.8 percent of state park visitors identified themselves as non-white. Pelican Rapids is the most diverse community in Otter Tail County and one of the most diverse rural communities in Minnesota. Over 46% of the residents of Pelican Rapids identify as persons of color and 62% of the population are non-native English speakers. This project will afford outdoor recreational opportunities to members of racially and ethnically diverse cultures who have not traditionally benefited from the park's facilities and resources.

Otter Tail County has over 1,000 lakes, and a well-established tourism infrastructure. Despite that fact, it only has one leg of state recreational trail, a 21-mile leg of Central Lakes Trail in the SW corner of the county. This proposed 34-mile trail will run through the heart of the county, and will be on/near 25 named lakes. Significantly, future plans call for a 21-mile leg to connect to Central Lakes and a 13-mile leg to Heartland Trail, which is already connected to Paul Bunyan Trail. These interconnects would create a 275-mile system encompassing a significant portion of central and western Minnesota.

There is considerable momentum for the Perham to Pelican Rapids Regional Trail and other opportunities for outdoor recreation. Prompted by the momentum and support for the Perham to Pelican Rapids Regional Trail, Otter Tail County developed a County-Wide Trail Master Plan, of which the Perham to Pelican Regional Trail is an integral component. The master trail plan

(<https://ottertailcountymn.us/project/trail-master-plan>) provides a long-term vision for the establishment of various trail types within Otter Tail County.

There is currently considerable local support for and investment in this project. The East Segment has been funded and construction is underway. The planning, detailed engineering and property acquisition is complete or nearly complete for all of the other segments. Construction on those segments will be completed by the fall of 2022. Furthermore, the City of Pelican Rapids recently completed an expansion of their city-wide trail system. This newly constructed trail will connect directly to the 6.83-mile West Segment of the Perham to Pelican Rapids Regional Trail. They are also in the process of developing a robust downtown trailhead.

Impact on State Operating Subsidies

Who will own the facility?

Otter Tail County

Who will operate the facility?

Otter Tail County

Who will use or occupy the facility?

NA

Public Purpose

Multi-purpose trail will have full public accessibility, including ADA compliance. Perham and Pelican Rapids both have significant tourism infrastructure, and destination trail users will help stimulate these businesses.

This amenity will also help attract and retain a diverse workforce which is greatly needed as this corridor has seen significant economic growth and forecasts are predicting a worker shortage in the years to come.

Description of Previous Appropriations

No previous trail appropriations

Project Contact Person

Nick Leonard
Deputy Administrator
218-998-8057
nleonard@co.ottertail.mn.us

(\$ in thousands)

Perham to Pelican Rapids Regional Trail - Maplewood State Park Segment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,514	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$1,514	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,028	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$115	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,913	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,028	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Multicultural Aquatic Facility	1	GO	\$ 1,500	\$ 0	\$ 0
Dam Removal-River Pedestrian Bridge	2	GO	\$ 240	\$ 0	\$ 0
Total Project Requests			\$ 1,740	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,740	\$ 0	\$ 0

Multicultural Aquatic Facility**AT A GLANCE****2022 Request Amount:** \$1,500**Priority Ranking:** 1

Project Summary: The City of Pelican Rapids, MN is seeking \$1.5 million in state funds to bring a state of the art, family-friendly, multicultural aquatic facility to Pelican Rapids and the larger regional area. This facility will build community and tourism, promote healthy living, and incorporate safety and inclusion for the diverse population of Pelican Rapids and Otter Tail County.

Project Description

This project will replace a dilapidated and unsafe current swimming pool. It will include full demolition and reconstruction. The total cost of the new aquatic complex is \$4 million. The square footage of the facility will be 5,034 s.f. (proposed pool) and 4,500 s.f. (proposed multi-use pool and campground bathhouse). The current municipal swimming pool square footage is 4,200 s.f. (existing pool) and 1,950 s.f. (existing bathhouse). Key funding sources for this project include state bonding funds, matching grant opportunities, local business sponsors, and the general public. Due to the socioeconomic status of Pelican Rapids residents (22% below the poverty line), state funding will be essential to the success of this project.

The new facility will include a water slide, lazy river, zero-depth entry, splash pad, gazebo and modern bathhouse. The amenities will create accessibility for all individuals regardless of physical ability. The bathhouse will be dual purpose, serving as a pool house and a campground bathhouse with separate entrance. The city campground sits adjacent to the facility and the addition of a new bathhouse will promote tourism and recreation in Pelican Rapids.

Project Rationale

The current pool in Pelican Rapids was built in 1978 and has reached a point of structural deterioration that is no longer reparable. A structural study done in 2012 recommended closing the facility. With this proposal, a new aquatic center will be constructed in the same location as the previous city pool. This aquatic center will provide safe recreational opportunities for families within the community and broader geographic area.

In 2018, the Pelican Rapids Pool served over 2500 guests which equates to the population of our rural community. The Pelican Rapids pool is one of only two public outdoor swimming pools in Otter Tail County and the new aquatic center would have the only outdoor water slide in the region.

Pelican Rapids will be a multicultural recreational facility that is accessible to all races, ethnicities, and physical modalities. Recreational facilities promote interaction and exchange and work toward

making diverse communities more inclusive for families. Studies have discovered that youth, regardless of cultural background have specific ideas about the importance of public spaces and use them in similar ways. Common values include recreational opportunities, interacting with people, and meeting new friends. This facility will enhance the community of Pelican Rapids and Otter Tail County and provide recreational opportunities for all.

Project Timeline

In 2012, a Pelican Rapids Pool Committee was formed and went through preliminary design options for a new pool structure. Through a series of committee meetings, city official input, and public input meetings, the current design of the Pelican Rapids Community Pool was developed and voted on. The scope of the project was approved at that time by the Pelican Rapids City Council. In 2019, a new committee was formed to move forward with fundraising efforts for the aquatic center. The project design proposal was updated to current construction projections in early 2019. The current Pelican Rapids Pool committee began community education in July of 2019 and fundraising in August of 2019. The committee has set forth this timeline. Fundraising complete by January 2021. Construction documents and bids sought and selected, Fall 2021. Construction begins Fall 2021. Construction complete late Summer 2022. This proposed timeline will depend on the committee securing state appropriated funding.

Other Considerations

Pelican Rapids is a racially isolated community in rural northwestern Minnesota, unique for its ethnic, cultural, and religious diversity. A turkey processing plant attracts immigrant and refugee families from Mexico, central America, eastern Africa, the Far East, and eastern Europe seeking housing and stable employment. There are over 14 languages spoken in this unique community, and over 55% of our population represents non-European backgrounds.

Though Pelican Rapids is located in the heart of Minnesota lakes country, lakeshore accessibility is not available due to private ownership which financially excludes citizens of Pelican Rapids. 22% of Pelican Rapids lives below the poverty line which is significantly higher than the national average of 14%. Access to the nearest public beach exceeds 25 miles, and another outdoor pool is over 55 miles away. This proposed aquatic center would be a multicultural hub and is a necessity for Pelican Rapids.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Pelican Rapids will own the Multicultural Aquatic Facility.

Who will operate the facility?

The City of Pelican Rapids will perform maintenance and upkeep of the facility along with all operational needs.

Who will use or occupy the facility?

Use of the facility will be open to all the public and will include residents of Pelican Rapids, residents

of Otter Tail County, patrons of the community campground, regional residents, summer residents and tourists.

Public Purpose

This facility will be open to all public users. 22% of Pelican Rapids lives below the poverty line which is significantly higher than the national average of 14%. Access to the nearest public beach exceeds 25 miles, and another outdoor pool is over 55 miles away. This proposed aquatic center would be a multicultural hub and is a necessity for Pelican Rapids.

This will be an inclusive facility, offering amenities to accommodate users of all abilities and modalities. The included bathhouse will be used by all campground patrons as well as summer recreationalists enjoying the trails and parks. This will also serve as restroom facilities for summer festivals and community events. The community of Pelican Rapids, Otter Tail County, and greater Minnesota will benefit from increased tourism, recreational opportunities, safe facilities, increased job opportunities, and economic development.

Description of Previous Appropriations

N/A

Project Contact Person

Don Solga
City Administrator
218-863-7076
pradmin@loretel.net

(\$ in thousands)

Multicultural Aquatic Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$1,300	\$0	\$0
Non-Governmental Funds	\$0	\$1,200	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$228	\$0	\$0
Project Management	\$0	\$57	\$0	\$0
Construction	\$0	\$3,715	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Dam Removal-River Pedestrian Bridge**AT A GLANCE**

2022 Request Amount:	\$240
Priority Ranking:	2
Project Summary:	\$240,000.00 in state funds is requested to design and construct a new pedestrian bridge over the Pelican River in Pelican Rapids, MN.

Project Description

The project involves placing a new pedestrian bridge over the Pelican River once the Minnesota Department of Natural Resources removes the existing dam to allow for river restoration. The scope of the project entails the design of a 10 foot by 100 foot clear-span pedestrian bridge and associated abutments, the construction of the bridge and abutments, and the transport and placement of the bridge. The total cost of this project is estimated at \$480,000.00 dollars. The city will provide \$240,000.00 in matched funds and the state will provide the remaining \$240,000.00.

Project Rationale

This project is needed in order to provide a way for the public to cross over the Pelican River once the dam is removed in fall-winter 2021/winter-spring 2022. Currently the dam wall acts as a way for pedestrians to get from one side of the river to the other. To accommodate river restoration the City of Pelican Rapids is allowing the Department of Natural Resources to remove the dam. With the dam removed pedestrians will not have this crossing option any longer.

Project Timeline

Design/Engineering – May 2022
 Construction – June 2022 - September 2022
 Transport/Placement – October 2022

Other Considerations

The current walkway is part of our pedestrian infrastructure to and through our park systems. With the river restoration dam removal the pedestrian infrastructure across the river will no longer exist.

Regarding request for appropriation:

Pedestrian bridge over Pelican River

I'm writing to stress the importance of the pedestrian bridge, as a crucial component to the Pelican River restoration project, which includes the removal of the Pelican Rapids city dam.

The project has been controversial, locally, because the dam removal eliminates an iconic visual element from downtown Pelican Rapids. The dam, and the associated "World's Largest Pelican" have been one of the most visible and photographed sites in the state. Locals have been highly skeptical of losing this component.

But over the span of several years, public opinion seems to have slowly shifted. Many now recognize the possibilities of an open waterway, with its environmental and recreational opportunities. But a pedestrian crossing at the dam site is critical to total access to the city’s network of parks, and the downtown business sector.

If the community loses this, it will be a detriment to the long range vision as Pelican Rapids as a statewide—possibly even nationwide—model for river restoration.

Because this dam removal is at one of the most recognizable settings, it is extremely important to the community and for broader conservation and river stewardship efforts, to have a total finished product that can be a showcase for river restoration efforts

The pedestrian bridge is not merely a “local convenience.” It needs to be viewed in the larger context.

The Pelican is 85.5 miles long from the Otter Tail confluence to its headwaters. Removal of the Pelican Rapids dam would connect nearly all of this, and establish a natural flow, with free movement of aquatics species. By removing or modifying only a few more dams in the region, the Red River and its tributaries would flow another 530 miles—all the way to Lockport, Manitoba.

A “complete” package in Pelican Rapids, including local park, green space and pedestrian features in the heart of one of Minnesota’s premiere lakes area communities, would be a showcase for river restoration projects everywhere.

Impact on State Operating Subsidies

This project will not impact the annual operating budget of the state or the city.

Who will own the facility?

The City of Pelican Rapids will own the pedestrian and the land it is placed upon.

Who will operate the facility?

The City of Pelican Rapids operate and maintain the project.

Who will use or occupy the facility?

The entire City of Pelican Rapids population of 2,500, as well as all visitors, whether in-state or out-of-state, that come to our community.

Public Purpose

Currently the existing dam structure has a public walkway that provides for river crossings. With the removal of the dam the public purpose of the bridge project is to continue the needed ability that allows the general public to cross from one side of the Pelican Rapids to the other.

Description of Previous Appropriations

N/A

Project Contact Person

Don Solga
City Administrator
218-863-7076
pradmin@loretel.net

(\$ in thousands)

Dam Removal-River Pedestrian Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$240	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$240	\$0	\$0
TOTAL	\$0	\$480	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$35	\$0	\$0
Project Management	\$0	\$40	\$0	\$0
Construction	\$0	\$405	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$480	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
County Road 47	1	GO	\$ 20,000	\$ 0	\$ 0
Total Project Requests			\$ 20,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 20,000	\$ 0	\$ 0

County Road 47

AT A GLANCE**2022 Request Amount:** \$20,000**Priority Ranking:** 1**Project Summary:** \$20 million in state funds for the design, engineering, land acquisition, and construction, including construction of roadway, utility, drainage, pedestrian facilities, and associated appurtenances for the City of Plymouth to fix County Road 47.**Project Description**

County Road 47 is a 4-mile section of outdated rural two-lane highway with no pedestrian accommodations within the City of Plymouth which also borders the cities of Maple Grove, Medina, and Corcoran. This regional improvement proposes to re-build the deteriorating roadway and address existing safety concerns by adding turn lanes, widening shoulders, adding pedestrian accommodations (biking and walk), fixing sharp curves and steep hills to improve sight lines, and upgrading signalized intersections with the latest ADA technologies.

Project Rationale

The rural design poses motorist and pedestrian safety hazards such as vehicles crashing and sliding off the road due to sharp curves, hills, and limited sight lines (visibility). Currently the corridor does not accommodate pedestrians as there is only a narrow shoulder on this 2-lane rural roadway. The corridor also lacks sidewalks and trails and safe crossings to parks and schools such as Meadow Ridge Elementary School, located directing on County Road 47.

This 4-mile corridor averages 20 crashes per year. According to a crash analysis of 2017-2019 data, a total of 61 crashes were reported along the corridor. The most common types are angle and rear-end crashes.

Project Timeline

The completed corridor study anticipates this project to be completed in three construction phases in successive years with the first phase beginning in spring/summer of 2022. Thus, Phase 2 in 2023 and the final Phase 3 in 2024. Each phase is estimated at \$10 million for a total \$30 million (not including inflationary adjustments).

Other Considerations**Impact on State Operating Subsidies**

There is no impact to state operating subsidies since this infrastructure would be owned and maintained by the City of Plymouth.

Who will own the facility?

The City of Plymouth will own and operate County Road 47 which is current in process of a jurisdictional transfer from Hennepin County to the City of Plymouth.

Who will operate the facility?

The City of Plymouth will own and operate County Road 47 which is current in process of a jurisdictional transfer from Hennepin County to the City of Plymouth.

Who will use or occupy the facility?

This is a regional corridor that serves four cities and is an alternate east-west route to help relieve traffic volumes on Highway 55 when congested. It serves the travelling public as well as the users directly within the corridor including Meadow Ridge Elementary School, residents, a regional dog park, and others. The corridor is proposed to become walkable and bikeable which was the number one concern of residents living along the corridor. By 2040 about 15,000 vehicles will travel through this regional corridor which currently serves as a sort of reliever when Highway 55 or other east-west routes are congested.

In addition to traditional housing along County Road 47 there are also housing units that serve lower income residents such as Vicksburg Commons which is a CommonBond community; and Sands Company which owns and operates Westview Estates which is an affordable housing community. There are several natural occurring affordable housing (NOAH) units along the corridor and the City's Housing and Redevelopment Authority recently completed a strategic plan that identified both new affordable housing and NOAH as a main priority.

Regarding the aging community, County Road 47 is home to the Trillium Woods Senior Community which has independent living units, assisted living units, and memory care units to help serve the needs of the aging metro population.

The proposed project does not negatively affect low income or affordable housing, rather supports it with the proposed addition of trails along the corridor to help transport those that may be unable to own or rent a vehicle. These pedestrian ways help connect 4 miles of roadway to Meadow Ridge Elementary School, parks, and other destination locations within the corridor.

Public Purpose

This project will benefit the public through reconstruction of outdated infrastructure and improving safety and mobility for both motorists and pedestrians. For more detailed information on the completed corridor study please refer to the City's project website at <https://www.plymouthmn.gov/departments/public-works/project-spotlight/county-road-47-corridor-study>

Description of Previous Appropriations

Project Contact Person

Michael Thompson
Public Works Director

763-509-5501

mthompson@plymouthmn.gov

(\$ in thousands)

County Road 47

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$20,000	\$0	\$0
GO Bonds-User Financing	\$0	\$0	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$5,000	\$0	\$0
County Funds	\$0	\$5,000	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,000	\$0	\$0
County Funds	\$0	\$1,993	\$0	\$0
TOTAL	\$0	\$33,993	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$5,700	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$23,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,993	\$0	\$0
TOTAL	\$0	\$33,993	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Minnesota Veterans Home Preston - Site Alternates	1	GO	\$ 4,013	\$ 0	\$ 0
Forestville State Trail - Preston to Carimona Segment	2	GO	\$ 10,311	\$ 0	\$ 0
Total Project Requests			\$ 14,324	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 14,324	\$ 0	\$ 0

Minnesota Veterans Home Preston - Site Alternates

AT A GLANCE

2022 Request Amount:	\$4,013
Priority Ranking:	1
Project Summary:	\$4,012,545 for Site Alternates for the Minnesota Veterans Home Preston

Project Description

The Minnesota Veterans Home in Preston will be a 54-bed skilled nursing facility. The effort to build a skilled nursing facility for veterans in southeastern Minnesota began in 2013. In 2019, the legislature approved \$10,200,000 for the State's share of the Veterans Home Project. In addition to the State's share, nearly \$1,200,000 has been raised from local governments, groups and individuals. In March of 2021, federal funding in the amount of \$20,943,911 was announced for the project. Project construction is expected to start in the fall of 2021.

The following items were eliminated from the project to keep the project within budget. The City of Preston respectfully requests funding to restore these project items and construct the facility as originally designed.

- Front Entrance Canopy
- Three Season Porches
- Interior Finishes
- Resident Transfer Garage
- Standing Seam steel roof
- Trash Enclosure
- Maintenance Garage
- Entry road
- Increase parking
- Five branch flags
- Outdoor plaza fire pit, water feature
- Picnic shelter
- Pergolas

Total cost of 13 project Items with related expenses : \$4,012,545

Project Rationale

Upon completion of the final budget for Minnesota Veterans Home Preston, it was determined that 13 project items would need to be eliminated to keep the project on budget. The City of Preston is requesting funding to restore these items.

Project Timeline

It is anticipated that project construction will commence in the fall of 2021 and will be completed in 2023.

Other Considerations

None.

Impact on State Operating Subsidies**Who will own the facility?**

Minnesota Department of Veterans Affairs

Who will operate the facility?

Minnesota Department of Veterans Affairs

Who will use or occupy the facility?

Minnesota Department of Veterans Affairs

Public Purpose

Providing skilled nursing care to Minnesota's veterans.

Description of Previous Appropriations**Project Contact Person**

Joe Hoffman
City Administrator
507-765-2153
jhoffman@prestonmn.org

(\$ in thousands)

Minnesota Veterans Home Preston - Site Alternates

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,013	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$4,013	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,013	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,013	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	
Has the predesign been submitted to the Department of Administration?	
Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S.	

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
	Is this a Guideway Project?
	Is the required information included in this request?
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Forestville State Trail - Preston to Carimona Segment

AT A GLANCE**2022 Request Amount:** \$10,311**Priority Ranking:** 2**Project Summary:** A request for funding to complete construction of the Preston to Carimona segment of the Forestville State Trail. This segment is the next step in completing a link between Forestville State Park and the Harmony-Preston Valley State Trail/Root River State Trail.**Project Description**

The Forestville Trail will connect Forestville State Park to the Harmony-Preston Valley/Root River State Trails. The trail is legislatively authorized and is designated a DNR Tier 1 “Destination Trail”. The trail is a legislative priority project for the Minnesota Parks & Trails Council. This is an active project – the legislature has already invested \$1,000,000 in the project and construction is approximately 20% complete.

The Forestville Trail is exceptionally scenic – closely following the South Branch of the Root River as the valley narrows. The Preston to Carimona segment is 10 miles in length and will require 12 bridges.

While this is a state project, there has been substantial local match. Members of the Preston community spent the better part of 20 years doing the leg work to acquire dozens of parcels for the trail route and the City of Preston has invested 200,000 dollars constructing the “in-town” trail to connect the Forestville Trail to the Harmony-Preston Valley Trail.

Tourism continues to grow as an economic driver in scenic southeastern Minnesota. Investments in bike trails are repaid many times over in our hotels, restaurants and retail stores – and many of these visitors come from outside Minnesota. In 2014, non-motorized trail users were spending \$2.7 billion annually in Minnesota. Hospitality businesses throughout the region will tell you that these customers make a huge difference in their business’s success. In 2020, the state trails that connect our communities in southeastern Minnesota helped our local hospitality businesses survive COVID-19’s economic impacts. And because recreating on state trails was a safe thing to do, several of our community members used the trails more than ever before.

The Minnesota Parks and Trails Council’s 2015 Trail User Survey estimated 1.8 million trail users statewide for April through October with the Preston Trailhead location accounting for an estimated 86,000 users – this is in a community of thirteen hundred residents. We are confident that we would see thousands more people coming to our region, and coming to Forestville State Park, if we were able to extend the bike trail to Carimona.

The creation of the bike trails in our area have also been fantastic for allowing better access for trout anglers. Trout fishing has become just as popular as riding the bike trails for outdoor recreation in our town and we again see a significant economic impact from this. Anglers are staying in hotels, eating at

our restaurants, and buying supplies here. We've also gained a new business who specifically provides services and goods to trout anglers visiting our area.

Project Rationale

Project Timeline

Early 1990's – Forestville Trail effort begins locally in Preston
1998 – City finalizes purchase options for the Preston to Carimona segment
2002 – MN DNR completes purchase of trail route
2003 – MN DNR completes the Trail Master Plan for the project
2010's (early) – MN Legislature allocates \$1,000,000 for trail construction
2012 – MN DNR commences trail construction
2013 – MN DNR completes construction of 2 bridges and 1 mile of trail

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Minnesota Department of Natural Resources

Who will operate the facility?

Minnesota Department of Natural Resources

Who will use or occupy the facility?

Public Purpose

This is a state recreational trail.

Description of Previous Appropriations

Project Contact Person

Joe Hoffman
City Administrator
507-765-2153
jhoffman@prestonmn.org

(\$ in thousands)

Forestville State Trail - Preston to Carimona Segment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,311	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$10,311	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$897	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,414	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,311	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Park at RiversEdge	1	GO	\$ 26,000	\$ 0	\$ 0
Rice Street Revitalization Project	2	GO	\$ 5,000	\$ 0	\$ 0
Bruce Vento Trail Extension	3	GO	\$ 3,500	\$ 0	\$ 0
Total Project Requests			\$ 34,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 34,500	\$ 0	\$ 0

Park at RiversEdge

AT A GLANCE

2022 Request Amount:	\$26,000
Priority Ranking:	1
Project Summary:	\$26 million in state funds is requested for the acquisition, design, furnishing and construction of a nine-acre urban park that will dramatically expand public access to the Mississippi River; create a new and vibrant front door to downtown Saint Paul and the Mississippi riverfront; and offer a dynamic community gathering place for public events, dedicated retail and restaurant space, and trails that connect people to the Mississippi.

Project Description

The Park at RiversEdge is a unique extension of public realm space cascading from the river bluff over Shepard Road and the adjacent railway, extending downtown Saint Paul directly to the Mississippi River.

The \$84 million land lid extends the existing site’s usable space from five to 12 acres, physically surrounding and supporting a proposed \$788 million private development that would include four towers with residential, hotel, retail, and Class A office space. Despite the economic challenges resulting from the pandemic, a project like this is likely to be supported within the marketplace and is critical to the state’s economic recovery.

The lid will serve as an integral facet of a larger public realm network, including city and regional parks and trails; streets, plazas and skyways; the Capital City Bikeway; and the City of Saint Paul’s River Balcony. For residents, employees, and visitors, the project provides a unique public connection on a signature site that showcases the natural beauty of the Mississippi National River and Recreation Area and the river’s relationship with the capital city.

The Park at RiversEdge enhances an innovative public-private project adjacent to the site that creates jobs, revitalizes our capital city’s historic riverfront and expands public access to one of Minnesota’s greatest natural resources – the Mississippi River.

Project Rationale

Not only will the Park at RiversEdge create a signature attraction along the Mississippi National River and Recreation Area, facilitate hundreds of millions of dollars in vibrant private development, and support the creation of more than 5,000 jobs, but the park is also part of a deliberate strategy to ensure that everyone has access to the benefits that parks provide. The desire to engage with outdoor spaces has never been more apparent than during the pandemic. Residents and visitors have sought more options for exploring the outdoor recreation amenities in downtown Saint Paul and

along the Mississippi River, one of two national parks in the state of Minnesota.

As an anchoring and transformative physical amenity within this long-vacant hardscape, the land lid would support an exciting new residential, hotel, office, and retail development connected by public space to the Mississippi River and downtown Saint Paul that will attract residents, workers, and visitors for decades to come. The Park at RiversEdge facilitates greater integration of public realm and private redevelopment projects and unlocks new opportunities to increase tax base generation and job creation that is befitting of this unique regional development site.

Minnesota has a history of investing in public infrastructure that drives private development, from outdoor trails to arts and cultural centers to major road infrastructure. A state investment of \$26 million dedicated to the design and construction of the Park at RiversEdge, along with Ramsey County's match, is how we can make this premier yet challenging location work to its highest and best use by encouraging private development that boosts jobs, tax base, and access to the park space and regional amenities. The public park space and the private development are intrinsically linked. We are confident that if this park is funded, hundreds of millions of dollars of private development will follow.

As our communities begin to heal from COVID-19 and last summer's civil unrest, we know very well that we must not just rebuild the assets lost, but also rebuild our communities' connections to each other. Our long-term vision must deliver on projects that not only build the future tax base to fund our community needs, but also build the spaces and places required to bring us together again as we heal and move forward.

Project Timeline

Fall 2021 – Finalize development agreement with AECOM for private development
August 2021-June 2022 – Final design and engineering
September 2022 – Construction of The Park at RiversEdge begins
September 2024 – Construction of The Park at RiversEdge is completed

Other Considerations

This land parcel is owned by the county and was previously the site of the county jail. Prior to that it was the Thomson West Publishing building.

Impact on State Operating Subsidies

No additional state funding will be required for project operating costs.

Who will own the facility?

Ramsey County

Who will operate the facility?

Ramsey County is prepared to operate the Park at RiversEdge. However, given the nature of this unique public-private partnership of the larger RiversEdge project, the final negotiations of a development agreement will have bearing on the total operations of the full RiversEdge project.

Who will use or occupy the facility?

The Park at RiversEdge is intended to be safe, welcoming and accessible to all. Amenities will serve diverse communities in the region and downtown Saint Paul, which is 30% people of color and 16% people with disabilities.

Public Purpose

The Park at RiversEdge will be a new, vibrant public space on one of Minnesota's greatest natural resources– the Mississippi River. This park will be a statewide asset, attracting residents, workers, and visitors, including those who visit downtown Saint Paul's other statewide assets, including the Science Museum of Minnesota, the Ordway Center for the Performing Arts, the Saint Paul RiverCentre, and the Xcel Energy Center.

Description of Previous Appropriations

N/A

Project Contact Person

Jennifer O'Rourke
Director of Government Relations
651-724-3461
Jennifer.o'rourke@ramseycounty.us

(\$ in thousands)

Park at RiversEdge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$26,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$58,189	\$0	\$0
TOTAL	\$0	\$84,189	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$4,190	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$3,880	\$0	\$0
Construction	\$0	\$73,319	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$800	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$84,189	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Rice Street Revitalization Project

AT A GLANCE

2022 Request Amount:	\$5,000
Priority Ranking:	2
Project Summary:	Five million in State funds for reconstruction of the Rice Street Revitalization Project from Wheelock Parkway in Saint Paul to County Road (CR) B in Roseville and Maplewood.

Project Description

Rice Street (County State Aid Highway 49) is a former state Trunk Highway (TH 49) that was turned back to Ramsey County in 1999. At that time, no improvements were made by MnDOT prior to turning back the road and it wasn't until 2018 that an agreement was entered into between MnDOT and Ramsey County that identified a compensation amount paid by MnDOT to Ramsey County for improvements.

Rice Street was the primary roadway from St Paul to the communities to the north before this area of I-35E was completed in 1970. Even with the initial completion of I-35E and the future expansion projects that have occurred on I-35E since then, Rice Street has remained a vital corridor connecting people between and within their communities, supporting businesses adjacent to and near the corridor, and moving people and goods.

Rice Street has one of the highest crash rates for any county roadway within Ramsey County. The planned reconstruction and revitalization project will focus on improving the safety for all users in the corridor with a focus on pedestrians and bicyclists. This will include the reconstruction of the entire roadway along with trail, sidewalk and Americans with Disabilities Act (ADA) improvements.

The role and characteristics of Rice Street have changed over the years and this project will build a transportation corridor that fits into this changing environment and is embraced by the communities.

Project Rationale

Rice Street from Wheelock Parkway to CR B is a heavily traveled minor arterial with approximately 15,000 vehicles per day (vpd). Existing pavement along the project segment in fair to poor condition and is reaching the end of its useful life. The project segment also experiences a high rate of crashes. From 2016 to 2020 Rice Street from Wheelock Parkway to CR B experienced 165 crashes, which translates to a crash rate of 3.68 crashes per million vehicle miles of travel. Comparatively, other similar three-lane roadways in Minnesota experience a crash rate of 1.96 crashes per million vehicle miles of travel; nearly one-half that of Rice Street.

Rice Street from Wheelock Parkway to CR B serves many important aspects of the local community and economy including adjacent McCarrons Lake and Lake McCarrons County Park, many adjacent small businesses and racially and culturally diverse residential neighborhoods. According to the U.S. Census Bureau, neighborhoods in the vicinity of the Rice Street Revitalization Project are comprised

of greater than 35% people of color and approximately 15% non-English speaking.

Rice Street from Wheelock Parkway to CR B is also an important segment of a regional corridor serving as a gateway for commuters and commerce traveling from Interstate 694 to the Minnesota State Capitol and downtown Saint Paul. The Rice Street Revitalization Project will also greatly benefit one of the Twin Cities Region's next Arterial Bus Rapid Transit (ABRT) routes, the Metro G Line. The G Line will serve the Rice Street and Robert Street corridors, traveling 11.5 miles between the cities of West Saint Paul and Little Canada.

Improvements along Rice Street from Wheelock Parkway to CR B are also an important element of the Rice & Larpenteur Vision Plan developed by the Rice & Larpenteur Alliance. The Rice & Larpenteur Vision Plan was adopted by the Cities of Maplewood, Roseville and Saint Paul in March of 2018 to help guide future public and private investment in the adjacent neighborhoods to Rice Street and Larpenteur Avenue. The Rice & Larpenteur Vision Plan functions as a guide to the style and purpose of future redevelopment projects at the confluence of these three urban core cities. Corporate partners of the Rice & Larpenteur Alliance include Hamernick's Interior Solutions, J Companies, PAK Properties and HBG Design. The Rice & Larpenteur Alliance has been involved in all aspects of developing plans for Rice Street Revitalization Project improvements and fully supports construction of these improvements as soon as possible.

More information about the Rice & Larpenteur Alliance can be found at the following link: <https://www.riceandlarpenteur.com/about>

Project Timeline

The project is on schedule for construction in 2024.

Other Considerations

Adjacent neighborhoods to the Rice Street Revitalization Project have seen a 30 percent increase in children under five based on recent U.S. Census data. However, pedestrian and bicycle facilities along Rice Street through the project segment are currently non-existent or substandard to support this growing youth population and the general public.

Most of the sidewalks along the project segment are narrow and not conducive to the creation of a friendly, walkable street corridor or have important missing links. Rice Street is also characterized by long continuous street blocks without designated pedestrian crossings. As a result, there are many auto/pedestrian conflict areas and pedestrians often cross unsafely mid-block along the corridor. There are also no existing bicycle facilities along Rice Street through the project area. Bicyclists can be seen utilizing the outside driving lanes along Rice Street to commute along the corridor. These unsafe bicycle and pedestrian conditions have resulted in 31 bicycle and pedestrian crashes along Rice Street from Wheelock Parkway to CR B from 2011 to 2020, or approximately three bicycle and pedestrian crashes per year.

Planned sidewalk and bicycle trail improvements and ADA improvements along Rice Street from Wheelock Parkway to CR B will significantly improve these conditions for bicyclists and pedestrians which is expected to also significantly reduce bicycle and pedestrian crashes.

Impact on State Operating Subsidies

Rice Street is a publicly owned Ramsey County road right-of-way that can be used by any member of

the public.

Who will own the facility?

Rice Street is County State Aid Highway 49 and is owned by Ramsey County.

Who will operate the facility?

Ramsey County

Who will use or occupy the facility?

Rice Street is a publicly owned Ramsey County road right-of-way that can be used by any member of the public.

Public Purpose

Rice Street is a publicly owned Ramsey County road right-of-way that can be used by any member of the public.

Description of Previous Appropriations

The project will be constructed in 1 phase. There have not been any previous State appropriations allocated to this project.

Project Contact Person

Ted Schoenecker
Ramsey County Public Works Director/County Engineer
651-266-7116
ted.schoenecker@co.ramsey.mn.us

(\$ in thousands)

Rice Street Revitalization Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$2,005	\$0	\$0
Other Local Government Funds	\$0	\$800	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$7,805	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,805	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,805	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Bruce Vento Trail Extension

AT A GLANCE

2022 Request Amount:	\$3,500
Priority Ranking:	3
Project Summary:	\$3.5 million in state funds is requested for construction of the Bruce Vento Regional Trail extension project from Buerkle Road to the intersection of Hoffman Road/Trunk Highway 61 in White Bear Lake, MN.

Project Description

This project requests \$3.5 million in state funds to construct a 2.7-mile extension of the Bruce Vento Regional Trail between Buerkle Road and intersection of Hoffman Road/Trunk Highway 61 in White Bear Lake, MN. This trail project provides an alternate trail alignment in an active railway corridor, completes approximately one-half of a major gap in both the Regional Bike Transportation Network and National US Bike Route 41, and extends through the cities White Bear Lake, White Bear Township, and Vadnais Heights. This project is the first of two steps to provide a multiuse trail facility for pedestrians and bicycles that currently does not exist today, and will also set the stage for future connections north of Highway 96 to County Road J. In addition, the project will provide critical bicycle and pedestrian connection to the proposed arterial bus rapid transit (Rush Line BRT) through the project corridor.

Overall cost to complete this project is estimated at \$7,000,000 consisting of a \$3.5 million request of state bonding funds and \$3.5 million in local 50% match funds.

Project activities will provide onsite construction related engineering activities, construction, and contingencies for a bituminous regional trail extension consisting of a 12-foot wide trail bituminous trail, trail underpasses at County Road E and Trunk Highway 61, concrete curb and gutter bituminous pavement, at-grade trail crossings, concrete, grading, storm sewer, retaining walls, fencing, landscaping and seeding, restoration, signage, and amenities.

The \$3.5 million in local 50% match funds will be provided through other funding sources such as funds through Ramsey County or other Federal funding sources. Preliminary design, final design, and construction plans have been completed by Ramsey County through Minnesota Parks and Trail Legacy Amendment funds.

Project Rationale

Project improvements will provide significant multimodal access for residents within northern Ramsey County and the State of Minnesota with completion of approximately one-half of a six-mile major gap in the Regional Bike Transportation Network and United States Bike Route 41 Trail. Significant barriers will be eliminated from heavy industrial/office land use and major vehicular transportation routes, provide a multi-modal trail that does not exist today, and critical connections to a proposed arterial bus rapid transit (Rush Line BRT).

Direct benefit of project activities will connect two Above Average Population Areas of People of Color and Poverty, and substantial concentrations of youth, elderly, and residents with disabilities for increased access to multi-modal transportation facilities, schools, places of work, shopping, and local/regional park and trail facilities.

The trail will provide connections to other regional and local trails such as the Highway 96 Regional Trail, Lakes Links Regional Trail, Gateway Regional Trail, planned South Shore Trail, and future connection to the proposed Hardwood Creek Regional Trail extension in Washington County at County Road J. In addition, the trail will connect populations south of the trail project for the southern St. Paul segment of the existing Bruce Vento Trail which extends through highly urban and concentrated areas of poverty making it a regionally important connection that will directly benefit diverse populations more distant than those directly adjacent to the corridor area.

Project Timeline

Construction - 2023-2025

Other Considerations

There is wide support from public, local stakeholders and agencies for the extension of the Bruce Vento Regional Trail through completed community engagement. Multiple engagement opportunities were held from 2016-2020 to address community needs. The sections below summarize the engagement events conducted.

- Bruce Vento Regional Trail Engagement – Several engagement events were held over multiple projects between 2016 through 2019 to further refine alternative trail options between Buerkle Road to County Road J, site and infrastructure design components, and site amenities for extension of trail to County Road J.
- Rush Line Engagement - During the summer of 2019, Ramsey County Public Works and Ramsey County Parks and Recreation performed engagement activities to develop a visioning framework to guide the design of the Ramsey County rail right-of-way corridor which considered both the Rush Line BRT and the Bruce Vento Trail facilities. This information was valuable in informing the development of the Ramsey County Rail Right-of-Way Design Guide document and the Bruce Vento Master Plan. Direct engagement outcomes provided feedback for site and infrastructure design elements, and site amenities for the regional trail within the Rush Line BRT corridor and other areas throughout the regional trail corridor. Redevelopment of the section of regional trail within the Rush Line BRT corridor will be implemented with the construction of Rush Line BRT infrastructure.
- Master Plan – Engagement activities for the development of the master plan were held over multiple projects between 2018 – 2020 in addition to incorporating engagement activities completed as part of the Rush Line BRT project, and a recent 30-day public feedback review in September 2020.

This trail is a public multi-modal investment that will provide significant multimodal access for residents within Ramsey County and the region that does not exist today. Significant barriers will be eliminated from heavy industrial/office corridors and major vehicular transportation routes. Specifically, this project will:

- Complete approximately one-half of a six-mile gap in the Regional and National Trail System.

- Eliminates several barriers; provides a multi-modal trail in an area that does not have facilities.
- Connects two Above Average Population Areas of People of Color and Poverty.
- Provides direct benefits to low income, youth, elderly, and people with disabilities.
- Provides alternate regional trail alignment outside of an active railway.
- Provides connections to other local and regional trail systems.
- Provides connections to a proposed arterial BRT system.
- Reduces the risk of crashes between ped/bikes and vehicles.
- Provides safe access to jobs, retail, schools and recreation for residents within northern region.

Impact on State Operating Subsidies

There is no impact on State operating subsidies. Ramsey County will maintain and operate the project area through the use of Regional Park and Trail O & M funds, and County O & M funds.

Who will own the facility?

Ramsey County

Who will operate the facility?

Ramsey County

Who will use or occupy the facility?

The general public will utilize public improvements made to the Bruce Vento Regional Trail. This project will serve a local, regional, state, and national significance and improve multi-modal access for two Above Average Population Areas of People of Color and Poverty, substantial concentrations of youth, elderly, and residents with disabilities for increased access to multi-modal transportation facilities.

Public Purpose

This trail is a public multi-modal investment that will provide significant multimodal access for residents within Ramsey County and the region that does not exist today. Significant barriers will be eliminated from heavy industrial/office corridors and major vehicular transportation routes.

Description of Previous Appropriations

Project Contact Person

Jennifer O'Rourke
Director of Government Relations
651-724-3461
jennifer.orourke@co.ramsey.mn.us

(\$ in thousands)

Bruce Vento Trail Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$3,500	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Safe Harbor Transient Dock on Rainy Lake	1	GO	\$ 2,100	\$ 0	\$ 0
Total Project Requests			\$ 2,100	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,100	\$ 0	\$ 0

Safe Harbor | Transient Dock on Rainy Lake

AT A GLANCE**2022 Request Amount:** \$2,100**Priority Ranking:** 1**Project Summary:** The City of Ranier is requesting \$2,100,000 in state funds for the design and construction of a safe harbor/transient dock on Rainy Lake to accommodate watercraft of all sizes.**Project Description**

The City of Ranier, MN is asking for state funds to design and construct a new dock facility to enhance public recreational access to Rainy Lake at a state water-access site. There is a need to construct a facility for recreational boats 26 feet or longer due to a growing demand for recreational access of large boats. Ranier is situated at the confluence of Rainy Lake and Rainy River and is considered the gateway to Voyageurs National Park (VNP), Minnesota's only national park. This project is needed to accommodate the more than 150 houseboats, sailboats and other watercraft of all sizes either privately or commercially owned on Rainy Lake. Construction of the dock will enhance VNP by creating a docking space for the VNP large tour boat. Amenities will be provided to accommodate transient boaters' needs including electrical services, sewage pump-out station and freshwater services.

The total estimate of the completion of this project is \$2,862,000. The City is asking \$2,100,000 in state bonding bill funds and have a pending application for an additional \$762,000.

Project Rationale

The completion of this project will provide enhanced outdoor recreation opportunities for local residents and for tourists visiting from other parts of the state and from around the country. Visitors will experience the uniqueness of the great north woods and the beauty of Rainy Lake/Voyageurs National Park. Visitors will also have an opportunity to see a wide variety of wildlife including, moose, deer, wolves, eagles, fox and numerous species of birds. This project will also provide necessary infrastructure for large boat traffic and will greatly enhance the region's tourism-based economy.

Project Timeline

Engineering design/permitting - 09/2022

Project bid - 03/2023

Award contract - 04/2023

Begin construction - 05/2023

Project completion 12/2024

Other Considerations

The City of Ranier will see substantial economic benefit from the construction of the transient boat marina, moreover, the neighboring city of International Falls and Koochiching County will also feel the

positive economic impact this facility will create.

Impact on State Operating Subsidies

The city does not intend to seek state grants to support the operation or maintenance of the facility.

Who will own the facility?

City of Ranier

Who will operate the facility?

City of Ranier

Who will use or occupy the facility?

The residents of Koochiching County and visitors from all around the country.

Public Purpose

To provide a safe and functional dock system for all users.

Description of Previous Appropriations

None

Project Contact Person

Sherril Gautreaux
City Administrator
218-286-3311
cityofranier@frontiernet.net

(\$ in thousands)

Safe Harbor | Transient Dock on Rainy Lake

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,100	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$762	\$0	\$0
TOTAL	\$0	\$2,862	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,562	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,862	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
2022 Infrastructure Rehabilitation Project	1	GO	\$ 4,987	\$ 0	\$ 0
Total Project Requests			\$ 4,987	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,987	\$ 0	\$ 0

2022 Infrastructure Rehabilitation Project**AT A GLANCE****2022 Request Amount:** \$4,987**Priority Ranking:** 1

Project Summary: The City of Red Lake Falls is seeking \$4,987,000 in State Assistance to aid in rehabilitating critical utility infrastructure (watermain, sanitary sewer, and storm sewer) and streets. Due to many years of stagnant tax base the City's infrastructure condition had to take a backseat to other priorities, however the City is now in a position where the aging infrastructure can no longer be ignored.

Project Description

The City owns and maintains more than 16 miles of water main, nearly 11 miles of gravity sanitary sewer, and another 3 miles of sanitary force main. Up until 2019, nearly all the existing underground distribution/collection lines were constructed of materials that were either failing or have exceeded their expected useful life, with some utilities surpassing 70 years of life. These aged utilities have lent to excessive infiltration and inflow into the wastewater collection system, provide undersized and non-redundant water distribution systems, and experience increasing frequencies of pipe failure and the associated repairs.

Unfortunately, due to a stagnant tax base, the City of Red Lake Falls did not have the capacity to fund any sort of infrastructure rehabilitation project for well over a decade. Due to this, already compromised infrastructure continued to deteriorate, and the amount of rehabilitation needed began to compound.

In 2019 the City of Red Lake Falls was finally able to fund a long overdue project to replace the worst of these areas. This project solved approximately 20% of the City's infrastructure problems, however due to the inability to fund projects for such a long time, there are additional critical areas of town that yet need to be addressed. The 2019 project placed a large burden on local taxpayers through the levying of special assessments and increasing of the general tax levy to pay for a project that had very little outside assistance. Since this time, the City has developed a Capital Improvement Plan to take a more holistic look at the infrastructure needs of the community to ensure that reinvestment's into the infrastructure is being done at the right time and right place.

This proposed project encompasses 28 blocks throughout the City of Red Lake Falls, focusing on the areas of most need as it relates to the following rehabilitation elements:

1. **Watermain Rehabilitation** - The deteriorating water distribution system within the project area will be rehabilitated with plastic pipe. It is proposed to rehabilitate the water distribution system using a combination of trenchless methods and traditional open trench methods, depending on the situation. Related appurtenances (gate valves, fire hydrants, etc) will be replaced as well. All watermain will be evaluated for appropriate size and increased to meet the domestic demand

requirements and fire flow requirements. All dead end watermain will be looped in order to provide multiple supply paths for watermain in the case of a shutdown, and to eliminate stagnant water that tends to build up in dead ends.

2. Water Service Replacement - The deteriorating water services within the project area, which are primarily lead, will be replaced with plastic pipe from the watermain to the right-of-way, including new curb stops. This will ensure that all water utilities within the City right-of-way are consistent in age and condition and will address water service breaks that occur from time to time.
3. Water Tower Rehabilitation - The City's existing water tower is overall in good shape however requires re-coating of the inside and outside services to continue to preserve this asset. Additionally, as standards have changed since the water tower was built, there are multiple safety updates that need to be made to bring the water tower into safety compliance for the City's maintenance workers, and to bring the tower into OSHA and AWWA compliance.
4. Sanitary Sewer Rehabilitation - The deteriorating sewer collection system within the project area will be rehabilitated to decreased breakages, infiltration, and inflow. It is proposed to rehabilitate the sewer collection system using a combination of Cast-in-place-pipe (CIPP) and traditional open cut methods, depending on the situation and the severity of the pipe deterioration.
5. Sanitary Sewer Service Replacement - All sanitary sewer services within the project area will be replaced with PVC from the property line to the sewer main. This will ensure that all sewer utilities within the City right-of-way are consistent in age and condition. This will also solve the issues that are commonly present in the VCP service lines such as collapsing due to age, root intrusion, and substantial infiltration.
6. Grinder Pump System Rehabilitation – In addition to the Sewer collection rehabilitation, the City owns approximately 20 sewer grinder pumps that are located directly adjacent to private residences. These grinder pumps have expanded their design life and are beginning to fail. The City intends to replace these failing grinder pumps as part of this project to reduce ongoing maintenance costs.
7. Street Rehabilitation – All streets within the project area will be rehabilitated by some manner. In areas where utilities will be replaced utilizing trenchless methods the streets will be milled and overlaid. In areas where utilities will be replaced using traditional open cut methods the streets will be fully reconstructed, including curb and gutter replacement. The streets will be
8. Storm Sewer - The City's storm sewer collection system is generally adequately sized and operational, but the collection systems are typically as old as the water and sewer utilities. In areas where a street will be fully reconstructed due to condition of the water/sewer/street infrastructure, the storm sewer will also be replaced in order to provide a street with consistent infrastructure age and quality.
9. Sidewalks - In areas where underground utilities (Water and/or Sewer), including service laterals, are rehabilitated utilizing a traditional open trench method, disturbed sidewalks will be replaced in a manner consistent with pre-existing improvements. In areas where streets are to be fully reconstructed the sidewalk will be improved to meet ADA requirements as well.

The total cost of the project is projected to be \$9,974,000 and will be funded through a combination of funding sources including local funding, special assessments, USDA Rural Development Funding, and MnPFA. The levels of each funding source is yet to be determined based on results of ongoing applications.

The City of Red Lake Falls is requesting \$4,987,000 to help offset the cost of the project to lessen the burden of the project costs on the local taxpayers. Fulfillment of this request would also help the City accelerate the completion of future phases of the rehabilitation work that needs to be completed to continue providing essential services to the residents.

Project Rationale

This project is required in order to continue providing essential services to the residents of the City of Red Lake Falls. Due to the aged condition of the infrastructure, the utilities experience periodic failures that result in loss of service to residents, and increased costs to the residents.

Specifically related to the water storage and distribution system, there is the potential for contamination issues due to introduction of groundwater into the water distribution system, or contamination possibilities resulting from the failing interior coatings of the water tower.

Additionally, a Preliminary Engineering Report has been completed for the proposed project to ensure that the project addresses the needs of the community in the most financially responsible way.

Project Timeline

This project is scheduled to take place following the subsequent timeline:

1. Predesign: April 2021 – July 2021
2. Design: November 2021 – February 2022
3. Construction Start: May 2022
4. Construction Substantial Completion: October 2022
5. Construction Final Completion: July 2023

Other Considerations

The City of Red Lake Falls is annually increasing utility rates to help pay for these infrastructure rehabilitation costs, however like many older communities the infrastructure needs significant attention, and these costs easily overshadow the City's revenue generation capabilities.

Approximately 30% of the project total cost will be assessed directly to residents as was done in 2019, however in 2019 the City was able to cover the remaining 70% with bonding. This additional bonding offset some older bonding that was dropping off, but it was still needed to supplement further with general tax dollars. This proposed project will not have the benefit of additional bonding dropping off so the general tax levy may need to be further increased to account for these costs.

Impact on State Operating Subsidies

NONE

Who will own the facility?

The City of Red Lake Falls

Who will operate the facility?

The City of Red Lake Falls

Who will use or occupy the facility?

City of Red Lake Falls businesses and residents.

Public Purpose

The utility and street work needed as part of this project address the basic life, safety, and welfare responsibilities of the City in providing essential services to citizens and businesses of the community.

Description of Previous Appropriations

NONE

Project Contact Person

Kathleen Schmitz
City Administrator
218-253-2684
rdlkfals@gvtel.com

(\$ in thousands)

2022 Infrastructure Rehabilitation Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,987	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,987	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$9,974	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$54	\$0	\$0
Design Fees	\$0	\$1,295	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,625	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,974	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
St. James Area Expansion Project	1	GO	\$ 8,900	\$ 0	\$ 0
Total Project Requests			\$ 8,900	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,900	\$ 0	\$ 0

St. James Area Expansion Project

AT A GLANCE**2022 Request Amount:** \$8,900**Priority Ranking:** 1

Project Summary: For a grant of \$8.9 million to the Red Rock Rural Water System to acquire land, design, construct, furnish, and equip a new water treatment plant, a new well field, and installation of approximately 20 miles of water transmission main, and other improvements to infrastructure required for an expansion of the Red Rock Rural Water System, to be built and located in Watonwan, Brown, and Martin Counties.

Project Description

The St. James Area Expansion Project includes the planning, design, and construction of the following project components:

1. Construction of 20 miles of large diameter watermain that will deliver water to over 1,200 people in rural Watonwan County including the communities of La Salle, Butterfield, and Lewisville.
2. Construction of a new 1,000 gallon per minute water treatment plant to perform iron and manganese filtration and produce 250 million gallons of water per year. Project components include aeration, detention, gravity filtration, chemical addition, clearwell storage, high service pumping and standby generation.
3. Installation of two municipal production wells that each produce 500 gallons per minute and construction of raw water main to connect them to the water treatment plant.
4. Implementing supervisory control and data acquisition (SCADA) improvements at the new water treatment plant for remote monitoring and control.
5. Total project cost will be \$9,900,000 financed through a combination of Bonding Bill funds from the State of Minnesota (\$8.9M) and local matching funds in the form of connection fees from rural services and municipalities (\$1.0M).

Project Rationale

The St. James Area Expansion Project will address the health hazard to rural residents resulting from poor quality and insufficient quantities of water that exists in southwest Minnesota. The available groundwater supply in the project area is of poor quality with high mineral content, high hardness, and often contains harmful contaminants that exceed EPA Primary Drinking Water Standards. Over 60% of private wells in the project area had detectable levels of arsenic and over 20% of the wells exceed the maximum contaminant level (MCL). Arsenic causes increased risk of cancer and may result in disorders of the circulatory, nervous, and digestive systems.

Other public health risks in the private wells include nitrates, coliform bacteria, sulfates, total dissolved solids, and manganese. Nitrates affect unborn and newborn babies by contributing to the

illness commonly referred to as ‘blue baby’ syndrome. The presence of coliform bacteria is an indicator for other harmful bacteria within the water such as E Coli or Fecal Coliform. Sulfates give the water a salty taste and can have a laxative affect on people not accustomed to drinking the water. High levels of sulfates also cause livestock to drink less leading to weight loss, decreased milk production and lower fertility. Total dissolved solids and manganese can lead to higher water corrosivity, poor taste, and staining of fixtures.

Concerns of water availability is a problem faced by residents throughout southwest Minnesota. Some rural residents within the project area must haul water into cisterns just to have water for sanitary use. During periods of dry weather, the problem of water availability is magnified by the presence of shallow private wells that are vulnerable to being depleted by surrounding irrigation wells. Rural water systems give their customers a high-quality and reliable water supply beyond what can be achieved with their own private wells.

Project Timeline

Water Treatment Plant

Preliminary Design – June 2022

Final Design – November 2022

Bidding – March 2023

Construction – June 2023

Final Completion - November 2024

Mainline

Preliminary Design – June 2022

Final Design – October 2022

Bidding – January 2023

Construction – May 2023

Final Completion - October 2024

Other Considerations

Red Rock Rural Water System is a multi-county rural water system formed under MN Statute 116A. The public body is governed by a 9-member Board of Commissioners who are appointed by the Cottonwood County District Court. The system began pumping and delivering water in 1985 to 350 original members. Today the system pipes good quality water to 2,500 residential, farm, and business hookups as well as 14 cities. The current total estimated population served is over 10,000.

Typically, RRRWS applies for funding through USDA Rural Development for its expansion projects. Large projects like the St. James Area Expansion Project rely on partnerships with other funding sources to make it financially feasible for residents to consider. To help make it affordable for the residents, MN Statue 116A allows the water system (via district court) to place special assessments on the members’ taxes. The residents commit \$16,000 per hookup that is amortized over 30 years to help make it affordable to low- and moderate-income residents. The collections are made through the respective counties and sent to RRRWS to then pay the debt service on the loans.

Impact on State Operating Subsidies

NA

Who will own the facility?

Red Rock Rural Water System will own, operate, and maintain the facilities.

Who will operate the facility?

Employees of the Red Rock Rural Water System will operate the facility including a Manager, Office Manager, Billing Clerk, Accounting Clerk and 7 Water Specialists certified by the State of MN.

Who will use or occupy the facility?

The project will be used by Red Rock Rural Water System to provide drinking water to residents in Watonwan, Brown, and Martin Counties.

Public Purpose

The purpose of the St. James Area Expansion Project is to address a public health concern by affordably bringing good quality water to residents of Watonwan, Brown and Martin Counties. Rural customers within the project area do not have access to drinking water in sufficient quantities to meet their basic needs or do not have water of adequate quality to consumed without adverse health risks.

Description of Previous Appropriations

No prior appropriations have been requested or received for this project.

Project Contact Person

Dominic Jones
Manager
507-628-4201
dominicredrock@centurytel.net

Red Rock Rural Water System

Project Detail

(\$ in thousands)

St. James Area Expansion Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$8,900	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$9,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$350	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$940	\$0	\$0
Project Management	\$0	\$675	\$0	\$0
Construction	\$0	\$7,760	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$175	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,900	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Upper Harbor - Bay Point Renewal	1	GO	\$ 4,100	\$ 0	\$ 0
Red Wing Riverfront Trail, He Mni Can-Barn Bluff Regional Park to Colvill Park	2	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 6,100	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,100	\$ 0	\$ 0

Upper Harbor - Bay Point Renewal

AT A GLANCE

2022 Request Amount:	\$4,100
Priority Ranking:	1
Project Summary:	\$4.1 million in State funds are needed and requested for design, engineering and construction to fund Red Wing's Phase II project on the Mississippi River riverfront, the Upper Harbor - Bay Point Renewal. The state bonding ask is to complete the final project phase of a two phased project.

Project Description

The \$4.1 million in requested state funds will be used for engineering, environmental review, final design, engineering construction management and the capital construction costs for the project.

The project will realign 1,700 feet of Levee Road from the existing round-a-bout adjacent to railroad rights-of-way. This will allow for a new dual use parking lot/semi-truck fleeting/staging area to be constructed on a portion of an existing brownfield. The constructed design of the roadway and parking/truck fleeting area will alleviate parking pressure, redirect and realign the grain truck traffic movements which will improve efficacies of grain truck fleeting operations during the harvest season. At other times the space is needed for overflow parking for the boat launchers using the DNR's Mississippi River boat ramp and for park visitors, especially during city festivals.

Approximately 650 feet of the abandoned Levee Road surface adjacent to the Upper Harbor will be kept and repurposed as a linear parking area for Marina users and other park visitors with a riverfront promenade being built adjacent to the riverfront. To fully utilize the entire area, the balance of the impermeable gravel and hard pan brownfield acreage will be used for storm water treatment, connecting trails, paths, 'green space' parklands, festival lawn area and potentially an outdoor amphitheater formed with the natural grass lawn berm landing of the newly constructed pedestrian – bicycle bridge landing serving as a natural grass seating area.

Two other project components are the rehabilitation of the city's two Mississippi River Upper Harbor barge bulkheads and the construction necessary for the implementation of a riverfront Railroad Quiet Zone.

The riverfront barge bulkheads are primarily used by the Army Corps of Engineers (USACE) for barge fleeting and mooring. The USACE offloads dredge spoil from barges during Mississippi River dredging operations. The dredging is necessary to maintain the Mississippi River's nine foot channel for commercial shipping. The storage pad for the dredge spoil is located less than ¼ mile west on Levee Road from the bulkheads. Portions of the bulkhead steel sheet piling, steel cap and mooring fenders need repair and replacements.

Over the past two decades, city staff and City Council members have fielded multiple complaints from residents and businesses concerning the noise pollution created by train horns at the Broad Street

and Jackson Street at grade railroad crossings. The city initiated a Railroad Quiet Zone Study in 2020 with the Canadian Pacific Railway for the city's two riverfront at grade railroad crossings at Broad Street and Jackson Street to determine feasibility and improvements necessary to quiet the train horn warnings.

The study determined that curbs and quad railroad crossing safety gates will be required on both sides of the tracks at the Jackson Street crossing. Jackson Street is the roadway access to the Upper Harbor riverfront and project area from the West End Business District. As part of the Phase I project, the city is making a capital investment in 2021 to reconstruct one city block (Jackson Street) of the road in anticipation and preparation for the implementation of the quiet zone project. The city expects the application for and the processing of a Railroad Quiet Zone through the Federal Railroad Administration will occur in late 2021 or early 2022.

The total project cost estimate for Phase II is \$5.461 million. The City is requesting \$4.1 million in State Bond funding with \$1.221 million provided from non-state sources: local, city, federal, and possibly philanthropic.

Local philanthropic organization(s) have expressed an interest in providing additional funding support to complete the project. The support is dependent upon the results and outcome of the city's ability to secure state and/or federal funding. The amount of private or donated financial support is not determined at this time.

In addition, the city has access to Minnesota State grant programs for Wetlands, Storm Water mitigation and Parks and Trails through the Legacy Act and DNR programs. The state programs targeted could provide a minimum of \$140,000 in grant funding for the project.

Project Rationale

The project is a continuation of the city's decade's long ongoing effort to revitalize Red Wing's riverfront. As a regional trade center, Red Wing's economic activity, area business and industry rely on reliable utilities, efficient and well maintained transportation systems; and, recreational and active living opportunities for citizens, visitors with accessible access by persons of all abilities.

The project will add efficiency to the movement of locally grown grain commodities for export to international markets. The new overflow parking for semi-trucks waiting to unload grain will be designed for ease of access and exit. The local grain elevator, Red Wing Grain, LLC, provides a point of export sale service to farmers within a 50 mile radius of the city. Red Wing Grain, LLC is one of the leading corn and soybean exporters, by river barge, in Minnesota. Increasing the efficiency of movement and the volume for grain truck fleetings supports not only the local economy but Minnesota's Farm economy as well.

The renewal of the underutilized public lands, enhancing the roadway, providing new pedestrian-bicycling connectivity and adding green space with recreational opportunities will stimulate additional visitor visits/use and support healthy lifestyles.

The project will enhance the Mississippi River Trail (MRT) in Red Wing. The MRT is a designated bicycle and pedestrian trail that traverses the banks of the Mississippi River from Itasca to New Orleans. The MRT corridor is within the project area.

Red Wing is a Minnesota micropolitan regional center and relies on trade and tourism for much of the city's economy. The city's Mississippi River riverfront is a prime attraction and plays an important

role in the region's tourism and economic development. Businesses adjoining Red Wing's riverfront have developed into a mixed use of entertainment, destination shopping, hospitality and recreation areas with residential, commercial businesses and employment opportunities all in close proximity to the riverfront and downtown core. The project betterments on the riverfront will enhance the city's standing as a visitor destination. The city and the West End Business District and the riverfront will benefit from added regional tourism visits.

Reuse and determining the highest and best use of underutilized public lands is a goal of Red Wing's 2040 Community Plan. The project will renew and redeveloped a brownfield and underutilized public lands into desirable parklands and public use space enhancing active living opportunities for everyone.

Project Timeline

Project Design, Engineering and Construction timeline.

Tentative project schedule:

July – August 2022: Engineering/Design Consultant Procurement

September – December 2022: Public Engagement, Preliminary Engineering

January – May 2023: Environmental Review, Engineering Design Final Plans and Specifications, Bid Documents

May 2023: Bid Project

Summer 2023: Construction

June 2024: Completion

Other Considerations

This state bonding ask of \$4.1 million is to complete Phase II, the final phase of a two phased construction project. The city is proposing that the city's contribution of non-state funds to complete the prior Phase of the project (Phase I) be considered as an adequate match towards the entire (Phase I and Phase II combined) \$13.4 million project cost.

Phase I construction of the plan is currently underway and being built. Phase I included the rebuilding of 4 city blocks of Old West Main Street (the West End Business District), one city block of Jackson Street and the construction of a pedestrian-bicycle bridge over the Canadian Pacific Railway's main track from the West End Business District into the Upper Harbor - Bay Point riverfront project area. The project bid cost of Phase I is \$7.9 million. The Phase I project is being funded with \$981,308 in state funding verses \$6.949 million in non-state funds.

The total estimated cost for Phase II is \$5.461 million. The \$5.461 million project would be supported with \$4.1 million in State Bonding, \$1.221 million in non-state funds and \$140,000 in State Program funds for the balance of the funding.

The combined project costs of for Phase I and Phase II, \$13.4 million, will be supported by 41% (\$5,221,308) of state funding with 59% (\$8,170,161) of costs in non-state funding.

Project website: <https://www.red-wing.org/881/Old-West-Main---Upper-Harbor-Renewal>

Impact on State Operating Subsidies

No impact on state operating subsidies.

Who will own the facility?

The City of Red Wing will own the project.

Who will operate the facility?

The City of Red Wing will operate and maintain the project.

Who will use or occupy the facility?

The project is renewal, improvement and betterment of public lands and roadway. The public will use the project improvements.

Public Purpose

The project will have an immediate economic development stimulus impact and benefit for the regional economic and the regional farm market area. The project is the rebuilding, renewal and enhancement of public infrastructure. The project will be completed for the benefit of the public on public lands and could only be reasonably undertaken by a public entity.

Description of Previous Appropriations

None

Project Contact Person

Marshall Hallock
Administrative Business Director
651-385-3602
marshall.hallock@ci.red-wing.mn.us

(\$ in thousands)

Upper Harbor - Bay Point Renewal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,100	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$545	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$140	\$0	\$0
Federal Funds	\$0	\$601	\$0	\$0
Other Funding	\$0	\$75	\$0	\$0
TOTAL	\$0	\$5,461	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,161	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,461	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Red Wing Riverfront Trail, He Mni Can-Barn Bluff Regional Park to Colvill Park

AT A GLANCE

2022 Request Amount:	\$2,000
Priority Ranking:	2
Project Summary:	\$2.0 million in State funds are requested for engineering and construction of the Red Wing Riverfront Trail He Mni Can - Barn Bluff Park to Colvill Park project. The proposed recreational, non-motorized trail will connect a state designated regional special purpose park, He Mni Can-Barn Bluff Park, to Colvill Park.

Project Description

The request is for \$2.0 million in state funding will be leveraged with \$2.855 million in city and other funding to construct segment 3 of Red Wing’s Riverfront Trail. The completed trail will provide a riverfront connection to Red Wing’s historic He Mni Can-Barn Bluff Regional Park and the city’s multi-use Colvill Park recreational area. This trail segment is three quarters of a mile long. The estimated cost for the completion of the trail segment is \$4.855 million.

The trail segment has challenges but also has unique opportunities. The trail segment will connect a residential census designated disadvantaged area to employment and shopping centers located in the western sections of Red Wing and to the east Colvill Park, a large multi-function 29 acre city park. Based on engineering and soil boring information, this segment will require above normal rock excavation, added retaining walls, sheet pile for enhanced soils stabilization systems and storm water management systems.

The trail corridor will abut an area of the Mississippi River known as Colvill Bay along the TH 61 Great River Road Scenic Byway corridor. Red Wing is at the junction of two National Audubon Society listed Important Birding Areas (IBA’s). The area is known for birding and draws bird watching enthusiasts from the region. The trail location is an exceptional site to view many of the 300 species of birds that live and migrate along the Mississippi Flyway. A birding overlook is planned at the mid-point of this trail segment. The trail amenity is a possible place where private donations could be used and may be requested.

The project will be built meeting the requirements of the Americans with Disabilities Act (ADA), Minnesota Department of Natural Resources Trail Planning, Design and Development Guidelines, the Minnesota Department of Transportation Bikeways Facility Design Manual and the American Association of State Highway and Transportation Officials (AASHTO) guide for the development of bicycle facilities.

The support for the project can be evidenced in the \$480,000 federal project planning funding award from the Great River Road Scenic Byway TAP funding pool and \$795,000 federal highway Transportation Alternative program funding award with city providing \$590,000 in committed match funding to the federal funds. The project was awarded \$550,000 in ENRTF funding from the LCCMR in

2018. The city has a pending budgeted of \$430,000 in the 2022 and 2023 CIP for the project.

As noted, project design funding has been received from the federal highway Transportation Alternative program. The project is 60% designed and will be “on the shelf” in 2022.

Project Rationale

The trail corridor was identified within the Mississippi Blufflands State Trail Master Plan as the preferred interconnection for the Cannon Valley Regional and the Goodhue Pioneer State Trails to the Mississippi Blufflands State Trail. Red Wing’s Riverfront Trail will serve as the northern collector for the future Mississippi Blufflands State Trail. Trail Segment 3’s alignment is from He Mni Can - Barn Bluff Regional Park to Colvill Park between the Canadian Pacific Railway’s right of way and US TH 61/63.

The MN DNR’s Master Plan for the state trail was completed in 2016. During the MN DNR planning process, MN DNR Parks and Trails determined that the riverfront trail segments within Red Wing were final design ready. It was mutually understood that the City of Red Wing would lead development of the trail and trail facilities for the riverfront trail segments of the preferred state trail corridor (Cannon Valley Trail to Colvill Park) within the city limits of Red Wing due to the extensive preliminary planning and engineering efforts already completed. Red Wing initiated planning and preliminary design for Red Wing’s riverfront section of the trail corridor (the Cannon Valley Trail to Red Wing’s Colvill Park) in 2005.

This trail segment will complete the connection between He Mni Can - Barn Bluff Regional Park and Colvill Park, two highly visible and used regional recreational areas. The project provides a direct connection, separated from roadways, for disadvantaged neighborhoods to the regional aquatic center in Colvill Park. It’s expected this trail segment will be heavily utilized by children in the summertime to travel to and from Colvill Park. Colvill Park includes the city’s public swimming aquatic center and has great river bank access for fishing and boating.

The proposed trail will also provide increased safety for pedestrians, bicycle enthusiasts, hikers and commuters who currently use the roadway shoulders or an existing unimproved path abutting the Mississippi River and Canadian Pacific Railway’s main line.

Red Wing is a regional center and hub of economic activity. One of the key goals of the city is to create a multi-modal transportation network that places a high priority on environmentally sustainable and health conscious modes of transportation. The Mississippi River riverfront is a prime attraction and plays an important role in the region’s tourism and economic development. Connecting regional and state trail systems to Red Wing’s riverfront parks and the City’s historic downtown is a critical step to enhancing economic activity, tourism, and providing active living recreational opportunities for the region.

Recreational trails, and other recreational amenities, enhance a community’s ability to increase commerce, support and create jobs, increase property values, reduce commuter costs and provide low-cost health benefits. Past studies have identified that the benefit-cost usually result in a positive economic return on the money invested into trail projects and provide positive health and well-being (physical and mental) benefits to the users of the recreational facilities.

Project Timeline

Preliminary engineering and survey has been completed for the project. The project will be fully

designed and 'on the shelf'. The project will be ready to solicit bids soon after the the Governor places his signature onto the 2022 Bonding Bill.

October 2021 - Conclude fee interest land purchase for trail corridor and execute MnDOT LUP

June 2022 - Update existing environmental and cultural resources documentation: environmental documentation, final engineering, cost estimating, prepare, submit project plans to MnDOT for review (60%), 90% -100% Plan Review and Approval, MnDOT Project Memorandum, Permitting, ROW Certificate

August 2022 - MnDOT Bid Authorization

September 2022 – Bid project

September 2022 - Construction Start

August 2023 - Project Substantial Completion Point

October 2023 - Final Completion of Project.

Other Considerations

City and state planning has historically shown that a key to building economic sustainability is to create a multi-modal transportation network that places a high priority on environmentally sustainable and health conscious modes of transportation. We know the Mississippi River riverfront is a prime attraction and plays an important role in the region's tourism and economic development.

Connecting regional and state trail systems to Red Wing's riverfront parks and the city's historic downtown is important to maintain economic activity, tourism, and provide active living recreational opportunities for the region. When completed, the city's riverfront park and trail system will be a destination stop and increase visitation and tourism.

The project provides added synergy to the recent public investment made to develop the city's Mississippi River commercial riverboat passenger docking facility at Levee Park and the recent improvements to He Mn Can-Barn Bluff Regional Park. The city welcomes over 20 large Mississippi River commercial passenger boat stops a year. The passenger riverboats bring thousands of visitors from all over the country and the world to the city.

He Mni Can/Barn Bluff Regional Park is an iconic, historic and Dakota Indian spiritual land form that is visited by hundreds of people on a weekly basis. The investment of city, state and philanthropic funding provided the means necessary for sustainable trail development, new entry way plaza and added parking. The project is being well received by the public.

All of these visitors not only provide a huge economic boost to downtown and area businesses, they also provide that positive 'word of mouth' free marketing for the city, region and state. Adding a destination recreational trail to the riverfront activity mix solidifies Red Wing as a top destination stop.

The Riverfront Trail project is a critical linking segment for the future development of the 17 mile Mississippi Blufflands State Trail, from Red Wing to Lake City. When fully completed it is expected that the Mississippi Blufflands State Trail will become a top-tier state trail in terms of usage and economic impact.

Impact on State Operating Subsidies

none

Who will own the facility?

the City of Red wing

Who will operate the facility?

the City of Red Wing

Who will use or occupy the facility?

the public

Public Purpose

The completed recreational trail will enhance regional economic activities, economic opportunities, improve public safety, boost public health and augment environmental protections. As a regional trade and tourism center, Red Wing's area businesses benefit from the enhanced economic activity and tourism provided by recreational and active living opportunities.

Description of Previous Appropriations

M.L. 2015 First Special Session, Chapter 4 - S.F. No. 5, Article 3, Subd. 5. Parks and Trails Management, to the Commissioner of the DNR for the development and completion of the Mississippi Blufflands State Trail Master Plan, Cannon Valley Trail in Red Wing to Lake City, \$50,000 was appropriated
M.L. 2018, Chp. 14, Article 4, Sec. 2, Subd. 9 (d), \$550,000 ENRTF for Capital Costs

Project Contact Person

Marshall Hallock
Administrative Business Director
651-385-3602
marshall.hallock@ci.red-wing.mn.us

(\$ in thousands)

Red Wing Riverfront Trail, He Mni Can-Barn Bluff Regional Park to Colvill Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$550	\$0	\$0
Federal Funds	\$345	\$940	\$0	\$0
City Funds	\$80	\$510	\$0	\$0
Pending Contributions				
City Funds	\$0	\$430	\$0	\$0
TOTAL	\$425	\$4,430	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$95	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$330	\$462	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,968	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$425	\$4,430	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Redwood Falls Municipal Airport Runway and Lighting Replacement	1	GO	\$ 2,250	\$ 0	\$ 0
Total Project Requests			\$ 2,250	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,250	\$ 0	\$ 0

Redwood Falls Municipal Airport Runway and Lighting Replacement

AT A GLANCE

2022 Request Amount: \$2,250

Priority Ranking: 1

Project Summary: The project involves the reconstruction of bituminous Runway 12/30, taxi lanes, replacement of the runway lighting system and installation of a storm water management system for future projects outlined on the Airport Layout Plan (ALP). The runway lighting system replacement includes edge lights, runway end identifier lights (REILS), and precision approach path indicator lights (PAPIS). See attached project maps.

Project Description

Reconstruction of bituminous Runway 12/30, taxi lanes, replacement of the runway lighting system and installation of a storm water management system for future projects outlined on the Airport Layout Plan (ALP). The runway lighting system replacement includes edge lights, runway end identifier lights (REILS), and precision approach path indicator lights (PAPIS). See attached project maps.

The intent is to leverage \$3,338,000.00 of Federal airport improvement plan (AIP) funding with \$2,250,000.00 in State Bonding funds. The total project cost is estimated at \$5,588,000.00.

The drainage enhancement portion of the project will effectively manage storm water issues that are being experienced the past years due to high intensity/quantity rainfall events exceeding the 1,000 year intervals causing flooding and attraction of waterfowl. Waterfowl and subsequent shore birds present a safety risk to aircraft. This project will prevent bird strikes along with meeting future storm water needs outlined in the Airport Layout Plan(ALP).

Project Rationale

ELIGIBILITY AND JUSTIFICATION:

Runway 12/30 was originally constructed in 1986. The last pavement rehabilitation project was a mill and overlay completed in 2009. The current pavement distresses include longitudinal and transverse cracking, raveling, cupping, alligator cracking, and weathering. The pavement has exceeded its useful life and needs to be reconstructed. Similarly, the runway lighting system has become faulty and should be upgraded. The City is finding it more difficult to find replacement parts for the antiquated system. Reconstructing Runway 12/30 will greatly increase the operational safety of aircraft operating at the airport due to the current pavement distresses. Since the project is reconstruction of existing pavement, an environmental assessment or categorical exclusion, will not be required.

LONG-TERM ECONOMIC SUSTAINABILITY:

The reconstruction of Runway 12/30 would increase operational safety for aircraft currently utilizing the Airport and allow the Airport to attract transient aircraft to the airfield. Increased aviation activity would also increase fuel sales and hangar rentals providing more revenue for the City to operate the

airport.

PRIOR TRACK RECORD IN PROJECT DELIVERY AND GRANT ADMINISTRATION:

The City of Redwood Falls has an excellent record of accountability with regard to FAA grants. The City consistently remains compliant with FAA Grant Assurances and promptly completes FAA Grant Administration tasks.

PROPOSED PROJECT SCHEDULE:

The Runway 12/30 Rehabilitation project will be let for bids in June of 2020 after the State contracts are signed, with construction starting in May 2023. The City of Redwood Falls has requested discretionary or state apportionment funds for reconstruction of Runway 12/30 in Federal FY 2023 (October 1, 2022)

Project Timeline

- June 2021 Preliminary State Bonding Request to MMB
- October 2021 Application for Federal Discretionary funding for Federal FY 2022
- 2022 Session-State Bonding Request presentations to Committees
- June 2022 Secure Grant agreements from MNDOT Aeronautics and FAA
- June 2022 Bid/Plan development and Solicitation January 2023
- April 1, 2023 Bid Award
- May 1, 2023 Construction Begins
- November 2023 Construction Pause for Frozen Conditions
- May 2024 Project Construction Resumes
- July 1, 2024 Final Project Completion

Other Considerations

Applicant intends to leverage 60% in Federal funding by utilizing 40% of State Bonding dollars to complete the project.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Redwood Falls

Who will operate the facility?

City of Redwood Falls

Who will use or occupy the facility?

City of Redwood Falls for the benefit of its residents and aviation public.

Public Purpose**AIR-SIDE FACILITIES**

The air-side facilities include the primary airport infrastructure to accommodate airport operations including the runway, taxiway, and apron facilities. The Redwood Falls Municipal Airport (RWF) was activated as a public facility in 1942. Major airfield improvements were made in 1961, 1962, 1974, 1981, 1996 and 2009.

Description of Previous Appropriations

No previous funding has been allotted to the project to date.

Project Contact Person

James Doering
507-616-7400
jdoering@ci.redwood-falls.mn.us

(\$ in thousands)

Redwood Falls Municipal Airport Runway and Lighting Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,250	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$3,338	\$0	\$0
TOTAL	\$0	\$5,588	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$808	\$0	\$0
Project Management	\$0	\$5	\$0	\$0
Construction	\$0	\$4,993	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	(\$218)	\$0	\$0
TOTAL	\$0	\$5,588	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Rice Lake Rd and Howard Gnesen Rd Sewer and Water Extension	1	GO	\$ 1,500	\$ 0	\$ 0
Total Project Requests			\$ 1,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,500	\$ 0	\$ 0

Rice Lake Rd and Howard Gnesen Rd Sewer and Water Extension

AT A GLANCE

2022 Request Amount:	\$1,500
Priority Ranking:	1
Project Summary:	Sewer and water extension on Rice Lake Rd and Howard Gnesen Rd.

Project Description

Rice Lake is proposing to complete a sewer and water extension about a half mile long on Rice Lake Rd, including a lift station.

Rice Lake is proposing a sewer and water extension on Howard Gnesen Rd. and Martin Rd. Currently we have two water mains, about a half mile apart, that dead end and we would like to connect the two. We would also like to extend the sewer main in this area.

Project Rationale

We received \$1 million in State Appropriations for the sewer and water extension on Rice Lake Rd and we would like to be able to complete this project, so we are requesting additional funds. This area is our commercial corridor and prime for development, but municipal sewer and water are necessary to entice businesses to come here. Wells in this area are very deep and the water quality is not good, some wells even run dry during dry spells. Businesses already operating in this area struggle with water issues and there are several large parcels of land with potential commercial developments in the near future, but a good water supply is necessary to make this developments a reality.

The water mains on Howard Gnesen Rd and Martin Rd. dead end, which creates issues for water quality and water pressure. Our Fire Hall is located at the end of the water main on Martin Rd. We would like to connect these two water mains in order to increase water pressure and to provide a more reliable supply of water. Connecting the water mains creates a loop in the water supply which would accomplish these two objectives. We would also like to extend the sewer main on Howard Gnesen Rd and Martin Rd for future expansion into the residential areas. Extending the sewer and water mains would make it more feasible for future extensions down the more populated residential roads in the area. These homes also struggle with water quality and the wells in this area are very deep. The properties on Howard Gnesen Rd and Martin Rd are mainly comprised of City property, our Fire Hall and Public Works buildings are located at the end of the sewer and water mains on Martin Rd, a church, and four cemeteries. There are only three homes in this area, so financing the project with an assessment is not a viable solution.

Project Timeline

The Rice Lake Rd. sewer and water extension is projected to be completed in 2023.

The Howard Gnesen Rd. and Martin Rd sewer and water extension is projected to be completed in 2023.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Rice Lake would own the sewer and water project.

Who will operate the facility?

The City of Rice Lake would operate the sewer and water project.

Who will use or occupy the facility?

The City of Rice Lake would use the sewer and water project to supply water and sewage treatment to the property owners in the project area.

Public Purpose

The sewer and water project would supply clean, reliable water and sewage treatment to the residents in the area as well as promote commercial growth in our community.

Description of Previous Appropriations

Rice Lake received \$1 million in State Appropriations to complete a portion of the sewer and water extension on Rice Lake Rd. We are currently in the design stage of this project and anticipate completing Phase 1 by 10/15/2021.

Project Contact Person

Toni Blomdahl
Clerk-Treasurer
218-249-0733
tblomdahl@ricelakecitymn.com

(\$ in thousands)

Rice Lake Rd and Howard Gnesen Rd Sewer and Water Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$1,000	\$1,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$500	\$0	\$0
TOTAL	\$1,000	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$246	\$350	\$0	\$0
Project Management	\$77	\$141	\$0	\$0
Construction	\$677	\$1,509	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,000	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Wood Lake Nature Center Building Project	1	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 10,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,000	\$ 0	\$ 0

Wood Lake Nature Center Building Project**AT A GLANCE**

2022 Request Amount:	\$10,000
Priority Ranking:	1
Project Summary:	\$10 million in state funds is requested to design, construct, furnish and equip a new Wood Lake Nature Center Building to replace the current one that is 50 years old and falling into a state of disrepair.

Project Description

The Wood Lake Nature Center Building Project includes design, construction, furnishing, equipping, and preparing for occupancy for a sustainable new \$20M building that is approximately 19,000 GSF. Through the pre-design phase, the following guiding principles have been established: the building will be everybody's nature center, sustainably designed and used as a teaching tool, aesthetically part of nature, with a focus of equity throughout the project, and the intent to foster a memorable experience. The fully-accessible building will be utilized to offer environmental-education programming to all people and help accommodate schools from across the Twin Cities Metropolitan Region. It will also serve as an educational gateway for outdoor exploration, recreation, and wellness to all who visit. Multi-modal exhibits will be designed to help connect visitors to the park's 150-acre natural environment, which includes restored prairie, woodlands, and wetlands.

There are several key funding sources for the project. The City of Richfield is seeking \$10M from the Minnesota Legislature and establishing the other funds through a combination of grants, private donations, potential project partners, budgeted capital funds from the City of Richfield, and local taxpayers. Currently, 24% of Richfield residents live at or below the federal poverty level, so all attempts will be made to fund the match without having to place a high burden on local tax payers.

Project Rationale

Wood Lake Nature Center turned 50 years old on May 5, 2021. With the building falling into disrepair, it has become necessary to find a way to secure Wood Lake for future generations. The current building can only accommodate 45-50 students at a time, and frequently turns away school groups because the teaching space is too small to fit most school group sizes. The current building is in incredibly rough shape, with rotting wood, a leaky roof, and walls that are home to rodents and snakes! It was designed in the late 1960's, before environmental education secured itself as an established academic discipline, so there are no designated spaces for teaching that allow for students to focus on the lesson without the potential of members of the public to walk through the space and interrupt classes; the new building will have spaces for public exhibits and exploration and distinct, dedicated environmental-education classrooms. Lastly, the building is not fully accessible; many ADA upgrades have been made but it is still lacking in full accessibility. A new building would be completely accessible and be up to all current ADA standards.

Wood Lake Nature Center hosts thousands of people annually from across the region and beyond;

serving as a critical bridge to the natural world. The center is in the heart of the Twin Cities Metropolitan Area and is highly accessible by local and regional bike trails, major bus routes, walking and car. It's important that Wood Lake continue to provide an opportunity to connect strongly with the BIPOC community. Also, a new building would serve as a showcase for sustainable building design. Thousands of students from the urban core will be able to access high-quality, year-round environmental education programs, which are inclusive to all people and abilities. This project is not merely another amenity, but a necessity for all to access the innumerable benefits of the outdoors.

Project Timeline

Predesign- February 2021-June 2021 (completed)

Engineering and Design- July 2022-May 2023

Construction- June 2023-December 2024

The Wood Lake Nature Center Building Project is a high priority for the City of Richfield. With the building in rough shape, the time is now to develop a plan for the center's future, with a focus on the financial realities of such a project. The City is not a wealthy community and has been the sole funding entity for this regional facility for the past 50 years. The exact timing of the project will depend on how the potential financial match is pieced together. City staff will be seeking regional project partners as well as local support.

Other Considerations

Wood Lake Nature Center is a beloved regional asset that has been a free way for anyone to access nature for over 50 years! It is a center that is highly accessible by numerous modes of transportation, and is frequented by many members of the BIPOC community. We understand that not everyone has the means to access parks in greater Minnesota, so Wood Lake is an important regional equalizer for all to experience the great benefits of nature closer to home. A 2020 study by the Conservation Science Partners (CSP) concludes that 72% of Minnesotans of color are nature-deprived; this project will help bridge any barriers between the BIPOC community and nature, as we already strive to do with our programming. We have intentionally reached out to ESL and BIPOC community partners for programming to introduce and welcome them to the current center. Staff has developed many avenues for individuals, families, and school groups to attend free programming and have affordable access to recreational equipment rental (i.e. cross country skis and snowshoes). It is critical that we continue to provide low- to no-cost opportunities for people to seek nature and wellness in their own regional community, as the benefits are innumerable. The future building will have a sustainable design that can be utilized as a teaching tool.

Impact on State Operating Subsidies

There are no known impacts on the state operating subsidies.

Who will own the facility?

The City of Richfield

Who will operate the facility?

The City of Richfield will operate the nature center, specifically the Recreation Department. Richfield

Recreation has an award-winning team of environmental educators that have been doing a tremendous job for over 50 years!

Who will use or occupy the facility?

This project is for the people of Minnesota, and will be of particular use for all in the seven-county metropolitan area to access nature. Daily, Wood Lake Nature Center hosts people from around the country and world that are on flight layovers from the Minneapolis International airport, as the facility is approximately 10 minutes from the airport, door-to-door. We anticipate that we will continue to see high facility use from people across the region and local community. Currently, 60-70% of those who register for nature-related programming and for recreational equipment are from across the region, and the other 30-40% is from Richfield. The facility has strong connections with the BIPOC community and this project will offer the opportunity for that to expand as a new building could accommodate larger groups. Examples include increasing current field trips from Lucy Laney School in North Minneapolis, Partnership Academy, a Latino-based school, and SciTech Academy, an all-Somali School.

Public Purpose

Provide equitable programming and facilities as an opportunity for environmental education, outdoor recreation, and wellness that help bridge and connect people to nature and the environment.

Description of Previous Appropriations

There are no previous state appropriations that have been dedicated to this project.

Project Contact Person

Amy Markle
Recreation Services Director
612-861-9394
amarkle@richfieldmn.gov

(\$ in thousands)

Wood Lake Nature Center Building Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
City Funds	\$65	\$350	\$0	\$0
Pending Contributions				
City Funds	\$0	\$9,650	\$0	\$0
TOTAL	\$65	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$65	\$0	\$0	\$0
Design Fees	\$0	\$1,560	\$0	\$0
Project Management	\$0	\$452	\$0	\$0
Construction	\$0	\$16,811	\$0	\$0
Relocation Expenses	\$0	\$19	\$0	\$0
One Percent for Art	\$0	\$154	\$0	\$0
Occupancy Costs	\$0	\$1,004	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$65	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
District Energy System Rochester	1	GO	\$ 10,000	\$ 0	\$ 0
Willow Creek Trail Connection Project	2	GO	\$ 1,750	\$ 0	\$ 0
Silver Lake Sediment Removal and Revitalization	3	GO	\$ 6,650	\$ 0	\$ 0
Total Project Requests			\$ 18,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 18,400	\$ 0	\$ 0

District Energy System Rochester

AT A GLANCE**2022 Request Amount:** \$10,000**Priority Ranking:** 1

Project Summary: This project will create a downtown district energy system that will heat and cool city buildings (Rochester Civic Center, Rochester Public Library, City Hall, and Rochester Art Center) with the potential to add other buildings onto the system in the future. It could also include system improvements to accommodate renewable energy sources like solar thermal and energy efficiency projects to reduce the system's demand.

Project Description

The District Energy System in Rochester project would create a downtown district energy system that will heat and cool 710,000 square feet of city buildings with the potential to add buildings and renewable energy onto the system in the future. This system will provide long term efficiency, decreasing operating costs, and generating substantial environmental benefits. District Energy Systems are networks of hot and cold water pipes, typically buried underground, that efficiently heat and cool connected buildings using thermal energy at reduced costs.

This project will provide distribution capacity for future connections of 500,000 additional square feet. Additional investment in generation capacity would be required for these connections. These connections may be for adjacent public or private developments.

Project Rationale

The city buildings impacted are currently relying on steam from Olmsted County to heat and cool the facilities. Rochester's decision to move toward a District Energy System has been spurred by Olmsted County's decision to terminate City building steam service from its Waste-to-Energy facility in 2023 due to frequent steam leaks and repairs along Fourth Avenue Southeast. The City of Rochester does not currently have a back-up system or any redundancy to provide heating and cooling to these city buildings which makes the district energy system an urgent need.

The district energy system will help the city work toward its environmental, sustainability, and resiliency goals, allow for system redundancy, creates future opportunities related to expansion of the system into private development, and use of new advanced renewable energy technologies that could provide additional efficiencies and environmental benefits.

Project Timeline**Design:** June 2021**Start Interior Construction:** November 2022**Start Exterior Construction:** April 2023**Complete Construction:** August 2023**Operational District Energy Rochester System:** September 2023

Other Considerations

There are both city-owned and privately-owned development properties near the system which could result in additional connections with additional capacity for the system. Future affordable or workforce housing development near the system could be considered and benefit from the system as well.

This project aligns with City of Rochester commitment to transition to 100% renewable energy by 2030 and other goals around greenhouse gas reduction (30% by 2025) and an 80% reduction in emissions by 2050. With additional investment, the system will incorporate solar thermal at its initial build-out and over time the system could include future renewable energy components such as solar thermal, geothermal, aqua thermal, heat pumps, solar PV panels, and other future technologies.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Rochester

Who will operate the facility?

The City of Rochester

Who will use or occupy the facility?

The City of Rochester and potentially future private developments.

Public Purpose

To provide energy efficient, reliable, and safe heating and cooling for buildings that provide city services (City Hall, Library, Civic Center, Art Center) for residents and visitors.

Description of Previous Appropriations

None

Project Contact Person

Scot Ramsey
Manager of Facilities and Property
507-328-2026
sramsey@rochestermn.gov

(\$ in thousands)

District Energy System Rochester

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$10,000	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,120	\$0	\$0
Project Management	\$0	\$2,200	\$0	\$0
Construction	\$0	\$16,000	\$0	\$0
Relocation Expenses	\$0	\$680	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Willow Creek Trail Connection Project

AT A GLANCE**2022 Request Amount:** \$1,750**Priority Ranking:** 2

Project Summary: This project extends the City's trail network from approximately HWY 63/28th Street SE, proceeding under Trunk Highway 52, and to County Road 101/45th Street SE to the Gamehaven Regional Park. The project includes property acquisition, predesign, design and construction with a total estimated cost of \$3,500,000.00.

Project Description

The extension of the Willow Creek Trail meets key priorities outlined in the Rochester Park System-Wide Master Plan, goals of the Bicycle Master Plan, and connectivity goals of the city's Comprehensive Plan. The project includes property/easement acquisition, ½ mile of trail rehabilitation, creek crossings, approximately 2.5 miles of trail construction, accessible trail wayfinding & rest areas, and a trailhead located at the Gamehaven Regional Park. This project has been anticipated and had various planning options since the late 1990's.

Project Rationale

This project would provide a needed safe access connection for residents and visitors to segments of the City and to Gamehaven Regional Park that are currently cut off due to US Highway 52-- a key goal for the community. The trail would also help provide access to jobs, food, and recreation. US Highway 52 effectively isolates the city's Willow Creek neighborhoods from other neighborhoods, which include many recent multi-family residential properties, and the existing trail network in the City. The proposed project would create a safe bicycle and pedestrian crossing under US Highway 52 that would provide a connection between the currently isolated path and trail network in the Willow Creek neighborhood to provide access to jobs, retail, and the community's larger network of trails. Additionally this trail connection could serve as a first point to connect to the Bluestem Trail in Stewartville, MN.

Without this safety and connection, large parts of the city and region are isolated from the 460-acre Gamehaven Regional Park (designated as a **PARK OF REGIONAL SIGNIFICANCE by the State of Minnesota**) and the 260-acre Boy Scout Reservation Camp. Connecting this park to the trail networks will further enhance the regional benefits of both the trail and park. Gamehaven Park is a regional facility that will provide facilities for snow tubing, mountain biking, hiking, cross country skiing and sledding, with an expected total development costs of \$14 million dollars. This park is in the early stages of development as a four-season active natural park.

Project Timeline

If bonding is approved by July 2022, design and property acquisitions would begin in 2022 and project construction would commence in 2023.

Other Considerations

Gamehaven Park has been identified by the State of Minnesota as a “Park of Regional Significance” by the Greater MN Parks and Trails Commission. Another consideration is that county roads 101 and 157 are planned for reconstruction by Olmsted County in 2021 and 2022.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Rochester

Who will operate the facility?

City of Rochester

Who will use or occupy the facility?

Residents and visitors to the Rochester area community

Public Purpose

Development of public trail for the benefit and use by all residents and visitors.

Description of Previous Appropriations

Planned to be constructed as one project phase. There have been no prior State appropriations for this trail.

Project Contact Person

Michael J. Nigbur
Parks and Forestry Division Head
507-328-2541
mnigbur@rochestermn.gov

(\$ in thousands)

Willow Creek Trail Connection Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,750	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,750	\$0	\$0
TOTAL	\$0	\$3,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$600	\$0	\$0
Predesign Fees	\$0	\$140	\$0	\$0
Design Fees	\$0	\$560	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Silver Lake Sediment Removal and Revitalization**AT A GLANCE****2022 Request Amount:** \$6,650**Priority Ranking:** 3**Project Summary:** The Silver Lake Sediment Removal and Revitalization project would include dredging of Silver Lake, pedestrian safety improvements, and improved access to outdoor recreational opportunities.**Project Description**

For the City of Rochester to predesign, design, engineer, construct, and equip sediment removal and revitalization near the Silver Lake Dam, located on the Zumbro River near the intersection of North Broadway Ave between West Silver Lake Dr. NE and 14th St NE in order to adhere to Army Corps of Engineers and flood mitigation requirements to remove approximately 200,000 cubic yards of sediment. The project could include predesign, design, engineer, construct, and installation of pedestrian safety improvements, and access along North Broadway Avenue. These improvements would provide for safer pedestrian crossings of Silver Lake/Zumbro River, improve access to Silver Lake park and enhance trail use including walking, running and biking. Enhanced opportunities for outdoor recreation are also contemplated depending on the final scope of the project.

Project Rationale

Sediment removal is needed to adhere to Army Corps of Engineers and flood mitigation requirements. The sediment is principally generated from outlying agricultural areas. This project would provide environmental improvements to the Zumbro River and enhance pedestrian safety. An integrated project of trail improvements with sediment removal allows for advantageous construction conditions: with water elevations temporarily decreased and active construction taking place at one time.

Project Timeline

Design would occur in 2022. Dredging would also begin in 2022-2023. Project completion would be in 2023-2024.

Other Considerations**Impact on State Operating Subsidies****Who will own the facility?**

City of Rochester

Who will operate the facility?

City of Rochester

Who will use or occupy the facility?

Residents and visitors to the Rochester area community

Public Purpose

To adhere to Army Corps of Engineers and flood mitigation requirements to remove sediment. To provide environmental improvements to the Zumbro River and to enhance pedestrian safety while providing a publicly accessible trail and pedestrian access.

Description of Previous Appropriations

None

Project Contact Person

Matt Crawford
Project Development Manager
507-328-2411
mcrawford@rochestermn.gov

(\$ in thousands)

Silver Lake Sediment Removal and Revitalization

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$6,650	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$6,650	\$0	\$0
TOTAL	\$0	\$13,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$200	\$0	\$0
Design Fees	\$0	\$600	\$0	\$0
Project Management	\$0	\$300	\$0	\$0
Construction	\$0	\$12,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$13,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Guidant John Rose Minnesota OVAL	1	GO	\$ 754	\$ 0	\$ 0
Total Project Requests			\$ 754	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 754	\$ 0	\$ 0

(\$ in thousands)

Guidant John Rose Minnesota OVAL

AT A GLANCE

2022 Request Amount:	\$754
Priority Ranking:	1
Project Summary:	\$754,000 in state funds is requested to predesign, design, construct, furnish and equip the renovation of the Guidant John Rose Minnesota OVAL in Roseville. This project includes the building, building systems and support facilities.

Project Description

This project is to predesign, design, construct, furnish and equip the renovation of the 110,000 sq. ft. Guidant John Rose Minnesota OVAL support areas.

The following is a specific project and cost list based on the City Capital Improvement Program

1. Renovate Banquet Facility and Rooftops Replace carpet, divider door Replace rooftop units	\$217,000
2. Lobby/Mechanical Room To include structural modification to support rooftop solar panels	\$300,000
3. Bathroom Remodel To improve restroom conditions by making them ADA accessible and improving access to the MN OVAL to accommodate major events and large crowds.	\$101,000
Subtotal before Contingency	\$628,000
Contingency, design, planning and management	\$125,600
TOTAL WITH CONTINGENCY	\$753,600

Project Rationale

The Guidant John Rose MN OVAL (Minnesota OVAL) opened in December 1993 with primary funding by the State of Minnesota. The facility is aging at 28 years old and significant capital improvements are necessary in the next few years. The funding is necessary to make much-needed health, safety, and facility improvements to maintain the structural integrity of the Minnesota OVAL.

In 2020 a request was made for \$5,000,000 to the State of Minnesota and \$3,900,000 of that was graciously granted. The grant was very much appreciated. It was understood that there were many requests made at that time necessitating the need to grant a lesser amount. This specific request for 2022 is for the remaining projects that were not funded in 2020, including additional funds to make the Guidant John Rose Minnesota OVAL support facility roofs solar-ready for the future. The total grant amount request is for \$753,600.

The Minnesota OVAL

- Serves the entire state - the majority of users are from outside of the City of Roseville
- Is a training venue for amateur and professional athletes
- Frequently hosts national and international competitions, each drawing hundreds of international athletes and visitors to the state
- Provides a family-friendly venue for residents to experience winter outdoor recreation

This world-class facility has established itself as one of Minnesota's most visible venues for regional, national and international events. The OVAL is home to numerous affiliate user groups including local hockey organizations, Greater MN Speedskating, Midway Speedskating, USA and MN Bandy. The OVAL is unique and features the world's largest outdoor refrigerated ice sheet, with 81 miles of refrigeration piping and 110,000 square feet of concrete/ice.

Because of the metropolitan, regional, state significance of the Minnesota OVAL, the city has received financial assistance from the State of Minnesota on a number of occasions for expansion of facilities and general capital improvement needs specifically in 1998, 2006, 2008 and 2020.

This funding is critical for the Minnesota OVAL to continue to provide these benefits to the State of Minnesota. This money will pay for capital improvements in areas and components ending their useful life.

The city has been responsible for the operating costs and deficits but has relied on the State of Minnesota for capital costs.

Project Timeline

It would be the most efficient for funding and timing that this project begins as soon as funds are available to coordinate with the other 2020 approved items.

Because of the uniqueness of this facility and it being the only one around the area, it is relied upon heavily to be operational especially during the winter season for a large number of Metropolitan, State, Regional, National and International events.

This proposed renovation project intends to avoid major disruptions during the ice season therefore requiring the work to be completed during the off ice seasons.

Following is the anticipated timeline from start to finish:

- Project begins approximately 8/1/2022
- Substantial completion 12/31/2023
- Final completion 12/31/23

Other Considerations

\$3,900,000 of the \$5,000,000 requested was granted in 2020. This is for the remainder of the project that could not be funded at that time.

Impact on State Operating Subsidies

Not applicable. The City of Roseville will continue to own and operate the Guidant John Rose Minnesota OVAL.

Who will own the facility?

The City of Roseville will continue to own and operate the Guidant John Rose Minnesota OVAL.

Who will operate the facility?

The City of Roseville will continue to own and operate the Guidant John Rose Minnesota OVAL.

Who will use or occupy the facility?

The Guidant John Rose Minnesota OVAL serves the entire State of Minnesota with the majority of users coming from outside the City of Roseville. It provides a training venue for amateur and professional athletes, frequently hosts national and international competitions, draws hundreds of international athletes and visitors to the state for each event and provides a safe environment for families from throughout the state.

Public Purpose

The Guidant John Rose Minnesota OVAL provides a safe environment for families and individuals from throughout the state to experience winter outdoor recreation, including training and competition for amateur and professional athletes. The facility brings visitors to the region and State of Minnesota and has an overall economic impact to the State of Minnesota.

Description of Previous Appropriations

- 1991/92 - \$1,900,000 appropriation for the design and construction of the Guidant John Rose Minnesota OVAL
- 1998 - \$500,000 appropriation to construct banquet/meeting room and locker room facilities at the Guidant John Rose Minnesota OVAL
- 2006 - \$500,000 appropriation to add restrooms and to improve efficiency and safety of the Guidant John Rose Minnesota OVAL
- 2008 - \$600,000 appropriation for multiple improvements and enhancements to the Guidant John Rose Minnesota OVAL
- 2020 - \$3,900,000 of the \$5,000,000 requested was graciously granted. The grant was very much appreciated. It was understood that there were many requests made at that time necessitating the need to grant a lesser amount. This specific request for 2022 is for the remaining projects that were not funded in 2020, including additional funds to make the Guidant John Rose Minnesota OVAL support facility roofs solar-ready for the future.

Project Contact Person

Patrick Trudgeon

City Manager

651-792-7021

pat.trudgeon@cityofroseville.com

(\$ in thousands)

Guidant John Rose Minnesota OVAL

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$3,900	\$754	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$3,900	\$754	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$434	\$88	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$3,466	\$666	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$3,900	\$754	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Big Marine Lake - Bliss Waste Water Treatment Plant Upgrade Project	1	GO	\$ 715	\$ 0	\$ 0
Water Tower Barn: Scandia Regional Arts and Heritage Center	2	GO	\$ 1,592	\$ 0	\$ 0
Total Project Requests			\$ 2,307	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,307	\$ 0	\$ 0

Big Marine Lake - Bliss Waste Water Treatment Plant Upgrade Project**AT A GLANCE**

2022 Request Amount:	\$715
Priority Ranking:	1
Project Summary:	\$715,000 in State Funds (matched 1:1 by city funding) to predesign, design, construct, and equip state mandated nitrate treatment systems and necessary improvements to the system's primary lift station (Lift Station #2), in the City of Scandia. The facility provides wastewater treatment to 79 households on the western shore of Big Marine Lake.

Project Description

The Scandia Bliss Waste Water Treatment Plant serves 79 households on the western shore of Big Marine Lake, DNR Public Waters I.D. # 82-52P. Big Marine Lake is a regional recreational lake within the jurisdictions of the City of Scandia and May Township. The facility was originally built in the 1980s by Washington County as part of the US Environmental Protection Agency's 201 Program to help improve water quality. At the time of construction, the permit conditions did not require the system to remove nutrients such as nitrogen and phosphorus from the wastewater. Now, the upcoming permit cycle has a new requirement that puts a limit on the amount of nitrogen allowed. In order to meet this new requirement, additional treatment infrastructure must be added to the system. If these changes are not made, the City of Scandia will face fines for failing to meet the permit requirements.

Additionally, the system's primary lift station, Lift Station #2, is in need of substantial upgrades to its age. These improvements include replacement of the wet well, pumps, and improvements to its controls.

This Bliss Waste Water Treatment Plant currently exceeds the regulatory threshold of 10 milligrams per liter parts per million (ppm) of nitrate nitrogen. The City has taken steps to attempt to address this issue by introducing new operational changes. These changes have include the introduction of biologicals into the system to help break down the nitrates. The overall results of these efforts have been mixed and have not ultimately addressed nitrate compliance issues.

The Big Marine Sewer Utility, which is the City's enterprise fund that operates this system is not financially prepared to meet compliance on its own without state and city intervention. The time frame for compliance suggests that the project will need to be funded within a two year-time frame. Currently, the Big Marine Sewer Utility lacks the appropriate fund balance to support any substantial capital costs. The fund's cash balance is approximately \$50,000, which is only adequate to cash-flow the fund. If state funds are not secured, utility users will face the average rate increase per quarter is \$64.78 or 25.3% the average rate. This City of Scandia wishes to ease this financial burden on users by obtaining state bonding assistance. The City is committed to providing a 1 to 1 match to the project's total projected cost, \$1,430,000.

The system will remain owned and operated by the City of Scandia.

Project Rationale

The Bliss Waste Water Treatment Plant provides a critical service that not only enhances the water quality of Big Marine Lake, but also the entire watershed. Due to the short period in which this system must meet compliance, it is unlikely to obtain PFA Loan financing. In addition, given the utility’s financial condition and its limited number of customers, the costs of these critical improvements will not be easy for customers to bear the full cost of, but for financial assistance from the State of Minnesota.

The project is required to be completed within two years.

Project Timeline

Site feasibility analysis and preliminary project estimates - Completed, 2021
State Bond appropriation- 2022 Legislative session
City Bonding appropriation - Summer 2022
Final project design, engineering, and drawings prepared - Summer 2022
Bidding - Summer 2022
Construction - Fall 2022

Other Considerations

City of Scandia owns the facilities and will continue to do so.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Scandia owns the facilities and will continue to do so.

Who will operate the facility?

The City of Scandia operates this system and will continue to do so.

Who will use or occupy the facility?

The City of Scandia will continue to retain ownership and operation the facilities and the entire system that it serves.

Public Purpose

Providing waste water treatment that meets state and federal performance requirements is an important public purpose and the City is authorized to undertake and support these activities under several sections of existing law.

Description of Previous Appropriations

There has been no prior state capital funding.

Project Contact Person

Kenneth Cammilleri

City Administrator

651-433-2274

k.cammilleri@ci.scandia.mn.us

(\$ in thousands)

Big Marine Lake - Bliss Waste Water Treatment Plant Upgrade Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$715	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$715	\$0	\$0
TOTAL	\$0	\$1,430	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$54	\$0	\$0
Design Fees	\$0	\$189	\$0	\$0
Project Management	\$0	\$27	\$0	\$0
Construction	\$0	\$1,160	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,430	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Water Tower Barn: Scandia Regional Arts and Heritage Center**AT A GLANCE****2022 Request Amount:** \$1,592**Priority Ranking:** 2

Project Summary: \$1.592 Million in State Funds (matched 1:1 by non-state funding) to predesign, design, construct, furnish and equip a regional arts and heritage center and amphitheater for the northern St. Croix River valley, in the City of Scandia. The facility centerpiece is restoration and rehabilitation of the last remaining tankhouse in Minnesota– the Scandia Water Tower Barn -- a project eligible for the National Register of Historic Places for its engineering technology and distinctive design.

Project Description

The Scandia Water Tower Barn Arts and Heritage Center will be located in the Community Center Commons of the City of Scandia. The facility will involve rehabilitation of the unique Scandia “Water Tower Barn” constructed in the 1890s and eligible for the National Register of Historic Places for unique engineering technology and distinctive design. The historical water system apparatus will be restored and interpreted, including unique viewing windows into the mechanical working facility and extensive interpretive information. More information on the building and its role in the economic development of Scandia is in the attached materials on the project. The engineering and mechanical systems of the Water Tower Barn are now being more fully studied under a Legacy Grant from the Minnesota Historical Society.

The overall project will result in the renovation of the historical structure into a regional arts and heritage center with approximately 1,500 square feet of multi-purpose space for flexible programming, including arts and historical exhibitions, musical and theatrical events, classes, community programs and similar events. The restored barn will seat about 60-80 people. The site will also be developed with an amphitheater seating approximately 250 for larger outdoor events. In addition, the site will provide a public water play feature, historical/engineering interpretation of the water tower barn functions, public restrooms, wetland overlooks and a wetland trail, as well as needed site improvements for parking, wetland and prairie restoration and stormwater retention. The facility will be synergistic with multiple regional and State goals, including:

- Directly across from the proposed facility is the internationally recognized Gammelgården Museum, the State’s most significant Swedish immigrant heritage museum. Gammelgården features multiple historic structures and attracts a large number of national and international visitors. The Water Tower Barn Arts and Heritage Center will enhance Gammelgården’s ability to present programs, and the size and nature of the indoor and amphitheater facilities will augment Gammelgården physical capability.
- Scandia is widely known as a regional bicycle riding destination and the State has now acquired and completed engineering on the extension of the Gateway trail from William O’Brien State Park to

Scandia. This facility will provide important facilities for the anticipated increased bicycling use, including a destination water stop and historical attraction. William O'Brien is one of the most heavily used parks in the State Park system, and many park users will access programming at the facility. Scandia also offers three tot lots, baseball and soccer fields, and tennis courts. Usage of these will enhance options for State Park users for desirable recreation.

- The planned amphitheater will be the only facility of this type in the North half of Washington County and will create a synergy with and optional venue for programming for a wide variety of existing groups from nearby communities, the State Park and area schools, and Gammelgården. Other groups have supported the project as having a regional impact and anticipate shared programming.

The City of Scandia has agreed to lease the site at \$1 per year to the Scandia Heritage Alliance, a 501(c)(3) non-profit, which will manage the programming and operate the facility, pursuant to Minn. Stat. §16A.695. There will be no long-term budget impact to the State or City.

The project has accomplished multiple implementation milestones and is shovel ready for 2023 construction. These include assembly of a very strong implementation team and all critical predevelopment steps toward construction, including: site soil testing and confirmation of site feasibility, wetland surveying and appropriate approvals, predevelopment architectural and engineering plans through schematic design. Importantly, it has also received full funding for needed predevelopment permitting and final construction and engineering design from the Fred C. and Katherine B. Anderson Foundation. The City has approved the preliminary design plans under the project Redevelopment Agreement, allowing the project to move forward with City zoning approvals and full construction documents (both to be completed in 2021). Finally, the project has received a Legacy Grant for historical analysis of the structure and its unique engineering importance, attesting to the significance of this building as a unique example of early public water engineering.

Project Rationale

Scandia is at the center of the triangle of three rapidly growing communities: Forest Lake, Stillwater and Taylor's Falls. It is also at the mid-point of the most heavily used recreational zone on the St. Croix National Scenic Riverway and mid-way between two of the State's most heavily used State Parks--William O'Brien and Interstate. Scandia also has a unique place in Minnesota history as the area of first Swedish immigration. Because of the Gammelgården Museum and the unusual proximity of three population centers, it is an ideal venue for this regional amphitheater and cultural/historical facility. The surrounding area lacks many facilities desirable to support the future population and tourism and economic development rapidly coming to the area, and this facility, and the support of the Scandia/St. Croix River region for its development and programming, offers an unusual opportunity to fill this gap.

Project Timeline

Site identification - Completed, 2019-20 - Following both architectural analysis and community meetings

City approval of concept and site - Completed, 2020 - Redevelopment Contract approved by unanimous City Council vote

Site feasibility analysis and preliminary design - Completed, 2021 - Soil borings, wetland delineation,

storm water plan and site survey all completed and show site to be feasible; preliminary design completed and submitted to City for approval

Council approval of entry into Lease and application for State Bond Financing - Approved, Winter, 2021 - Site lease and preliminary design approved by unanimous City Council vote

Zoning approvals - Applied for, approval expected Summer 2021

Entry into Lease - Summer 2021

Fundraising - Ongoing - Currently at approximately 1/3 of private goal of \$1.5 M, with lead grant from Fred C. and Katherine B. Anderson Foundation for predevelopment work

State Bond appropriation - 2022 Legislative session

Construction Drawings - Summer 2022

Bidding - Late 2022

Construction - Spring 2023

Other Considerations

- Project has received strong support from surrounding communities;
- The City of Scandia has contributed the land and has earmarked \$30,000 in its Capital Budget for construction of the amphitheater
- Facility use will be available for multiple area musical, theatrical, and arts partners; and
- Supported by Gammelgården Museum as synergistic with its mission and programming.
- Strongly endorsed by the National Park Service Advisory Board on designation of the St. Croix River Valley as a National Heritage Area
- Legacy Grant from Minnesota Historical Society to study the Water Tower Barn tankhouse history, engineering, and design

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Scandia owns the site and will lease it to the Scandia Heritage Alliance (SHA), a 501(c)(3) organization. The Lease will comply with Minn. Stat. §16.695.

Who will operate the facility?

SHA will operate the Project under a lease meeting the requirements of Minn. Stat. §16A.695; SHA will be responsible for all operating costs.

Who will use or occupy the facility?

SHA will program the site and it will be used by a substantial number of arts, music and cultural organizations located in the north half of Washington County and the south portion of Chisago County.

Public Purpose

Arts and cultural centers are an important public purpose and the City is authorized to undertake and support these activities under several sections of existing law.

Description of Previous Appropriations

Legacy fund grants have supported research into the history of the Water Tower Barn and its historically unique mechanical/engineering operation. There has been no prior state capital funding.

Project Contact Person

Christine Maefsky
Mayor
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(\$ in thousands)

Water Tower Barn: Scandia Regional Arts and Heritage Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,592	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$150	\$0	\$0
Non-Governmental Funds	\$0	\$315	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$1,127	\$0	\$0
TOTAL	\$0	\$3,184	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$205	\$0	\$0
Predesign Fees	\$0	\$92	\$0	\$0
Design Fees	\$0	\$75	\$0	\$0
Project Management	\$0	\$54	\$0	\$0
Construction	\$0	\$2,711	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$31	\$0	\$0
Occupancy Costs	\$0	\$16	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,184	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Merriam Junction Trail	1	GO	\$ 15,500	\$ 0	\$ 0
CSAH 9 and Local Road Improvements and Design	2	GO	\$ 1,676	\$ 9,461	\$ 0
Sand Creek Overpass and Local Road Improvements	3	GO	\$ 4,544	\$ 0	\$ 0
Total Project Requests			\$ 21,720	\$ 9,461	\$ 0
General Obligation Bonds (GO) Total			\$ 21,720	\$ 9,461	\$ 0

Merriam Junction Trail

AT A GLANCE

2022 Request Amount:	\$15,500
Priority Ranking:	1
Project Summary:	\$15.5 million in state funds is requested to construct 2.3 miles of trail on the former Union Pacific Rail line connecting Scott and Carver Counties, the National Wildlife Refuge Louisville Swamp Unit, the City of Carver, and the regional trail network in Carver and Scott Counties.

Project Description

The Merriam Junction Regional Trail project is the final phase of a 10-year initiative to plan, acquire and develop a regional destination trail along an abandoned rail corridor in Scott and Carver Counties. This project will develop the final 2.3 miles of multi-use trail, including four pedestrian bridges, one of which replaces a former rail bridge crossing over the Minnesota River between the two counties. The project will be funded with local dollars to support the remaining cost of the project.

Project Rationale

The \$31 million dollar trail project completes a decade-long initiative to acquire and convert an abandoned rail bed to a regional, multi-use, accessible destination trail connecting Scott and Carver Counties across the Minnesota River. The project builds on past phases which have accomplished; a regional trail master plan, most of the needed land acquisition, completion of trail segments that link this trail to the regional trail networks on both sides of the river, and completion of a segment of trail over a Highway 169, a significant barrier on the Scott County side.

The trail and river crossing initiative was identified as a need and master-planned by Scott and Carver Counties in 2011, and the abandoned railway was subsequently acquired in partnership with the Metropolitan Council. It was identified and approved as a part of the regional trail system and as an important component in the Scott and Carver County trail networks to address several gaps and to build on opportunities. There are limited bike and pedestrian connections in this part of the southwest metropolitan area due to the barrier presented by the Minnesota River. Additionally, accessible outdoor recreation opportunities are very limited throughout the Minnesota River Valley in Scott County, despite the large network of state and federal public parks and conservation lands. The accessible trail will run through the Minnesota Valley landscape, along the Minnesota River, and adjacent to both the Louisville Swamp Unit of the MN Valley National Wildlife Refuge and the Gifford Lake Unit of the MN Valley State Recreation Area. Finally, the trail project supports pedestrian access from across the western metropolitan area to public and private outdoor recreation venues that have a statewide draw.

Developing the remaining 2.3 miles of multi-use trail and associated bridges completes the initiative aimed at connecting the regional trail networks of Scott and Carver County across a major barrier (Minnesota River).

Project Timeline

Preliminary Design Completion: Sept 2021
Right of Way Acquisition: Oct 2021-June 2022
Final Design Completion: July 2022
Bidding and Award: August/Sept 2022
Construction: Oct 2022-Oct 2024

Other Considerations

The Merriam Junction Trail project is located in an area above the regional average for race or poverty. In Louisville Township, 11.1 percent of the population is non-white with 8.9 percent Hispanic or Latino (2010 U.S. Census). Approximately 15.2 percent of the population is below the poverty level according to the Poverty Status for Individuals computation from the U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimate. Additionally, 9.6 percent of the population is over the age of 65.

The project also results in completing a segment of tier 2 regional bike transportation network. It will include a pedestrian crossing of the Minnesota River from the City of Carver to the US Fish and Wildlife Service Louisville Swamp Recreation Area. This pedestrian crossing of the Minnesota River is safer for bicyclists and pedestrians compared to the existing crossings located on the shoulder of roadways of CSAH 9 in Jordan to the South or TH 41 in Jackson Township to the North. The Merriam Junction Trail river crossing provides travel time savings as CSAH 9 and TH 41 crossings are 2 and 4 miles from the proposed trail crossing.

This is an area that is underserved by regional recreation facilities. In recent outreach with the community, it was found that residents in Scott County District 1 & 3, the districts closest to the proposed project, feel they are underserved with trails and regional park facilities.

Several local agencies have expressed support and interest in the project including:

- City of Carver
- US Department of Interior
- Carver County
- Three Rivers Park District

Impact on State Operating Subsidies

N/A

Who will own the facility?

Scott County

Who will operate the facility?

Scott County

Who will use or occupy the facility?

This regional trail segment is envisioned to accommodate a wide range of user groups with varying

abilities and offers access to many populations. With relatively flat grades established from the previous use as a railroad corridor, there is ample opportunity for trail visitors of all abilities to use the trail. The project will provide paved ADA access from the City of Carver to the US Fish and Wildlife Service Louisville Swamp Recreation Area which does not exist today, benefiting people with disabilities and the elderly with access to something that they did not have access to before. This also provides a healthy alternative to using a vehicle to crossing the Minnesota River. Ensuring that recreational opportunities are affordable and accessible (by various modes of transportation) to all citizens is an existing Scott County initiative. As such, there will be no fee charged for use of the trail by either Scott or Carver County.

Public Purpose

The regional trail development will provide recreational and transportation opportunities for residents in the area as well as a regional draw bringing people to the Minnesota River, a natural resource with limited access opportunities in the metro area.

Description of Previous Appropriations

Project Contact Person

Lisa Freese
Director, Transportation Services Division
952-496-8363
lfreese@co.scott.mn.us

(\$ in thousands)

Merriam Junction Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,500	\$0	\$0
Funds Already Committed				
Federal Funds	\$567	\$0	\$0	\$0
County Funds	\$375	\$15,500	\$0	\$0
Pending Contributions				
TOTAL	\$942	\$31,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$110	\$1,200	\$0	\$0
Predesign Fees	\$102	\$0	\$0	\$0
Design Fees	\$108	\$4,500	\$0	\$0
Project Management	\$18	\$0	\$0	\$0
Construction	\$604	\$25,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$942	\$31,000	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

CSAH 9 and Local Road Improvements and Design

AT A GLANCE

2022 Request Amount:	\$1,676
Priority Ranking:	2
Project Summary:	\$11,137,000 in state funds is requested to acquire land, design, construct local road improvements to support a planned interchange at the intersection of Minnesota Trunk Highway (TH) 169 and Scott County State Aid Highway (CSAH) 9 in the City of Jordan, MN. In 2022 we are requesting \$1,676,000 for engineering and right of way. In 2024 we will request the remaining funds for construction and construction engineering.

Project Description

The proposed project is to reconstruct local roads that support an interchange at the intersection of TH 169, Scott County State Aid Highway (CSAH) 9, TH 282 and local roads. Overall project components include grade separation of CSAH 9 and Union Pacific Railway, pedestrian underpass of TH 169, intersection improvements at CSAH 9, and local roads Valley View Drive and 190th Street West, Triangle Lane local road improvements and access modification.

The total project cost is \$45,732,000 including construction, right-of-way, and design on both the local and Trunk Highway components. The project includes both trunk highway and local road elements. The total cost associated with local road costs for right-of-way, design, and construction is estimated at \$21,424,700. The request is for 50% of the local road costs. The local agency plans to pay for the Trunk Highway cost not reimbursed by MnDOT with Scott County Sales Tax. To date, MnDOT has not committed any funding to this project. Scott County has secured 7 million in federal funding for the project.

Project Rationale

The City of Jordan has been working with Scott County and MnDOT for over 20 years to develop proposed solutions for the TH 169/TH 282/CSAH 9 intersection area. Improvements are needed to address safety and operational concerns in the area, and the challenges are complex. CSAH 9 provides critical access across the Minnesota River into Carver County.

Reconstruction of the TH 282/ TH 169 intersection will remove the last existing traffic signal on TH 169 in Scott County. Removing the existing traffic signal and direct access to correct existing safety and congestion issues and eliminate the freight bottleneck along the TH 169 corridor. Construction of an interchange will improve safety and reduce delays on the corridor by removing the at grade signalized intersection that becomes congested and improves local connectivity with improved pederstian access.

Project Timeline

Final Design: 2021-2022

Right-of-way acquisition: 2022-2023

Construction: 2024-2025

Other Considerations

Safety: Historical crash data were obtained for the previous ten (10) year period (2011 – 2020) using MnDOT’s Crash Mapping Analysis Tool (MnCMAT). A review of the crash data showed that there was a total of 184 crashes at study intersections. Of the 184 crashes, there were 2 fatalities, 1 incapacitating injury, 15 non-incapacitating injuries, 39 possible injuries and 127 property damage only crashes. The intersection of TH 169, TH 282, and CSAH 9 ranked 180th of the top 200 intersections statewide for crash cost and has consistently ranked in the top 200 over the past decade.

This project improvement includes pedestrian facilities such as trails, sidewalks, and an underpass crossing under TH 169, so residents have a safe crossing of TH 169 to access food and other goods and services via walking or biking.

Freight Mobility: TH 169 serves a key freight connection between agricultural-rich land in southwestern Minnesota to the Twin Cities, including the Ports of Savage. Ninety percent of the grain arrives by truck to the Ports of Savage, a nationally prominent port for the shipment of grain and other commodities to the rest of the world. Three million tons of material is shipped through the Ports of Savage, which is six percent of all inland grain traffic originating in the United States.

As currently configured, the TH 169/TH 282/ CSAH 9 intersection is a significant impediment to the flow of commerce to and from southwestern Minnesota to the Ports of Savage and the Twin Cities. Heavy commercial traffic accounts for 15 percent of the daily trips on US 169 and the need to stop at the signal increase the trip time and emissions/particulates released at this intersection, which in turn affects the quality of life in the nearby residential areas.

Impact on State Operating Subsidies

There are no additional state operating dollars that will be requested for this project.

Who will own the facility?

CSAH 9, including the Union Pacific Rail overpass bridge, will be owned by Scott County. Triangle Lane, 190th Street West and Valley View Road will be owned by the City of Jordan. MnDOT will be responsible for new ramps and bridges associated with the interchange construction and Trunk Highway improvements.

Who will operate the facility?

CSAH 9 will be operated by Scott County and Triangle Lane, 190th Street West and Valley View Road will be operated by the City of Jordan. MnDOT will operate the new ramps and bridges associated with the interchange construction and Trunk Highway improvements.

Who will use or occupy the facility?

N/A

Public Purpose

TH 169 serves as the main transportation and economic lifeline between Mankato and Southwestern Minnesota to the Twin Cities and Ports of Savage. CSAH 9 is a major river crossing of the Minnesota River that connects Scott County to Carver County. The current at grade signalized intersection on a high-speed expressway is a safety concern and bottleneck to the regional traffic and commerce that travels through the intersection. The local road improvements will provide access to existing and future businesses and residents around the interchange area.

Description of Previous Appropriations

Project Contact Person

Lisa Freese
Transportation Services Director
952-496-8363
lfreese@co.scott.mn.us

(\$ in thousands)

CSAH 9 and Local Road Improvements and Design

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,676	\$9,461	\$0
Funds Already Committed				
Federal Funds	\$0	\$0	\$7,000	\$0
City Funds	\$0	\$138	\$1,235	\$0
County Funds	\$665	\$3,526	\$22,696	\$0
Pending Contributions				
TOTAL	\$665	\$5,340	\$40,392	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$1,700	\$0	\$0
Predesign Fees	\$0	\$1,600	\$0	\$0
Design Fees	\$650	\$2,040	\$2,911	\$0
Project Management	\$15	\$0	\$0	\$0
Construction	\$0	\$0	\$37,481	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$665	\$5,340	\$40,392	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Sand Creek Overpass and Local Road Improvements

AT A GLANCE

2022 Request Amount:	\$4,544
Priority Ranking:	3
Project Summary:	\$4,544,000 in state funds is requested for construction and engineering local road improvements to support a planned overpass over Trunk Highway (TH) 169 and local road improvements in Sand Creek Township. This request is being made on behalf of Sand Creek Township, Scott County MN.

Project Description

This is a rural industrial and commercial area located in Sand Creek Township, Scott County. Trunk Highway (TH) 169 is a north-south principal arterial roadway consisting of high traffic volumes, high speeds, and heavy truck traffic through the Sand Creek commercial and industrial corridor. Over the years Sand Creek Township, Scott County, and the Minnesota Department of Transportation (MnDOT) have shared concerns regarding safety and mobility due to increased development and increased traffic volumes. With the recently completed interchange, frontage road system, and removal of the signal at TH 169 and TH 41/County Highway (CH) 78, gaps in traffic are becoming more difficult to find during peak periods, this is especially true for heavy freight traffic that is predominately going to and from this rural industrial area in Sand Creek Township.

The proposed project is to reconstruct local roads that support an overpass of TH 169 in Sand Creek Township. Project components include constructing an overpass connecting Jordan Avenue on the westside of TH 169 to Berkshire Avenue on the eastside. Additional project local road improvements include reconstructing Jordan Avenue, extending 166th Avenue to support the local road network and constructing an overpass near Bluff Drive.

The total local road improvement project cost is \$11,814,950 including construction, right-of-way, and design on the local road components of the project. The requested amount is \$4,544,000.

Project Rationale

Sand Creek Township is supporting a series of MnDOT projects for TH 169 such as constructing the TH 169 overpass in 2023. Sand Creek Township desires to add to that project by improving the existing frontage road network along Berkshire and Jordan Avenues.

By reconstructing Jordan Avenue along a new alignment and profile, the Jordan Avenue access at TH 169 will be closed, significantly increasing the safety, and operations within this segment of TH 169. The improvements would also benefit the upcoming 2024 MnDOT TH 169 pavement project by allowing better local connectivity and options during the major pavement rehabilitation.

Project Timeline

Final Design: 2022

Right-of-way acquisition: 2022-2023

Construction: 2023-2024

Other Considerations

Freight Mobility: TH 169 serves a key freight connection between agricultural-rich land in southwestern Minnesota to the Twin Cities, including the Ports of Savage. Ninety percent of the grain arrives by truck at the Ports of Savage, a nationally prominent port for the shipment of grain and other commodities to the rest of the world. Three million tons of material is shipped through the Ports of Savage, which is six percent of all inland grain traffic originating in the United States.

As currently configured, the TH 169 overpass and local road improvements will significantly improve the flow of commerce to and from southwestern Minnesota to the Ports of Savage and the Twin Cities. Heavy commercial traffic accounts for 15 percent of the daily trips on US 169 and the need to stop at the signal increase the trip time and emissions/particulates released at this intersection, which in turn affects the quality of life in the nearby residential areas.

Impact on State Operating Subsidies

There are no additional state operating dollars that will be requested for this project.

Who will own the facility?

Bluff Drive, Berkshire Avenue, 166th Street will be owned by Sand Creek Township. Sand Creek Township will be the owner of the overpass.

Who will operate the facility?

Bluff Drive, Berkshire Avenue, 166th Street, and the overpass will be owned by Sand Creek Township.

Who will use or occupy the facility?

N/A

Public Purpose

TH 169 serves as the main transportation and economic lifeline between Mankato and Southwestern Minnesota to the Twin Cities and Ports of Savage. The local road improvements and overpass will provide access to existing and future businesses and residents around the overpass area in Sand Creek Township.

Description of Previous Appropriations

Project Contact Person

Lisa Freese
Transportation Services Director
952-496-8363
lfreese@co.scott.mn.us

(\$ in thousands)

Sand Creek Overpass and Local Road Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,544	\$0	\$0
Funds Already Committed				
County Funds	\$95	\$4,692	\$0	\$0
Pending Contributions				
TOTAL	\$95	\$9,236	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$75	\$0	\$0
Predesign Fees	\$95	\$0	\$0	\$0
Design Fees	\$0	\$73	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,088	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$95	\$9,236	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Cultural Corridor with Minnesota Riverbank Stabilization and Access - Shakopee	1	GO	\$ 7,264	\$ 0	\$ 0
Scott County Innovation Center	2	GO	\$ 4,000	\$ 0	\$ 0
Total Project Requests			\$ 11,264	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 11,264	\$ 0	\$ 0

Cultural Corridor with Minnesota Riverbank Stabilization and Access - Shakopee

AT A GLANCE

2022 Request Amount:	\$7,264
Priority Ranking:	1
Project Summary:	\$6.25 million in state funds is requested to stabilize the Minnesota Riverbank in Shakopee and create one of the first Cultural Corridor experiences in Minnesota. This project will stabilize a degrading riverbank, protect critical public infrastructure, and provide public education of Shakopee's rich history (Dakota Indians, early settlers, steamboats, etc.) along the Minnesota River.

Project Description**Overview**

The proposed Minnesota Riverbank Stabilization and Cultural Corridor Project will create a regional/statewide cultural destination which will allow residents and visitors to experience the Minnesota River as it once was – the gateway to Scott County, Shakopee and the original site of the Native American people in the area. The corridor is a partnership between the City of Shakopee, Scott County, Shakopee Mdewakanton Sioux Community (SMSC) and Three Rivers Park District. The plan's preliminary cost estimate is at \$12.5 million and includes: stabilizing and restoring the Minnesota River bank, including removal of invasive species and installation of erosion control devices; improvements to safeguard the city's trunk sewer line along the river; renovating the original Shakopee Brickyard area and owner's residence into park uses, including a kayak and canoe launch from the historic marina; renovation of Huber Park into a regional attraction which includes a dedicated War Memorial, public art, access to the river, and access to the historic Highway 101 Bridge (Holmes Street Bridge) which was restored by MNDOT. The project begins at the western edge of Downtown Shakopee and ends at the eastern most point at Three Rivers Park District - The Landing.

Riverbank stabilization

In recent years, the Minnesota River throughout the state has experienced substantial and prolonged flood stages, exposing the riverbank to more erosion and stability issues. Within Shakopee, the riverbanks are located adjacent to critical infrastructure as well as substantial parks and recreation facilities. While the city's surface water indeed flows to the Minnesota River, the prolonged flooding and other experienced issues are most notably due to outstate flooding from much of the land which is not regulated as stringently as the land within Shakopee under the Clean Water Act initiatives, restrictions and mitigation requirements. The city has no options other than taking measures to protect the city's infrastructure and facilities which are being threatened by the state's waters.

The Minnesota River Basin and its tributaries cover 10 million acres in southern/central Minnesota, most of which flows through Shakopee. Upstream practices such as artificial drainage has worsened the situation with the naturally vulnerable erodible soils along the riverbank by bringing too much

water, too quickly, into the system. Increasing flows are a major threat to water quality in the basin, accelerating riverbank erosion and threatening infrastructure. According to the Minnesota Pollution Control Agency (MPCA), flow amounts have doubled in the Minnesota River. As a river town, these upstream conditions and practices directly impact Shakopee.

The riverbank is eroding at an alarming rate, frequently swallowing whatever infrastructure is in its way. Over the past several years, most notably in 2019, the city's adjacent park land and certain infrastructure were inundated for two months in the spring and another month in the fall. During this period, the river water eroded the riverbank and swallowed up portions of the adjacent Minnesota Valley State Trail (MnDNR trail) in Shakopee. During this same time frame, substantial segments of the city's trunk sanitary sewer, which was inherited from the Metropolitan Council Environmental Services that exists along and within the riverbank, was inundated for these extended periods. Likewise, the adjacent city's park land facilities and infrastructure is in line next to be swallowed. This critical infrastructure is continually at risk due to this erosion and inundation.

Cultural Corridor

Huber Park

The State of Minnesota restored and gave to the community the original 101 bridge which has now been converted to a pedestrian-only facility. The improvements to Huber Park will include two new points of access to the bridge. This is one of the only spots where the public can access views over the Minnesota River in the area. The new access points include a pedestrian crossing on 101/First Avenue and a new modern stair tower attached to the historic bridge. Other improvements include:

1. **War Memorial:** a commemoration of all wars fought by the region's residents. This memorial will be moved and renovated from the city's Memorial Park. In gathering public input for its 2040 Comprehensive Plan, an updated memorial was very important to residents.
2. **Public Art:** an art plaza will be placed on the high point of the riverbank which does not flood.
3. **New Flood Breaks:** these breaks will allow people access the riverfront.
4. **New Playground:** this playground will be reflective of the history of the area and a regional attraction.

Marina

The historic marina and the original Shakopee Brickyard will become a public access point to the river, and the brick yard area will become a historic site that can be used for public events. The brickyard house is the finest surviving example of Shakopee brick and served originally as the brick manufacturer's residence. Three Rivers Park District will operate a boat rental kiosk which will allow rental of kayaks and canoes that can be taken out at either two or three miles downriver.

Memorial Park

Memorial Park, Shakopee's oldest, will be enhanced with the removal of an existing playground, Shelter, and paths. Most of the area will be restored to an oak savannah state. The corner adjacent to the founding springs will be where public activity is concentrated including nature play, non-ground penetrating tables, and educational signage.

The Landing

This recreation of early settler life has constructed a new parking lot to allow public access through the site (similar to Colonial Williamsburg). Two exit points will be created to allow canoes and kayaks to leave the river. The historic mill on the river will be further restored to create a river gateway into the park.

Entrance into Shakopee

Along Highway 101, the median and other rights-of-way will be landscaped with natural prairie grasses in areas which do not impact sight lines. Heritage Oak trees will be preserved, and new oak species will be planted outside of crash zones.

Corridor Branding

Throughout the corridor area, including at the entrance, signage will notify the public of the unique cultural area which represents Shakopee's Native American culture through European settlement.

Project Rationale

This Cultural Corridor is one of the largest areas in the state which represents the nature that attracted the original inhabitants. The Minnesota River served as a "highway" for commerce for goods and people. The river basin is one of the largest wildlife areas in an urbanized setting. The river has negative impacts on the city's infrastructure but is also the number one area the public would like to access.

Shakopee has been a river town from its very founding. The original Native American settlers located along this corridor because of the springs which provided fresh water and allowed them access to hunting, fishing and crop growing in the fertile flood areas. Today, many of these areas remain, including a large burial mound area. This area, coupled with The Landing's early settlement buildings tells a story of the region and the state; this project will allow current and future generations access to the Minnesota River while also immersing them in the history of the region and the State.

Project Timeline

Planning and Predesign: June 2022

Engineering and Design: December 2022

Construction: May 2023 through December 2025

Other Considerations

The Minnesota River is a main reason why people came to reside in Shakopee, since it was a source of food, transportation, and commerce. Preservation and enhancement of the river preserves this area's unique history and connection to the river.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Shakopee, SMSC, Three Rivers Park District, and the Minnesota DNR

Who will operate the facility?

The City of Shakopee will take the lead in coordination.

Who will use or occupy the facility?

The project will be used by the general public.

Public Purpose

The public purposes of this project are to educate the public about the cultural heritage of the region and the state and provide safe and convenient trail and river accesses for residents and visitors while protecting critical city infrastructure. The investment and public benefit of stabilizing the riverbank would not only protect the city’s critical infrastructure, it would also improve the already impaired Minnesota River (for turbidity).

Of notable significance, the riverbank area contains burial mounds of the ancestors of the SMSC. These areas are threatened by the long-term and increasing erosion by the intensified river water. Preserving and stabilizing the riverbank is also essential to preserving the history and archeological resources of the SMSC community.

Description of Previous Appropriations

There have been no previous state appropriations beyond the MNDOT’s restoration of the historic 101 highway bridge’s conversion to pedestrian.

Project Contact Person

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(\$ in thousands)

Cultural Corridor with Minnesota Riverbank Stabilization and Access - Shakopee

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$7,264	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$7,264	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$14,528	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,500	\$0	\$0
Project Management	\$0	\$1,000	\$0	\$0
Construction	\$0	\$10,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,028	\$0	\$0
TOTAL	\$0	\$14,528	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Scott County Innovation Center

AT A GLANCE**2022 Request Amount:** \$4,000**Priority Ranking:** 2

Project Summary: \$4 million in state funds is requested to assist in the construction of the Scott County Innovation Center - Shakopee, a state-of-the-art facility for job training, post-secondary education (in cooperation with Minnesota State University Mankato), and research and development space. The Innovation Center will serve mainly students and interns working on future automation and manufacturing, as well as provide startups and entrepreneurs ways to grow their business with supportive programing.

Project Description

In June 2020 the City of Shakopee completed a feasibility study for the proposed Scott County Innovation Center. The study concluded the Innovation Center will centralize resources and opportunities for residents of Shakopee, Scott and Carver County, and beyond, with a focus on building diverse pathways into the workforce, through apprenticeships, vocational training, higher education, and entrepreneurship. It will function as an activity center including space for coworking, entrepreneurs, commercial kitchen, events, and both classroom and practical training. The proposed 36,000 square foot multi-use facility will be developed on a city-owned site located in Shakopee's historic downtown and will function as a nexus of education, workforce training, and innovation to support economic development and opportunity in Scott County. The project site is located in the largest city in the region with access to several highways and is 35 minutes from the international airport.

The proposed project is the construction of the Innovation Center. Preliminary plans, design, and cost estimates have been completed. Preliminary cost estimate for the project is \$12 million. Key funding sources include but are not limited to the City of Shakopee Economic Development Agency (EDA), Federal EDA, Scott County Community Development Agency, Scott County, and Shakopee Mdewakanton Sioux Community (SMSC). Final construction plans will be completed, and a Construction Manager as Agent will be retained to construct the project. The Shakopee EDA owns the site which is vacant and was formerly a brownfield.

The facility is in an innovation corridor. Rahr Malting has constructed a new research and development facility immediately to the west. A private developer is constructing a \$29 million market rate housing development with retail and restaurants immediately to the north to serve the occupants of the innovation center. Further west, Cherne Industries built a new, \$14 million world headquarters for manufacturing and research and development. These, along with other local employers including Emerson, KEB America, Shutterfly, Amazon, and Entrust, will be using the facility for training and additional off-campus research in cooperation with Minnesota State University Mankato.

Project Rationale

Shakopee's 2040 Comprehensive Plan (Envision Shakopee) sets goals for the City of Shakopee to diversify its economy, develop new employment and educational opportunities for local residents and enhance its ability to attract, retain, and develop a talented workforce. Scott County has a goal of having 50% of its residents working in the County by 2040. The Scott County Innovation Center's dual focus on entrepreneurship and learning will help the city and the county meet these goals.

Shakopee can also better support the growth of small businesses locally by supporting a culture of entrepreneurship. The city has been working with an entrepreneurial consultant to help identify and grow the region's entrepreneurial base. As part of that engagement, the consultant has also proposed working with the Shakopee Mdewakanton Sioux Community to assist in entrepreneurial growth at the center.

Currently, the opportunities for affordable office space and networking between business owners limits the culture of entrepreneurship. The Innovation Center is designed to allow collaboration between entrepreneurs along with existing local, regional, national, or visiting international companies while also allowing faculty and students from Minnesota State University Mankato to not only support these companies but also create their own.

Commuting patterns also point to a need to grow employment opportunities locally. Businesses increasingly make location decisions based on the availability of a skilled workforce. A training-focused innovation center will help residents access opportunities for employment, provide needed services to retain and educate young adults, and make Shakopee a more competitive location for businesses. Together, supporting local entrepreneurs and small businesses and cultivating workforce education and training will help Shakopee and Scott County to grow employment and economic diversity, which will make the region's economy more resilient.

With Covid 19, Shakopee has seen a large transition in the workforce. Many jobs are not being filled today for a number of reasons, including a lack of training. As people transition from one career to a new skill, trade, or opportunity, the Innovation Center will provide support to all.

Many of our local companies would like to train existing staff to move up in their organizations, but no training facilities for post-secondary education facilities resides in the region. Also, in the advanced manufacturing arena, no facility promoting innovation exists in the state. Robotics and working with these machines is becoming more prevalent in advanced manufacturing, now more than ever, and no facility in greater Minneapolis/St. Paul area specializes in this field. The Innovation Center would, as well as continually offer current and future manufacturing innovation.

Project Timeline

Predesign: Completed
Final Construction drawings: January 2022 - May 2022
Project Bidding: June 2022
Award: July 2022
Construction: August 2022
Mid-Point of Construction: January 2023
Construction Completed: July 2023

Other Considerations

None.

Impact on State Operating Subsidies

Who will own the facility?

The City of Shakopee's Economic Development Authority will own the project.

Who will operate the facility?

The City of Shakopee's Economic Development Authority will operate the facility. Programming will be provided by Minnesota State University– Mankato, along with other technical colleges in the region. The actual programming of the building will be done by an oversight board consisting of the City of Shakopee, Minnesota State University - Mankato, Scott County, SMSC, local manufacturers, and entrepreneurs.

Who will use or occupy the facility?

The project will be used by the public, entrepreneurs, local companies, Minnesota State University– Mankato, local community colleges, startup manufacturing companies, and foreign companies looking for temporary space while exploring the Minnesota market. The facility also has a full commercial kitchen to allow entrepreneurs to try manufacturing and packaging food products and companies to test food products. The facility also has two high bay testing labs with lifting capacity for robotic equipment testing and training.

Public Purpose

One public purpose of this project is to advance the state's goal of innovation and enhance manufacturing capacities with business training facilities within the Innovation Center. Another purpose is to provide existing businesses with access to equipment, training and post-secondary education programs. The last purpose is encouraging collaboration between the academic and private sectors to stimulate innovation and productivity.

Description of Previous Appropriations

None.

Project Contact Person

Michael Kerski
Director of Planning and Development
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(\$ in thousands)

Scott County Innovation Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,066	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$3,000	\$0	\$0
County Funds	\$0	\$2,000	\$0	\$0
Non-Governmental Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$13,066	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$845	\$0	\$0
Construction	\$0	\$9,655	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,500	\$0	\$0
Inflationary Adjustment	\$0	\$1,066	\$0	\$0
TOTAL	\$0	\$13,066	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Fountain Lake Restoration Phase 2	1	GO	\$ 8,450	\$ 0	\$ 0
Total Project Requests			\$ 8,450	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,450	\$ 0	\$ 0

Fountain Lake Restoration Phase 2

AT A GLANCE

2022 Request Amount:	\$8,450
Priority Ranking:	1
Project Summary:	\$8.45 million in state funds is requested to acquire land, construct an earthen berm for sediment, and implement continued restoration activities for Fountain Lake in the City of Albert Lea by the Shell Rock River Watershed District.

Project Description

This request is for \$8,450,000 in state funding for continued, and completion of, restoration strategies of Fountain Lake in the City of Albert Lea, Freeborn County.

The funds will be used to execute an option agreement to purchase up to 50 acres of additional land to build Cell 4 of a Confined Disposal Facility (CDF). A CDF is an engineered structure for the containment of sediment. The confined berm walls enclose the disposal materials from adjacent waters. Once the land is purchased, the funds will be used to design, permit, and build CDF Cell 4. CDF Cell 4 will hold approximately 500,000 cubic yards of sediment.

Funds will also be used to complete permitting and other requirements necessary to remove approximately 600,000 cubic yards of sediment from Fountain Lake’s Main Bay and Bancroft Bay.

The estimated project cost is \$8.45 million. The Shell Rock River Watershed District (SRRWD), through Albert Lea’s local option sales tax, will continue to contribute to project costs. Costs include project engineering and design, construction (restoration activities), construction administration, and acquisition of land for sediment dewatering and/or disposal.

Project Rationale

The Shell Rock River Watershed District is in the middle of a multi-year effort to restore Fountain Lake and meet state water quality goals. Currently the District has been funded to build Cells 1, 2 and 3 of the CDF and to remove 1,171,000 cubic yards of sediment as part of the lake restoration strategies. To fully achieve the goals of restoring Fountain Lake, additional resources are now needed to complete the remaining scope of the project, Phase 2.

The project was originally planned and estimates in 2006 called for sediment removal of 1 million cubic yards. Once final engineering and modeling was completed in 2016 it was determined the biggest impact to reduce internal phosphorus load was closer to 1.7 to 1.8 million cubic yards. Additionally, early cost estimates of \$5 per cubic yard grew to \$7-8 per cubic yard. The District added built-in best management practices to increase the longevity of the project and engineered sediment basins at all major outlets. Without additional funding the project will fall short of achieving the goals needed for the lake to be removed from the state’s impaired waters list.

The Fountain Lake Restoration project is well-underway. A successful project will improve water

quality, increase habitat success and redefine recreational opportunities for Fountain Lake.

Project Timeline

Other Considerations

Albert Lea’s Local Option Sales Tax, supported by our citizens, has been and continues to be a great tool to assist funding of the Fountain Lake Restoration Project and continues to provide an important local contribution to support the State’s contribution to this project of significance.

The District has been committed to increasing the water quality of Fountain Lake since its inception in 2003 at the request of local citizens. The SRRWD's purpose is to conserve and restore water resources of the District for the beneficial use of current and future generations. This includes clean water, enhanced fish and wildlife habitat, and recreational opportunities.

Impact on State Operating Subsidies

Who will own the facility?

N/A– No facility is proposed

Who will operate the facility?

N/A– No facility is proposed

Who will use or occupy the facility?

N/A– No facility is proposed

Public Purpose

Fountain Lake is critical to the City of Albert Lea’s economic future, tourism industry and identity. The lake is a popular summertime destination for activities.

Fountain Lake has a tributary watershed which consists primarily of agricultural land. Runoff from the watershed includes sediment and pollutants such as phosphorous, which are conveyed to the lake through streams, ditches, and storm sewer pipes. Historically, deposits of sediment and phosphorus in the lake have hampered the water quality and adjacent fish and wildlife habitat. Now on the States Impaired Waters List, the SRRWD is committed to restoring Fountain Lake, helping to achieve the fishable, drinkable, and swimmable water initiatives.

In addition to stabilizing upstream creeks, repairing failing septic systems, and managing rough fish populations in upstream lakes, the SRRWD and partners have actively promoted agricultural practices that support conservation efforts.

Description of Previous Appropriations

Previously the District was appropriated \$7.5 million, which the District matched \$10.2 million for the acquisition, engineering and building of Cells 1, 2 and 3 of the CDF site and to remove 1,171,000 cubic yards of sediment.

Project Contact Person

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District Administrator
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(\$ in thousands)

Fountain Lake Restoration Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$8,450	\$0	\$0
Funds Already Committed				
Other Funding	\$10,247	\$0	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$1,500	\$0	\$0
TOTAL	\$10,247	\$9,950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$450	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$550	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$10,247	\$8,950	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$10,247	\$9,950	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
U.S. Highway 169 CR 4 Rural Safety and Mobility Interchange Project	1	GO	\$ 22,600	\$ 0	\$ 0
		THB	\$ 16,400	\$ 0	\$ 0
Big Elk Lake Regional Park	2	GO	\$ 2,500	\$ 0	\$ 0
Total Project Requests			\$ 41,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 25,100	\$ 0	\$ 0
Trunk Highway Bonds (THB) Total			\$ 16,400	\$ 0	\$ 0

U.S. Highway 169 | CR 4 Rural Safety and Mobility Interchange Project

AT A GLANCE

2022 Request Amount:	\$39,000
Priority Ranking:	1
Project Summary:	Remove remaining signal along 75-mile stretch of US 169 at CSAH 4 in Zimmerman by constructing a grade-separated interchange.

Project Description

The US 169 Rural Safety and Mobility Interchange Project will reconstruct approximately one mile of US Highway 169 from a rural four-lane undivided highway to a four-lane divided expressway and construct a hybrid diamond interchange at CR 4. The proposed project will focus on safety and operational improvements that will improve reliability, accommodate planned long-term growth, improve bicycle and pedestrian connectivity, and connect rural communities in the Greater Central Minnesota Region to economic opportunities in the Twin Cities Metropolitan Area. The project will minimize right-of-way impacts to residences along US 169 and impacts to wetland resource. The interchange includes a tight ramp configuration west of US 169 and a loop in the southeast quadrant of the interchange. The proposed CR 4 bridge over US 169 includes a multimodal trail facility along the northside of CR 4 that improves pedestrian and bicyclist safety by constructing a dedicated trail facility crossing over US 169.

Project Rationale

This project will convert an existing Principal Arterial roadway, to a four-lane divided expressway and construct a grade-separated interchange at County Road 4 in Zimmerman, MN. It will improve highway safety and accessibility to central Minnesota as well as underserved rural populations including a federally designated food desert and BIPOC areas in Mille Lacs County.

Project Timeline

We received design funds in the 2020 legislative session. We are kicking off design and considering construction in as soon as Summer of 2023.

Other Considerations

Signal-Free Expressway -
 Very simply stated, this project is the completion of decades of work to improve the N-S system, starting decades ago with the freeway conversion of TH 101, north of I-94. Now, following the completion of the funded project in Elk River, the signal at CSAH 4 in Zimmerman is the sole remaining signal on this 75-mile stretch of highway between I-94 and the Mille Lacs Lake Region.

Improve Roadway Safety -
 The existing geometry and alignment of US 169 presents a serious safety issue. between 2009-2020, the intersection has experience 4 fatal or severe crashes and a total of 66 reported crashes with many more each month that are unreported. A disproportionate number of roadway fatalities occur

in rural areas. The most dangerous place to drive in Minnesota is not on busy urban roads and interstates— it's in rural areas. The crash rate on US 169 at CR 4 is 1.9 crashes per million entering vehicles, which is higher than the statewide average for similar facilities. Both the crash rate and crash severity rate are over 4times higher than the state's average for similar facilities. When this project is completed, it will realize a calculated saving of \$262,000 every year in crash cost savings.

This project supports the ROUTES initiative by implementing key design interventions that will reduce the number of fatalities and serious injury crashes along US 169. Approximately 65 percent of Minnesota's severe lane-departure crashes occurred on rural roadways. This project will implement shoulder rumble strips and stripes, widen shoulders, realign 169, and construct a grade-separated interchange – all of which are significantly linked to a decrease in fatal and severe accidents.

Expand Rural Access and Opportunity -

According to the MnDOT District 3 Freight Plan, US 169 serves as a critical link between rural communities in Sherburne County and job opportunities in the Twin Cities urban center and is the most heavily used non-interstate highway freight corridor in Sherburne County. As a Principal Arterial roadway through the rural area, US Highway 169 is depended on as a safe and reliable transportation option for a variety of multimodal transportation users including rural residents, freight intensive businesses, disadvantaged communities and tourism-related travelers.

By increasing efficiency, safety, and reliability of US 169, rural employees will have improved access to job opportunities in the immediate vicinity of the project. Construction of the interchange will also create new job opportunities that will expand employment opportunities in rural Central Minnesota. Based on FHWA guidance and MnDOT's review, it is estimated that the Project will generate approximately 242 new job opportunities. Local residents will also have improved access to employment opportunities outside the County, as they are a net exporter of workers and US 169 serves as a primary connection the Twin Cities Urbanized Area, a major job center in Minnesota. According to 2018 U.S. Census data, 78.2 percent of Sherburne County residents travel outside of the County for work.

Many commuters to, or from, Sherburne County must use US 169 to reach work destinations. Approximately 35 percent of the total 50,822 employees in Sherburne County commute 25 to 50 miles to get to work. Most commuters are traveling eastward into the Twin Cities urban center. The Project will benefit the employees living and commuting along US 169. The Project will ease congestion at the US 169/CR 4 intersection, resulting in reduced commute times.

Eliminate the Freight Bottleneck -

US 169, a Critical Rural Freight Corridor on the National Highway System, acts as an Interstate System connecting Central Minnesota with the Twin Cities metropolitan area. The roadway carries up to 3,500 trucks daily, which significantly exceeds typical truck percentages on most state highways at over 10 percent. Commodities identified the use of US 169 for heavy hauling in Minnesota include corn, soybeans, peas, dairy, cattle, hogs and pigs, as well as nonmetallic minerals, farm products, food products, cut stone, and paper products. The Central Minnesota Freight Study projected a significant growth in heavy commercial vehicle volumes by the year 2034. This will improve the freight access to a federally designated food desert in southern Mille Lacs County and our BIPOC communities in the Mille Lacs Lake region.

Minimizing Environmental Justice Impacts -

Using the EJSCREEN environmental justice tool provided by the Environmental Protection Agency,

environmental justice communities in proximity to the proposed Project site were identified. For environmental justice purposes, People of Color are all people except for those identifying as Non-Hispanic white as defined by the U.S. Census. The proposed Project connects to Elk River, nine miles south on US 169, which has some areas in the 70 – 80 percentile statewide for People of Color statewide. US 169 is the shortest and fastest connection between the Twin Cities and the Mille Lacs Reservation near Onamia, 45 miles north of the Project area. This area is in the 90 – 95 percentile for People of Color statewide. Another area in the 80 – 90 percentile for People of Color statewide is in the City of Oak Grove, 15 miles southeast of the proposed Project.

Low income populations identified by the EJSCREEN tool are defined as individuals whose income is less than two times the poverty level. Both Elk River (70 – 80 percentile low income statewide) and Princeton (80 – 90 percentile low income statewide, nine miles to the north) have areas with high percentages of low-income residents. Individuals age 25 and over with less than high school degree are identified by the EJSCREEN tool by educational attainment areas. There are many tracts along US 169 between Princeton and Elk River that have high percentages of population with less than HS degree, mostly in the 70 – 80 and 80 – 90 percentiles statewide. Other environmental justice indicators on the EJSCREEN tool show pockets of linguistic isolation in Big Lake (90 – 95 percentile statewide, 14 miles to the southwest), and residents over the age of 64, with concentrations in Princeton and Elk River (both 90 – 95 percentile statewide).

The Project will improve access and safety for environmental justice populations living along US 169 to the north and south of the proposed Project. The proposed Project will improve access, safety and travel time for these communities as they travel through the Project area to employment, healthcare and educational opportunities in the Twin Cities metro, as well as employment and recreational opportunities to the north. Safety of travel journeys will be improved by removing conflict points, which may reduce crashes and injuries that could lead to expensive repairs or medical bills.

By removing the last remaining traffic signal on US 169 between Rogers and Lake Mille Lacs, cars and trucks will be able to move through the interchange more efficiently without stopping and accelerating, reducing dwell time and emissions. There are three endangered species present in Sherburne County, the Monarch Butterfly, Northern Long-Eared Bat, Rusty Patched Bumble Bee. The Project will attempt to mitigate adverse effects to these species during construction.

Impact on State Operating Subsidies

Who will own the facility?

Upon completion, MnDOT will own the bridge and ramps, while the county will own the local connections of CSAH 4.

Who will operate the facility?

MnDOT is a dedicated partner in this Project. MnDOT has established a firm commitment of investment towards improving the US 169 corridor. MnDOT has participated in the NEPA environmental review process and development of the final design. MnDOT has reviewed the design plans and will provide final approval. MnDOT will operate and maintain the Project as part of the State highway system as stated in MnDOT's letter of support for the Project. MnDOT and Sherburne County have an agreement for preliminary engineering for this Project. The County and MnDOT will

negotiate agreements on the construction and long-term maintenance of the Project.

Who will use or occupy the facility?

Public Purpose

This project will convert an existing Principal Arterial roadway, to a four-lane divided expressway and construct a grade-separated interchange at County Road 4 in Zimmerman, MN. It will improve highway safety and accessibility to central Minnesota as well as underserved rural populations including a federally designated food desert and BIPOC areas in Mille Lacs County.

Description of Previous Appropriations

Sherburne County has a signed Environmental Assessment completed. We have recently secured from the 2020 Legislative Session, \$2,000,000 in State Bond funds for design and begin the property acquisition process.

Project Contact Person

Andrew Witter
Public Works Director / County Engineer
763-765-3302
andrew.witter@co.sherburne.mn.us

(\$ in thousands)

U.S. Highway 169 | CR 4 Rural Safety and Mobility Interchange Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$2,000	\$22,600	\$0	\$0
Trunk Highway Bonds	\$0	\$16,400	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,500	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,500	\$0	\$0
TOTAL	\$2,000	\$44,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$3,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$2,000	\$3,081	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$31,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$6,919	\$0	\$0
TOTAL	\$2,000	\$44,000	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Big Elk Lake Regional Park

AT A GLANCE

2022 Request Amount:	\$2,500
Priority Ranking:	2
Project Summary:	Funds would be used to acquire the land for the protection of American Indian cultural and archaeological resources and creation of a nature-based park.

Project Description

To purchase and develop a nature-based regional park in one of the fastest growing counties in Minnesota and to protect some of the most significant Native American cultural and archeological resources in the state.

Project Rationale

This property is situated in one of Minnesota’s fastest growing counties. will provide outstanding recreational and educational opportunities, as well as protecting important natural resources and water quality. Spanning across 430 acres, this property offers 1 mile of lake shore that is a mixture of undisturbed grassland and oak forest. The openings in the tree canopy along the shore give way to views of the water from the upland and welcome access for low impact non-motorized paddle craft sports and a fishing pier. Nearly one mile of the Elk River winds through forested floodplain on the west side of the land. During most of the year, this environment welcomes walking through an open understory that is kept clear with annual high spring water. Lilly Creek feeds though shrub swamp habitat into the lake on east side of the property. These acres boast a diversity of natural plant communities that lend themselves as the framework for a scenic trail experience that will provide the ideal setting for contemplative connection to nature and physical outdoor activity to support a healthy lifestyle. Two stream bodies feeding into the lake on this property set the perfect stage for wildlife viewing year-round. A number of wetlands exist on the land as well as oak savanna. A portion of the land that has been tilled will be restored to native prairie.

This land contains some of the state’s most significant Native American cultural and archeological resources. Its protection through the county’s purchase of it is important not only to the state, but also to the Native American Communities listed below who consider portions of it sacred. A phase I archaeological survey was conducted in early 2020 and confirmed previously completed surveys and an existing Indian Burial Mound group known as the Moorhouse Mounds (21SH02). The Phase I Survey identified nine distinct archaeological sites that included artifacts from the Archaic through recent Historic periods; many of them from the Woodland Period. A total of 846 artifacts were collected from these sites and are going through the curation process to ultimately be housed at the Shakopee Mdewakantnn Sioux Historical Facility. The Phase I Archaeological Survey Report recommends that six of the nine sites are potentially eligible for the National Register of Historic Places under Criterion D and that their status be evaluated for further archaeological study.

Through our developing relationship with the Tribal Communities we are collectively seeing that this isn't just a project to create a park for people. This is a project to create a place of belonging for many. For all people. It isn't just a place of recreation. It can primarily be a place of spirit, culture and learning.

Project Timeline

Property acquisition in 2022.
Minimal park improvements in 2023 to allow for public use.

Other Considerations

An option to purchase agreement is in place between the current property owners and TPL that legally obligates them to not sell the property to anyone other than TPL prior to January 2023. We have submitted an initial application to the Greater Minnesota Regional Parks and Trails Commission (GMRPTC) to be considered for designation as a regional facility. We are also in the process of developing a master plan for park development that will dictate future phases of development based on two phases of public engagement. Potential eligibility for the National Register of Historic Places for American Indian cultural resources elevates it even further. We aspire to achieve regional designation through the GMRPTC and eligibility to pursue additional acquisition dollars through the Legacy Fund that would be available by late summer/early fall of 2022. We are proposing to apply the entire Natural & Scenic Area Grant award towards the purchase of this property. The County has committed matching funds through a formal resolution. Once acquired we would work to establish access to the public within one year, by installing basic amenities that would support parking and non-motorized trails. We also would immediately begin work to establish native prairie on all tillable acres and apply treatments to enhance degraded native plant communities.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Sherburne County

Who will operate the facility?

Sherburne County

Who will use or occupy the facility?

General public for their enjoyment and education.

Public Purpose

Sherburne County Parks & Recreation Department seeks to purchase four parcels from private ownership to establish a regional nature-based park. Encompassing 430 acres the subject property of this proposal is a high priority for protection and vegetative restoration. Both objectives will create quality opportunities for nature based outdoor recreation on a diverse landscape and contribute to local water quality initiatives. Situated on Big Elk Lake and spanning along one mile of the lake's north shore, the property is also flanked by stream systems with nearly one mile of Elk River winding

through the west edge and 2,400 feet of Lilly Creek feeding in on the east edge.

Description of Previous Appropriations

N/A

Project Contact Person

Andrew Witter
Public Works Director
763-765-3302
andrew.witter@co.sherburne.mn.us

(\$ in thousands)

Big Elk Lake Regional Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$1,750	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$924	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$326	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Lake Johanna Fire Department Headquarters Fire Station	1	GO	\$ 6,675	\$ 0	\$ 0
Total Project Requests			\$ 6,675	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,675	\$ 0	\$ 0

Lake Johanna Fire Department Headquarters Fire Station

AT A GLANCE**2022 Request Amount:** \$6,675**Priority Ranking:** 1**Project Summary:** The City of Shoreview, on behalf of the three cities of Arden Hills, North Oaks, and Shoreview, is seeking \$6.675 million in bond funding to assist in the construction of a new headquarters fire station to house the Lake Johanna Fire Department.**Project Description**

This project will provide a new 41,500 square foot headquarters fire station for the Lake Johanna Fire Department. The department directly serves the cities of Arden Hills, North Oaks, and Shoreview. The new station, which has already been through the schematic design phase, will include offices for the fire chief and other administrative staff, living quarters and bedrooms for the paid-on-call shift crews, spaces for both classroom and hands-on fire training, and fitness and wellness space. The new facility has been designed to meet the department's needs for the next 50 years using green building practices to achieve a high level of sustainability. The estimated cost of the new station in 2022 dollars is \$13.35 million, which includes land acquisition costs. The three cities have already purchased the land for the station.

The new fire station for the department will provide emergency fire and medical services to the residents of the three cities, with a combined population of 42,000 and area of 31 square miles. The LJFD also serves adjoining cities in northern Ramsey County through automatic response agreements with the cities of Roseville, Vadnais Heights, New Brighton, and White Bear Lake, further extending the benefits of this new station. The LJFD also provides mutual aid to communities through the statewide agreement and is a member of the North Suburban HAZMAT Team and North Suburban Technical Rescue Team.

Project Rationale

In 2018, the Lake Johanna Fire Department board of directors authorized a long-range planning study to assess the department's current and future needs. The study concluded that the department was lacking sufficient training, administrative, and operating spaces. The study also noted that response times to certain areas in southern Shoreview and Arden Hills was hindered by the location of a current station on Victoria Street directly north of a rail line. It was noted that a preferred location for this station would be in a corridor along County Road E, south of the rail line between Lexington Avenue and Highway 51 (Snelling Avenue). After a thorough search of potential properties in this corridor, the three cities and fire department were able to acquire a nearly four acre parcel within this area that will allow for construction of a new headquarters station and greatly enhance fire and emergency medial response to the cities.

This new station will also provide enhanced health and safety spaces for the firefighters. The spaces

will allow staff to properly decontaminate gear and equipment, reduce staff exposure to carcinogens and toxic materials, and provide proper ventilation to reduce exposure to harmful fumes.

Project Timeline

March 2021 - completion of schematic design
April 2022 - completion of final design and building plans
September 2022 - award of bid for construction
December 2023 - completion of station

The proposed project is not limited or strongly influenced by other projects.

Other Considerations

This is a high priority for the three cities and the Lake Johanna Fire Department as it directly affects the department's ability to provide fire protection and medical services.

Impact on State Operating Subsidies

No new or additional state operating dollars will be requested for the project.

Who will own the facility?

It's intended that the station will be owned by the three cities of Arden Hills, North Oaks, and Shoreview through a joint powers agreement. It's anticipated that the agreement will be in place by December 2021.

Who will operate the facility?

The facility will be operated by the Lake Johanna Fire Department under the direction of the board of directors.

Who will use or occupy the facility?

The facility will be used by the Lake Johanna Fire Department.

Public Purpose

This headquarters fire station is essential to providing emergency fire and medical services to the cities of Arden Hills, North Oaks, and Shoreview and to fulfill the automatic response requirements that are provided to neighboring communities.

Description of Previous Appropriations

There have been no other state appropriations for this project.

Project Contact Person

Terry Schwerm
City Manager
651-490-4611
tschwerm@shoreviewmn.gov

(\$ in thousands)

Lake Johanna Fire Department Headquarters Fire Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$6,675	\$0	\$0
Funds Already Committed				
City Funds	\$1,675	\$5,000	\$0	\$0
Pending Contributions				
TOTAL	\$1,675	\$11,675	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$1,675	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$444	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$11,181	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,675	\$11,675	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Sewer extension and pond expansion	1	GO	\$ 1,629	\$ 0	\$ 0
Total Project Requests			\$ 1,629	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,629	\$ 0	\$ 0

Sewer extension and pond expansion

AT A GLANCE

2022 Request Amount: \$1,629

Priority Ranking: 1

Project Summary: This \$1.629 million request (\$2.029 million total project cost) proposes to extend a sanitary sewer collection system around part of Rush Lake and connect homes on the lake to Shorewood Park SSD’s existing sewer system that have failing septic system which are polluting Rush Lake.

Project Description

The project includes extending 2000 feet of 8” PVC sanitary sewer collection from the existing Shorewood Park SSD sanitary system and connect 20 homes on Rush Lake who have failing septic systems. The project also includes one new lift station and 1400 feet of 6” forcemain to convey the sewage to the District’s existing treatment plant. The project also includes adding 1 additional stabilization pond for capacity and to reduce Phosphorous from being discharged downstream of the treatment plant.

Funding is proposed to be from these sources –

Bonding Bill in the form of a direct appropriation

Stimulus Funding – we are shovel ready

PFA grant and low interest loan

Assessments

User charges

Sewer Access Charge

Project Rationale

This project is desperately needed to eliminate the 20 failing septic systems that are currently discharging partially treated sewage into Rush Lake. The homes along the lake are too small to construct a new drainfield or mound, and therefore have been forced to use a holding tank. Implementation of this project will greatly improve the water quality of Rush Lake.

Project Timeline

Project Task / Start date / Ending date

I.SEWER DISTRICT EXPANSION / 2018 / COMPLETE

Prior planning studies/effort / Pre-2018 / COMPLETE

Petition to expand District / 2018 / COMPLETE

District Expansion by attorney / 2018/19 / COMPLETE
Public Hearing / June 29, 2019 / COMPLETE
Summit info to State, District is formally expanded by State / July 1, 2019 / January, 2020

II. FUNDING

Meetings with legislators / January, 2020 / Ongoing
Funding Applications; RD, PFA, Small Cities, Special Legislation, stimulus funds / March, 2020 / Ongoing
Facility Plan – Pre-design / March, 2020 / COMPLETE
Public Hearing / February 29, 2020 / COMPLETE
Obtain grant dollars for project / June 1, 2020 - ?

III. DESIGN

Survey, geotech / June, 2020 / June 2020
Easements, land acquisition (maybe) / June, 2020 / June, 2020
Project Design / June, 2020 / July, 2020
Permitting / June, 2020 / August, 2020
MPCA Review plans / August, 2020 / September, 2020
Bidding/Contractor award / September, 2020 / September, 2020

IV. CONSTRUCTION PHASE

Construction / October, 2020 / June, 2021
Project start-up / June, 2021 / July, 2021

Other Considerations

Funding is the only item delaying this project from being implemented; we are shovel ready.

Impact on State Operating Subsidies

NA

Who will own the facility?

Shorewood Park SSD– it’s been in existing and is a legal entity for 30 years

Who will operate the facility?

Shorewood Park SSD

Who will use or occupy the facility?

The residents within the Shorewood Park SSD and expansion area.

Public Purpose

To serve the 20 homes and clean up Rush Lake and improve the environment.

Description of Previous Appropriations

NA

Project Contact Person

Tim Korby, PE
SSD Engineer
612-655-9878
tkorby@hrgreen.com

(\$ in thousands)

Sewer extension and pond expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,629	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$400	\$0	\$0
TOTAL	\$0	\$2,029	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$10	\$0	\$0
Predesign Fees	\$0	\$45	\$0	\$0
Design Fees	\$0	\$180	\$0	\$0
Project Management	\$0	\$10	\$0	\$0
Construction	\$0	\$1,655	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$129	\$0	\$0
TOTAL	\$0	\$2,029	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Safe Pedestrian Access - Shorewood	1	GO	\$ 980	\$ 0	\$ 0
Total Project Requests			\$ 980	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 980	\$ 0	\$ 0

Safe Pedestrian Access - Shorewood

AT A GLANCE**2022 Request Amount:** \$980**Priority Ranking:** 1**Project Summary:** The City of Shorewood proposes to construct a walking trail to provide safe access to and across MN Trunk Highway 7 where none exists, and at the same time provide municipal water to an area in the city that is not served.**Project Description**

This is not an average trail project. The City would like to improve pedestrian safety and connectivity by constructing a trail along Galpin Lake Road, beginning at the city's south border, and continue along MN Trunk Highway 7 to the controlled intersection at Hennepin County Road 19. A trail in this area has been under consideration for over eight years, but due to some physical and environmental challenges, the linear-foot cost is extremely high when compared to projects of similar scope.

The proposed project for this request includes constructing an eight-foot-wide trail and adding water main to Galpin Lake Road in Shorewood, a distance of approximately 3,000 feet. Because the roadway would be excavated to install watermain, and it is in excessive disrepair, the roadway would be fully reconstructed.

The reason that a trail project in this location is so challenging is due to the narrowness of the MN DOT Highway 7 right-of-way; the closeness of Galpin Lake, and the lack of right of way along the south part of the Galpin Lake Road that requires significant planning to construct the trail with minimal impact to a wetland.

Because the Highway 7/County Road 19 intersection is the only one with a stop light in this area, it was deemed the preferred route to connect the north side with the south side, it also meant that the trail would have to come on the Highway 7 right of way for a distance. But because the right of way is so narrow from the intersection of Galpin Lake Road and Highway 7, going east to the intersection with CR 19, and due to the closeness of Galpin Lake to the Highway 7 right-of-way, a significant retaining wall is needed to support the trail between the highway and the lake. That is the most significant driver of the cost of the project.

Along the south part of Galpin Lake Road, there is a wetland on the east side of the road, and with the narrowness of existing right of way, there are few options to realign the road in order to add a pedestrian trail, meaning there are both significant engineering and construction costs in order to minimize the impacts to that wetland.

Project Rationale

1. Provide a safe off-street route for pedestrians. The city of Chanhassen has a trail on Galpin Lake Road that terminates at the Shorewood/Chanhassen border. This project will connect to that trail,

continue it through Shorewood, and end at the stop light at County Road 19 and Highway 7. Right now, pedestrians must walk at the edge of the existing narrow roadway. By connecting this trail, a new north-south trail route will be built that will allow residents of Shorewood, Chanhassen, and people south of Chanhassen to have a safe pedestrian route into Excelsior on a trail that is separate from the vehicle traffic. This would improve access to the commercial area in Excelsior, reduce the number of vehicles on the road, and therefore the amount of pollution generated because a walkable route would be available, and to provide a safe walking route for children in this area to get to Excelsior Elementary, which is just north of Highway 7.

2. Improve area drainage and correct existing drainage problems. At the time Galpin Lake Road was constructed, very little thought was given to the construction of the road, or the project's impact to the environment and natural resources in this area. There is no curb and gutter in this area, so consequently water run off from the road goes directly into Galpin Lake and adjacent wetlands, bringing salt/sand and grass clippings and vegetation with it.

3. Improve water quality of storm water runoff in the area. This is related to point number two, and while the city can certainly maintain the roadway in its present condition, we are proposing to reconstruct the road to provide stormwater treatment through rate and volume control. As previously indicated, there is no control of stormwater – either in rate or volume and installing retention ponds and meeting the current requirements from Minnehaha Creek Watershed District would significantly improve the quality of stormwater before it enters MN waters.

4. Provide safe drinking water to a portion of the city that is not served with municipal water. There are approximately 30 residential homes in this area that presently have their own well. The city does not test water in private wells, but arsenic has been found in many Shorewood wells. A safe public work supply would put these residents on par with the other parts of the city where water is available. Further, an interconnection with Chanhassen could be done providing an emergency supply of water if the Shorewood supply was interrupted. By providing an alternative to water for these residents, eliminating private wells should be a goal to limit the direct negative impacts to aquifers.

Project Timeline

By 12/31/2021 - City completes SRTS planning.

By 12/31/2022 - City signs encumbrance agreement with the state and begins developing engineering plans

By 5/1/2023 - City approves plans and awards contract for the project

By 12/31/2023 - Project is substantially completed

By 7/31/2024 - Project has been completed and accepted by the City

Other Considerations

The city considered just doing the trail without roadway reconstruction along Galpin Lake Road. The estimated cost for the trail alone (2020 costs) was \$1,190,000. The full reconstruction with the trail and watermain was estimated at \$1,700,000. Given this area was underserved with municipal water and an inadequate roadway to begin with, and the overall cost of the trail is so significant, it would not make sense to just do the trail, but rather solve all the issues with one big project.

The city also looked at alternative pedestrian crossings along Highway 7, but other options, at Chaska Road and Highway 41 either were more expensive due to the need to construct a pedestrian bridge entirely over Highway 7, or did not have a trail connection into Chanhassen to the south. Those options were even more expensive, or did not accomplish the safe connectivity desired in a project.

Impact on State Operating Subsidies

There will be no new or additional state operating dollars that are needed for this request. Once the project is fully constructed, the City of Shorewood will assume all operation and maintenance responsibilities for the infrastructure, as well as future replacement cost when it is needed.

Who will own the facility?

All work proposed to be done in this project will be owned and maintained by the City of Shorewood.

Who will operate the facility?

The city will maintain the trails and infrastructure in the project area, and will operate the water system mains in the corridor.

Who will use or occupy the facility?

The residents of Shorewood, Chanhassen, Excelsior and beyond will use the facilities constructed through this project.

Public Purpose

This project improves public health, through environmental improvements. It provides improved public safety for the residents. The project improves the general welfare through fully functional infrastructure that is open to all. State participation will provide financial security to the residents and the city, and prosperity is enhanced by eliminating disparity in extending public utilities to an unserved area.

Description of Previous Appropriations

The city has not received any State appropriations related to the proposed work. The city did receive a Safe Routes to School planning grant to study trail options in this corridor.

Project Contact Person

Greg Lerud
City Administrator
952-960-7905
glerud@ci.shorewood.mn.us

(\$ in thousands)

Safe Pedestrian Access - Shorewood

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$980	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$980	\$0	\$0
TOTAL	\$0	\$1,960	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$344	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,377	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$239	\$0	\$0
TOTAL	\$0	\$1,960	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Multimodal Trailhead Center	1	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 3,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,000	\$ 0	\$ 0

Multimodal Trailhead Center

AT A GLANCE

2022 Request Amount:	\$3,000
Priority Ranking:	1
Project Summary:	\$3.0 million is requested to build the next phase of a Multi-Modal Trailhead Center in Silver Bay, MN that provides ample lighted parking; separate, safe and accessible access to non-motorized and motorized trails; a multi-use building with lavatories and showers; picnic areas and playground; greenspace; and all conveniently located to city and business amenities. The funds will be used for design, engineering, construction, and furnishing/equipping the multi-use facility to be opened in 2023.

Project Description

The project consists of design, permitting, engineering and constructing a \$4.1 million Multi-Modal Trailhead Center that would include the redevelopment of a dilapidated area of the community into a recreational trailhead center and wayside rest. The original engineering estimates included in this project were \$3.8 million; however, with the increased material costs we expect the project to rise to \$4.1 million. The purpose is to provide safe and separate trail access for both non-motorized and motorized traffic all in one location. The facility would be open to the public, be fully accessible, and also include the following: lavatory and shower facilities, ample parking for cars/trucks and trailers (169 sites); outdoor gathering plaza, playground, and picnic areas; open green spaces for recreational fun or primitive overnight stay; convenient location to local businesses and other community recreational amenities.

The funding request of \$3.0 million will be used for the next phase of design, engineering, bidding, vetting of bids, award of bids, construction management, and reporting/closeout management, to be conducted by Bolton & Menk, Inc., who were chosen through a competitive bid process. The construction will include site preparation, site utilities, site amenities (curb, gutters, trails, playgrounds, landscaping, lighting, bituminous, sidewalks, trail connections, picnic areas, and signage), Construction of the Trailhead building and picnic shelters, landscaping, and other miscellaneous items (tables, chairs, benches, signage). The Contractor will be chosen through a competitive bid process. All engineering and construction will meet required funding requirements, building code requirements, environmental code requirements.

The proposed Multi-Modal Center would be located along two scenic byways, the Superior National Forest Scenic Byway and the North Shore Scenic Byway, as Silver Bay is the connecting point of both Byways. People visiting will have direct access to the State-owned Gitchi-Gami Bike Trail, the Superior Hiking Trail, the CJ Ramstad Snowmobile/ATV trail, and other local trails. It will also have access to Black Beach Park on Lake Superior, Scenic Overlooks, tennis courts, and safe walking on city sidewalks. It will also complement the new Black Beach Municipal Campground that opened June 2020 and has been considered fully occupied. Although there are other primitive parking areas and

small wayside rests along the North Shore, there is no center that is all encompassing and providing the level of amenities for tourism as Silver Bay's proposed Multi-Modal Trailhead Center.

All of the property is currently owned by the City of Silver Bay and is located at 109 Outer Drive, Silver Bay, and legally described as Parcel A and Parcel B registered as is evidenced by Certificate of Title Nos. 13824 and 13399, so there is no need for any land acquisition. The property is also properly zoned as Recreational. The City has completed a topographic survey and conceptual planning. In closing, there are over 30 miles complete of the proposed 89-mile Gitchi-Gami bike trail, more than 150+ miles of the CJ Ramstad ATV/Snowmobile trail, 310+ miles of the Superior Hiking Trail, and plenty more miles of local ATV, snowmobile, and biking trails completed and/or proposed which can all be safely accessed from the proposed location.

Project Rationale

SAFETY: Currently, those looking to access the trails in Silver Bay are required to park along the roadways because there is not ample parking to accommodate the amount of traffic the city receives from trail users, and the issue is getting worse due to the increase in visitor traffic to the community. There is a small parking lot on the Northwest side of the City that overflows on to the highway by people accessing the hiking and the ATV/Snowmobile trails. This forces people to get out of their vehicles, walk along, and remove motorized equipment directly on to the highway. It also causes bottlenecks in this area and is simply unsafe for people trying to access the best trails on the North Shore of Lake Superior. The proposed trailhead will remove those safety issues, make it more convenient to amenities and businesses within our community, promote healthy living, and enhance economic development opportunities.

REDEVELOPMENT OF A DILAPIDATED AREA: Silver Bay is located in one of the Opportunity Zone Census Tracts. The property is a very underutilized area within the community. It was once an active outdoor hockey and skating rink with a dilapidated building that was constructed in the 1950s as a warming house, arts and crafts center, & a place for youth gatherings. Today, the outdoor rink has been moved to a location next to the arena in order for it to be better maintained. The Rec Building is vacant and will be removed by the city prior to constructing the Trailhead Center. The new facility would be multi-purpose. The upper level would host a large meeting space, fully accessible bathrooms, kitchen area, office, and storage area. The upper level would be rented for use by the public but would be available for use for larger public events such as bike races, running/walking races, etc. as there would be ample parking in the area. The lower level of the facility would host 24-hour access to handicap accessible lavatories and shower areas for the public as a wayside rest, something that is not available at other rest stops in the area. The City offers 24-hour police coverage to protect the area.

DRAW TOURISM AND ECONOMIC IMPACT: Silver Bay is the connection point between the North Shore Scenic Byway and the Superior National Forest Scenic Byway. The community is centrally located with only an hour drive time from Duluth, Grand Marais, and the Iron Range. It is centered between four State Parks – Gooseberry, Split Rock, Tettegouche, and Temperance – and is the middle of some of the best motorized and non-motorized trails in Minnesota.

In 2014-2015 the Council of Silver Bay took a serious look at the development of their communities Comprehensive and Capital Plan. Silver Bay is primarily known for its taconite industry, but we are also known for our trail system and forest. Unfortunately, Silver Bay has never fully capitalized on the large amount of tourism that passes along the North Shore. A key issue is that Silver Bay is the only

community along the North Shore where Highway 61 does not pass directly through the community's business sector. A priority of the City is to better embrace tourism, improve gateways, and draw traffic into the heart of our community.

A Multi-Modal Trailhead Center is a destination point that will strongly enhance the attraction of the Gitchi-Gami Bike Trail, the Superior Hiking Trail, the Northshore Trail, and other local trails. For walkers and runners who do not want to utilize the trails, also have an option to walk/run the city safely because the entire city has connecting sidewalks and is connected to the trailhead. The proposed facility will be a year-round facility unlike most wayside rests that are only seasonal. People traveling along both the Scenic Byways will have safe and easy access to the Trailhead location. The location of the Trailhead will be located within the center of town, drawing traffic from the Highway. The business sector of Silver Bay is all within a short walking distance from the Trailhead thus providing amenities such as grocery store, restaurants, automotive parts, car wash, hardware, banking, liquor, and convenience stores. The increased foot traffic into our local businesses will have an immediate and welcoming impact to the business community. The area also is located near several churches, scenic overlooks, and other recreational amenities such as tennis courts, indoor and outdoor skating facilities, horseshoe courts, pickleball courts, ball fields, swimming pool, and gymnasium.

QUALITY OF LIFE/TREND: Per the Bureau of Economic Analysis, the September 20, 2018 stats from the Outdoor Recreational Satellite Account (ORSA), shows that outdoor recreation economy account for \$412 billion of current-dollar GDP in 2016, which grew 1.7% faster than the growth for the overall US economy. Silver Bay is projecting the Trailhead to be used by more than 20,000 people on an annual basis. Although these numbers are hard to predict and we feel they are conservative, information used to support this estimate include MnDOT average daily traffic counts (3600 vehicles along the Superior National Forest Scenic Byway and 4100 along the North Shore Scenic Byway); The Gitchi-Gami Bike trail 2015-2016 usage study showing an average daily count of 1,640 people for just that portion of Silver Bay to Gooseberry State Park; MnDOT report for visitors to the Silver Bay Marina, and the increase in Silver Bay's lodging tax, which increased 19% in Jan-April timeframe compared to the same period LY and is even higher when compared to the same time frame in the last 10 years.

Project Timeline

July 2021 - wetland delineation work completed
July 2022 - engineering the final design
Oct 2022 - plans and specifications completed
Nov 2022 - Advertise for bids
Jan 2023 - Bids Accepted
Feb 2023 - Bid Awarded, contracts signed, permits completed
Apr 2023 - Construction begin
Dec 2023 - Project completion and Trailhead Opens

Other Considerations

This project will be located in an Opportunity Zone tract - ID #27075370300 - Lake County

Impact on State Operating Subsidies

There is no impact on State Operating Subsidies.

Who will own the facility?

City of Silver Bay

Who will operate the facility?

City of Silver Bay

Who will use or occupy the facility?

City of Silver Bay. There will be no leases.

Public Purpose

The Multi-Modal Trailhead Center will serve as both a wayside rest and trailhead center for the public. The project will provide safe and accessible access to trail systems such as the Gitchi-Gami Bike Trail, Superior National Forest Hiking Trail, the Northshore/CJ Ramstad ATV and Snowmobile trail, and other local trail systems. This project's outreach is local, regional, statewide, and national as it is located along two highly utilized scenic byways - Superior National Forest and North Shore. This project will be part of the City's Parks and Recreation Department.

Description of Previous Appropriations

The City has received \$1.1 million in prior appropriations relating to the development of a Multi-Modal Trailhead Center.

Project Contact Person

Lana Fralich
Administrator
218-226-4408
lanaf@silverbay.com

(\$ in thousands)

Multimodal Trailhead Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$1,100	\$3,000	\$0	\$0
Funds Already Committed				
City Funds	\$20	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$1,120	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$176	\$450	\$0	\$0
Project Management	\$44	\$150	\$0	\$0
Construction	\$900	\$2,400	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,120	\$3,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Town of Silver Creek Stewart River Wastewater Project	1	GO	\$ 12,670	\$ 0	\$ 0
Total Project Requests			\$ 12,670	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 12,670	\$ 0	\$ 0

Town of Silver Creek | Stewart River Wastewater Project

AT A GLANCE

2022 Request Amount:	\$12,670
Priority Ranking:	1
Project Summary:	\$12.67 million in state funds is requested to predesign, design, and construct a publicly owned wastewater collection system to replace outdated private septic systems along the shores of Lake Superior.

Project Description

The Town of Silver Creek is proposing to construct a \$15.37 million publicly owned wastewater collection system and regionalize with Two Harbors, MN for wastewater treatment in the Stewart River Subordinate Sanitary District to replace private septic systems along the shores of Lake Superior. State funds would assist the Silver Creek community in the predesign, design, and construction of the new system which would replace the outdated private septic systems, from the Silver Cliff tunnel to the Two Harbors city limits. The current township/district encompasses approximately four linear miles of users with private septic systems. The project is proposed to construct a grinder pump pressure system to service each individual user in combination with a regionalization connection to the City of Two Harbors for treatment. Each of the private septic systems will be removed from service. Due to underground bedrock formations, the required drilling needed for the collection system will add significant cost above and beyond typical construction costs.

Project Rationale

The Town of Silver Creek is unique, as it is located on the shore of Lake Superior and includes huge bedrock outcropping, pristine trout streams, Gooseberry Falls State Park, a portion of Split Rock Lighthouse State Park, wayside rest, bike trails and boat access locations, and miles of shoreline. Over the years, there has been significant development in the area, however, adequate wastewater infrastructure is lacking, and private septic systems are failing. These homes are built on ledge rock overlain with a thin layer of heavy clay soil and neither the rock nor the clay has the ability to treat sewage prior to it entering Lake Superior. Evaluations of the private septic systems located in the Town of Silver Creek have revealed that approximately 50% are noncompliant and allowing partially treated, and in some cases, raw wastewater, to reach Lake Superior. As a result, Lake Superior is being compromised with significant public health, ground water, and environmental threats. In addition, highway and safety updates and the Gitchi-Gami State Trail expansion for North Shore access are being limited by the proximity of current septic systems to Highway 61. In the past, when MNDOT has considered HWY 61 safety improvements, its biggest obstacle has been procuring land that contained septic systems. The cost to acquire the land and solve the septic needs made the project too expensive. This impacts the safety for motorists on Highway 61.

Project Timeline

Project Start – 6/2021

Predesign – 6/2021

Engineering – 6/2022

Design – 6/2022

Construction Start – 5/2023

Construction End – 7/2024

Other Considerations

With the passage of Minnesota Legislature’s and Governor’s 2020 Capital Budget, Two Harbors recently received \$11.5M in GO bonding to design and construct improvements to its wastewater treatment facility. Two Harbors’ facility will have capacity for Silver Creek as well, but funding is needed to accomplish this. This project will allow safe access to the North Shore on Hwy 61 which has been coined by some as the “most dangerous highway in Minnesota.” This stretch of Highway 61 has minimal shoulder width and poor sight lines in most areas. In discussion with law enforcement, they’ve shared that when responding to non-life threatening calls along this route, they often alter their driving routine to no lights and sirens so not to endanger the lives of other motorists attempting to pull to the shoulder. MnDOT has expressed that they cannot adequately repair this roadway because of septic systems encroaching on highway right of way. There is not enough space for both a widened highway and septic systems. Businesses and residents in this area are also extremely limited to where they can install compliant septic and well systems. This wastewater project will alleviate this issue for business and residential updates and expansions while also protecting two of the area’s most important assets, tourism and clean water. The current situation has also been a barrier to a proposed Gitchi-Gami DNR trail expansion along Hwy 61 which would accommodate shared use with bikers, walkers, etc.

Impact on State Operating Subsidies

None

Who will own the facility?

The Town of Silver Creek (Township)

Who will operate the facility?

The Town of Silver Creek (Township) & Regionalization with Two Harbors

Who will use or occupy the facility?

Current residents with monthly utility fees

Public Purpose

Partially treated and raw sewage is currently reaching Lake Superior. It is a priority of local and state leaders to stop this pollution which is a public health and safety threat and carries significant

environmental and pollutant risk, especially in consideration of the high use, tourism appeal, and visibility of this area.

Description of Previous Appropriations

None

Project Contact Person

Alison Oftedahl

Clerk

218-834-5255

silvercreek@frontiernet.net

(\$ in thousands)

Town of Silver Creek | Stewart River Wastewater Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,670	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$2,700	\$0	\$0
TOTAL	\$0	\$15,370	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$135	\$0	\$0
Design Fees	\$0	\$975	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$14,260	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$15,370	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Silver Lake 2022 Improvement Project	1	GO	\$ 15,000	\$ 0	\$ 0
Total Project Requests			\$ 15,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,000	\$ 0	\$ 0

Silver Lake 2022 Improvement Project

AT A GLANCE**2022 Request Amount:** \$15,000**Priority Ranking:** 1**Project Summary:** The City of Silver Lake is requesting \$15 million for the reconstruction of water, wastewater collection and treatment systems to include water tower, collection system upgrades, streets, wastewater treatment as well as drinking water treatment improvements. Total project cost is \$30 million.**Project Description**

Funding for a combination of sanitary replacement and lining of the main lines and service lines is recommended to reduce the I/I. Water distribution lines and storm sewer will be replaced as well since they are often undersized and beyond their useful life and will be disrupted during construction. Lift stations with unreliable equipment will be upgraded or replaced. The stabilization wastewater pond requires improvements and maintenance to continue operations.

Replacing the existing obsolete water tower with a standpipe storage unit and pump station is recommended. It is also recommended to construct a water treatment (filtration) plant to improve water quality.

Project Rationale

This is a regional project for the existing water tower is over 100 years old and is near the end of its useful life. The City does not have a water treatment facility. The only source of treatment for the drinking water is chlorine and fluoride addition at Well No. 2. The raw water quality from the City's two (2) wells contain high levels of iron, manganese, and ammonia, which result in the City getting frequent complaints about the taste, odor, and texture of the drinking water.

The existing sanitary collection system within the project area has extremely high inflow and infiltration (I/I). The high I/I creates a safety (backup) as well as health and sanitation problem as the treatment ponds have been operating above design flow for several years. I/I must be reduced to meet MPCA standards.

Replacing and upsizing the existing water tower with a standpipe storage unit and pump station is recommended to meet additional capacity and fire safety standards. It is also recommended to construct a water treatment (filtration) plant to improve water quality.

This will also serve as a catalyst for addressing safety concerns, and additional economic development opportunities.

Project Timeline

Pre-design 2021-2022

Project start July 2022- Dec 2024

Other Considerations

The consideration of economic development and water quality is premiere for the future. The ability to be able to not only fix the I&I issues and water service, as well as sewer and flooding, but also ensure that future development can continue and be attractive to business and housing developments is essential for the regional growth in the community. Currently these are limited due to capacity and quality of water for both industry and housing. Water is a major issue for many industries and new housing. Industry and citizens want and deserve good water for commercial/industrial use, as well as clear and good tasting water. Without improvements housing developments and commercial industry that uses water for processing and drinking will likely hinder growth as well quality of life for those citizens currently living in the city today.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Silver Lake

Who will operate the facility?

City of Silver Lake

Who will use or occupy the facility?

City of Silver Lake

Public Purpose

The consideration of economic development and water quality is premiere for the future. The ability to be able to not only fix the I & I issue with the storm sewer and flooding, but also ensure that future development can continue and be attractive to business and housing developments. Currently both are limited due to capacity and quality of water for both industry and housing. Water is a major issue for many industries and new housing. This fix will allow for more development and reduction in burdensome costs to the operation of the cities utilities as it become more and more a economic hardship. This fix will allow for more development as well reduction in burdensome costs to the operation of the city's utilities, thus more cost for citizens as well as business. Industry and people that need clean, clear water to do daily tasks and living are at a disadvantage currently. This would improve quality of life and reduce cost to doing business.

Description of Previous Appropriations

N/A

Project Contact Person

Karissa Kurth

City Clerk

320-327-2412

cityclerk@cityofsilverlake.org

(\$ in thousands)

Silver Lake 2022 Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$15,000	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$500	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$500	\$0	\$0
Construction	\$0	\$28,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$300	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Skyline Water Tower, Pump House and Well Refurbishment	1	GO	\$ 900	\$ 0	\$ 0
Total Project Requests			\$ 900	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 900	\$ 0	\$ 0

Skyline Water Tower, Pump House and Well Refurbishment

AT A GLANCE**2022 Request Amount:** \$900**Priority Ranking:** 1

Project Summary: Skyline's water tower was built in the late 1950's and has limited remaining useful life. The last tank inspection 2018 noted tank failure, venting issues, safety issues, freezing issues, and stand pipe issues (which was replaced 11/20 due to several leaks causing the tower to drain). We have done enough repairs to extend the life about three years. The well pumps, pump house, chemical feed systems need replacement as well as well #1 remediation and a backup generator.

Project Description**Water Supply and Treatment:**

The 2 water source wells would both received new pumps to maintain the pumping rates in the wells and achieve higher head conditions. Well #1 would undergo remediation. The chemical feed systems including pumps, water supply and treatment pipes and valves within the pump house will be replaced. Secondary containment of fluoride, chlorine, and phosphate as a safety improvement. Electrical and controls for the wells and chemical feed systems will be upgraded. A backup generator will maintain the water system during power failures.

Water Tower replacement:

New 50,000 gallon elevated storage tower with mixer to prevent freezing and raising the tower height by approximately 10 ft to address low pressure concerns. Electrical and controls for the tower will be upgraded.

Pump House:

A new pump house will address the safety concerns by providing a separate chemical rooms for Fluoride (outside access only) and Chlorine as well as a separate room for the pump equipment. It will address adequate ventilation as well. The existing structure has deteriorated due to the storage of chlorine and fluoride causing sloughing of concrete and breakdown of electrical systems and wiring.

Project Rationale

The new water tower system will provide a reliable water for consumption and fire protection for 123 residences with a population of 289 based on the 2010 census. This tower will have a useful life of 60-75 years.

Public opinion is the new tower should be located at the present tower site to preserve our parks and green spaces. If we delay the project, new coating regulations will add another \$100,000 to the current cost.

Project Timeline

Present to May 1,2021 Completion of tower antenna relocation schedule, location & costs

May 10, 2021 Skyline City Council Meeting. Public Hearing for final tower location and alternative
May 10-August 1, 2021 Soil borings, survey alternate site, design, & progress reviews
Aug 1, 2021 Completion of final design
Aug 9, 2021 Review final design with council
Aug 10, 2021 Submittal for Mn Dept of Public Health Plan Review
Oct 1, 2021 Mn Dept of Public Health Construction Permit Approval
Oct 11, 2021 Skyline City Council Meeting. Review design, set dates for bid letting, resolution
approving plans, specifications, form of contract and Engineer's estimate of cost and ordering
advertisement for bids.
Oct 14, 2021 Send Letters to Prospective bidders, advertise Bid letting (3 weeks required).
Nov 4, 2021 Public Bid letting @2:00 pm
Nov 8, 2021 Skyline City Council Meeting. Award contract, select site and authorize mayor to sign
contract with the selected contractor upon receipt. Approve contracts and bonds.
December 1, 2021 Notice to proceed.
April 1 2022 Construction begins
December 1 2022 Substantial completion date.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Skyline.

Who will operate the facility?

The City of Skyline.

Who will use or occupy the facility?

The City of Skyline

Public Purpose

To provide reliable drinking water and fire protection to the residents of the City of Skyline.

Description of Previous Appropriations

Project Contact Person

Paige Attarian
Mayor
507-388-6551
paigecpa@charter.net

(\$ in thousands)

Skyline Water Tower, Pump House and Well Refurbishment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$900	\$0	\$0
Funds Already Committed				
City Funds	\$31	\$300	\$0	\$0
Pending Contributions				
City Funds	\$0	\$681	\$0	\$0
TOTAL	\$31	\$1,881	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$26	\$0	\$0	\$0
Design Fees	\$5	\$0	\$0	\$0
Project Management	\$0	\$89	\$0	\$0
Construction	\$0	\$1,792	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$31	\$1,881	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
South Haven Infrastructure Improvements.	1	GO	\$ 5,480	\$ 0	\$ 0
Total Project Requests			\$ 5,480	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,480	\$ 0	\$ 0

South Haven Infrastructure Improvements

AT A GLANCE

2022 Request Amount:	\$5,480
Priority Ranking:	1
Project Summary:	\$5.48 million in state funds is requested to predesign, design, and construct drinking water, wastewater, stormwater and street infrastructure improvements in the City of South Haven, Wright County, MN.

Project Description

The proposed project will reconstruct drinking water, wastewater, stormwater, and street infrastructure in the City of South Haven, including installation of 9,400 LF of 6” watermain, new hydrants and gate valves, a new 50,000-gallon water tower, demolition of the existing water tower, replacement of 300 LF of 8” of sanitary sewer main, internal grinding of existing butt-fusion joints within the sanitary sewer, a new lift station with generator, new manholes and catch basins, 1,800 LF of storm sewer, and street restoration.

Total projects costs are approximately \$6,543,000. The City has very recently been awarded funding from the Small Cities Development Program (administered by DEED) and from the Local Road Improvement Program (administered by MnDOT) for select portions of the project.

Project Rationale

South Haven’s existing water distribution system, installed in the 1960’s, has tested positive for iron bacteria, sulfate reducing bacteria, slime bacteria, and mold. Hydrant flushing of the watermains does not clear this foreign material. Watermain replacement is needed to ensure the health and safety of residents. Additional hydrants and gate valves are also needed for routine flushing operations. The existing water tower requires structural repairs and modifications to meet OSHA and American Water Works Association standards. Recent lab testing confirmed that internal and external coatings of the tower are lead-based, and the external coating has become brittle and is chipping off and falling to the ground under the tower.

The City’s sanitary sewer collection system is composed of pipes with butt-fusion joints that need to be ground smooth internally to enable televising and to allow routine cleaning and maintenance. Resident surveys in 2020 revealed there have been sewer backups in homes. Replacement of select areas of sanitary sewer mains is needed to eliminate future backups. Flooding of the main lift station requires building a new lift station at a higher elevation, and access roadway improvements are needed to eliminate flooding that restricts access to the lift station.

South Haven’s existing storm sewer includes a portion that is not functional and contributes to periodic flooding due to ineffective catch basins and inlets, improperly sized pipes, and sediment buildup in pipes and structures consisting of up to 75% blockage in some areas. Replacing sections of the storm sewer will correct existing drainage issues and reduce the flooding of roads, homes,

businesses, and other public areas that have sustained damages in the past due to poor drainage in the City. In addition to health and sanitary issues from flooding in homes and structures, flooding can also overwhelm the wastewater collection system, as it did in 2019, resulting in bypasses, backups, or overflows of untreated wastewater.

Project Timeline

The proposed project's schedule is determined in coordination with the schedule for Phase 1 of the overall project that is already underway. There may be delays due to unforeseen issues that are yet to be determined, for example, the possibility that additional problems are identified once the sanitary sewer pipes have undergone internal gridding to allow for investigative televising that cannot be done under current conditions.

Planning for the proposed project began mid-2020. Other project milestone dates are as follows:

April 2021 – Start of Predesign

June 2022 – Engineering and Design

April 2023 – Start of Construction

July 2024 – End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the City of South Haven receives some grant funding. Although there has been some success in funding portions of the overall project, there is still a great need for funding support to address all of the City's needs which include the health and safety of its residents

Impact on State Operating Subsidies

NONE

Who will own the facility?

The City of South Haven

Who will operate the facility?

The City of South Haven

Who will use or occupy the facility?

Current residents of the City of South Haven

Public Purpose

The public purpose served by this project is to provide clean and safe drinking water to MN residents living in South Haven, address flooding and sewer backups to restore health and sanitary condition of resident homes and public/private structures, and to provide the necessary infrastructure improvements for efficient and effective wastewater and stormwater management. Strategic planning has been incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective timeframe, and to provide a strong

foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

The Minnesota Legislature appropriated \$1,700,000, under Laws of Minnesota 2020, 5th Special Session chapter 3, article 1, section 22, subdivision 28. These funds were for the City of South Haven to acquire land, predesign, design, construct, furnish, and equip two new wells, including a well house, watermain, water tower, and other related drinking water improvements. This portion of the project is not included in the proposed project associated with this Capital Budget Request for 2022

Project Contact Person

Melissa Stenson
Administrator/Clerk/Treasurer
320-236-2424
Sohavenc@windstream.net

(\$ in thousands)

South Haven Infrastructure Improvements.

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,480	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$463	\$0	\$0
Federal Funds	\$0	\$600	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$6,543	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$30	\$0	\$0
Predesign Fees	\$0	\$5	\$0	\$0
Design Fees	\$0	\$647	\$0	\$0
Project Management	\$0	\$433	\$0	\$0
Construction	\$0	\$5,428	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$6,543	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City Utility System Rehabilitation Measures	1	GO	\$ 2,440	\$ 0	\$ 0
Total Project Requests			\$ 2,440	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,440	\$ 0	\$ 0

City Utility System Rehabilitation Measures

AT A GLANCE

2022 Request Amount: \$2,440

Priority Ranking: 1

Project Summary: The City of South St. Paul is seeking \$2,440,000 in State Bond funding to assist in the financing of necessary upgrades to the City's water and sanitary sewer systems to improve system performance by correcting existing deficiencies.

Project Description

As an older, established, first-ring suburb, South St. Paul's infrastructure is in serious need of upgrades to ensure its reliability and proper performance. In the case of our water system, many of the pipes are undersized and also experience mineral build-up further reducing capacity. This leads to pressure fluctuations and reduced flow capabilities during fire and flushing events. Some of these lines are constructed under Interstate 494 and consist of inferior materials (cast iron pipe) that are more subject to breaking.

In the case of our sanitary sewer system, current staff only recently discovered that we still have storm sewer flows combined in the sanitary sewer system. This creates unnecessary inflow into the system that can jeopardize capacity in large storm events. Plus, it results in higher treatment costs payable to Metropolitan Council Environmental Services (MCES).

Project Rationale

Here are some key factors that document the need for the system improvements proposed with this application for 2022 State Bonding:

- Much of our water main is over 70 years old with good portions over 100 years old.
- We have 102 miles of watermain in our system.
- 61.6% of our system is constructed with cast iron water pipe. This pipe is more susceptible to breakage than ductile iron water pipe.
- 65% of our system has main sizes that are 6" or less versus today's standards of 8" minimum.
- Mineral deposits further limit the size of our main with some deposits taking up over an inch of pipe diameter as evidenced by the 5th Avenue photo attached with this submittal. That photo was taken in 2019 when we reconstructed 5th Avenue including replacement of the watermain. The photo shows the mineral build-up from a section of removed pipe.
- To replace the cast iron or undersized pipe within our system including related street repairs is estimated to cost over \$225 million dollars!
- The water system, due to small pipe sizes and the elevation changes caused by the Mississippi River bluffs, the minimum pressure range is from 42 pounds per square inch (psi) in the low

pressure area to 134 psi in the high pressure area (see figure 6.1 of the AE2S report attached).

- The maximum pressure ranges from 61 psi in the low pressure area to 157 psi in the high pressure area (see figure 6.2 of the AE2S report attached).
- Desired water pressures in a municipal system should range between 50 and 60 psi (see page 18 of the AE2S report attached.)
- The pressure fluctuations the system experiences lead to service challenges for residents and businesses and watermain breaks throughout our system.
- Head loss in the water system caused by undersized watermain contributes to this problem (see Figure 6.2 in the AE2S report attached).
- Fill and control valves are needed to help offset some of the pressure variations between the high and low zones (see Figure 7.3 of the AE2S report attached)
- Improved Transmission lines are also recommended by the AE2S report to improve system performance including pressure variations caused by head loss and fire flows.
- Part of our system that needs upgrading is under Interstate 494. AE2S has recommended installing new lines via direction boring that would be in casings to enable repairs without disrupting traffic on 494. We feel this is an important improvement to undertake given the problems the City of Oakdale experience with their system under I-694 a few years ago.
- This project also proposes a sewer separation component to remove storm water from our sanitary sewer system. This will prevent sewer backup problems caused by overloading the system with storm water. It will also reduce storm water inflow into our sanitary sewer system resulting in lower treatment costs from MCES.

combined storm and sanitary sewer lines - results in excessive I & I

Project Timeline

Design/Contract Documents - 6 months (assume September 2022 - February of 2023.

Bidding - March/April of 2023

Award - April 2023

Construction - May through November 2023.

Project Finalization - June 30th of 2024

Other Considerations

Two important factors that are true relative to the South St. Paul request:

1. The proposed improvements are a critical need to enhance the performance and integrity of our water system
2. South St. Paul's infrastructure needs are dramatic and we need help to accomplish these improvements.

Impact on State Operating Subsidies

There will be no impact on State Operating Subsidies.

Who will own the facility?

The City of South St. Paul will own the project.

Who will operate the facility?

The City of South St. Paul will operate the project.

Who will use or occupy the facility?

Public Purpose

Pursuant to Minnesota Statutes Chapter 429.021, the City is authorized to construct and operate municipal water and sanitary sewer systems. The expenditures proposed by this bonding request will promote the general health, safety, and well-being of South St. Paul residents and businesses.

Description of Previous Appropriations

There have been no previous State Appropriations for this project.

Project Contact Person

Joel Hanson
City Administrator
651-554-3272
jhanson@southstpaul.org

(\$ in thousands)

City Utility System Rehabilitation Measures

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,440	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,440	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,880	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$976	\$0	\$0
Construction	\$0	\$3,904	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,880	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Co Rd 2 Sewer Main Improvements Project	1	GO	\$ 5,113	\$ 0	\$ 0
Total Project Requests			\$ 5,113	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,113	\$ 0	\$ 0

Co Rd 2 Sewer Main Improvements Project**AT A GLANCE****2022 Request Amount:** \$5,113**Priority Ranking:** 1

Project Summary: The City of St. Joseph is requesting \$5 million for infrastructure of trunk sanitary sewer systems. Total project is \$10 million dollars in improvements. These improvements are needed to allow for development off County Road #2 and adjacent to I-94, for commercial, industrial, and residential housing /workforce housing for years to come.

Project Description

Funding for City of St. Joseph improvements will include a new wastewater main that will allow for major expansion of the city for economic development and workforce housing. This will allow the city to expand and grow with the communities needs for both commercial/industrial needs as well housing for workforce that go hand in hand.

Project Rationale

Needed improvements are related to the City of St. Joseph sanitary sewer collection mains. It will allow for major expansion of its Industrial, commercial, and housing needs. This investment in improvements will allow the city to meet the needs of the economic growth that has been hampered by this lack of larger infrastructure for capacity in this part of the city. With County Road #2 just off I-94, it is a prime location for commercial, mixed residential as well as industrial along this corridor. Many commercial developers along with residential developers would like to work with the city to expand this corridor. Hampered by lack of sanitary main capacity this area has been overlooked in the past. Today with the need for investment of jobs in industry along with workforce living in close proximity, this project is in an urgent path to accommodate this strong economic need. The city would invest along with the bonding dollars to increase the tax base and improve the opportunities for their community.

Project Timeline

July 2022-Dec. 2023

Other Considerations

The City of St. Joseph improvements will help to increase economic development, increase tax base and meet the demands of workforce needs as a part of the St. Cloud region. To compete with the growing demand in these areas of economic development this project is urgent. This improvement will help the city a well as the businesses with new sewer capacity for major industries and job creation that the city needs to improve its economic development goals.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of St Joseph

Who will operate the facility?

City of St Joseph

Who will use or occupy the facility?

City of St Joseph

Public Purpose

The City of St. Joseph improvements will help to increase economic development, increase tax base, and meet the demands of workforce needs as a part of the St. Cloud region. To compete with the growing demand in these areas of economic development this project is urgent. This will help the city and business with new sewer capacity for major industries and job creation that the city needs to improve its economic development goals.

Description of Previous Appropriations

N/A

Project Contact Person

Lori Bartlett
Finance Director
320-363-7201
lbartlett@cityofstjoseph.com

(\$ in thousands)

Co Rd 2 Sewer Main Improvements Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,113	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$5,113	\$0	\$0
TOTAL	\$0	\$10,226	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$450	\$0	\$0
Predesign Fees	\$0	\$1,329	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,447	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,226	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
SLC Leachate System Replacement	1	GO	\$ 4,500	\$ 0	\$ 0
St. Louis County Heritage and Arts Center	2	GO	\$ 3,825	\$ 0	\$ 0
St. Louis County Fairground Buildings	3	GO	\$ 600	\$ 0	\$ 0
Northern JPB ATV Trail System		GO	\$ 1,550	\$ 0	\$ 0
Total Project Requests			\$ 10,475	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,475	\$ 0	\$ 0

SLC Leachate System Replacement

AT A GLANCE

2022 Request Amount:	\$4,500
Priority Ranking:	1
Project Summary:	\$4.5 million in state funds is requested to match local contributions of \$4.5 million for replacement of the St. Louis County Regional Landfill leachate treatment system to effectively reduce Per- and polyfluoroalkyl substances (PFAS) and other contaminants of concern found in landfill leachate.

Project Description

The St. Louis County Regional Landfill “Landfill” opened in November 1993 and is the only mixed municipal solid waste “MSW” landfill in northeastern Minnesota, providing MSW disposal to the County’s Solid Waste Management Area “SWMA” and Fall Lake and Stony River Townships (Lake County). The SWMA includes all of St. Louis County outside the Western Lake Superior Sanitary District “WLSSD” boundary. Landfill capacity is projected to last another twenty-five years, based on current fill rates. Landfill expansion options are being evaluated that could extend the capacity of the Landfill for an additional fifty years.

Per the Landfill's Minnesota Pollution Control Agency (MPCA) issued permit, leachate from the Landfill is collected, pumped and stored in two HDPE lined ponds where it is aerated, de-nitrified and land applied on a 60-acre spray irrigation field. Approximately 5.5 million gallons of leachate are applied annually. The permit also requires the Department conduct extensive surface and groundwater monitoring to ensure the leachate treatment system performs as designed; allowing the continuation of land application of leachate as the County’s preferred leachate treatment option versus transport to a wastewater treatment facility.

In recent years, the MPCA (and the Environmental Protection Agency) has added PFAS as one of its emerging water contaminants of concern resulting in landfill leachate coming under increased scrutiny and management requirements. To ensure continued onsite application of treated leachate, the County hired Northeast Technical Services and Wenck Engineering to assess the cost of upgrading the existing leachate treatment system to meet Minnesota Department of Health Human Health-Based Water Guidance for groundwater and recent and anticipated MPCA leachate management requirements for PFAS and other contaminants of concern. [The current system consists of a control building (electrical and aeration motors) and two 6-million gallon HDPE lined aeration/denitrification ponds and a 52-acre spray irrigation field.] The assessment concluded it would be more cost effective to construct a new system versus the retrofit and upgrade to the existing system. The new system will cost \$9 million and include a control building (electrical/computers/motors/pumps), three 6-million gallon HDPE lined aeration/denitrification ponds, an engineered manufactured wetland, an ultrafiltration system, and a 60-acre spray irrigation field.

The County is proposing funding for the pre-design, engineering, design and construction activities

related to those items detailed above. These activities are proposed to be phased in over a two-year period from 2023 to 2024 with a total request of \$4.5 million in state monies. The County would also commit matching funds totaling \$4.5 million. The St. Louis County Board designates this project as its highest priority bonding project for the 2022 Legislative session.

Project Rationale

PFAS has been detected in air emissions from industrial facilities, wastewater from industrial and municipal sources, soil and water surrounding firefighting training sites, and groundwater surrounding landfills. In the environment, PFAS are highly mobile and can bioaccumulate in both humans and other living organisms, with some known to be toxic. In February 2021, the MPCA, working with other state agencies, released “Minnesota’s PFAS Blueprint” to support a holistic and systematic approach to address PFAS concerns in 10 key issue areas, while acknowledging the complexity and difficulty of managing PFAS.

PFAS are a group of about 4,000 synthetic chemicals used to make fluoropolymer coatings and products that are resilient to physical, chemical and biological degradation. Products are treated with PFAS to imbue heat, stain, grease and water repellency properties to a wide variety of consumer products, including clothing, furniture, adhesives, food packaging, non-stick cooking surfaces and personal care products.

Products at the end of their useful life are discarded in landfills, where mechanical and biological breakdown causes PFAS to detach and become mobile. Mobilized PFAS, together with other constituents, mix with liquids from the landfill to become leachate. Landfills are designed and operated to remove leachate from the landfill where it is treated to reduce or remove contaminants and spray irrigated onsite; or hauled to a municipal wastewater facility where little to no treatment occurs to the diluted leachate prior to being discharged to receiving waters. Unfortunately, PFAS are resilient to biological and chemical processes typically used in conventional leachate treatment, including that currently found at the Landfill.

To ensure continued onsite application of treated leachate, the County proposes to replace its current leachate treatment system with a system designed to meet recent and anticipated MPCA leachate management requirements for PFAS and other contaminants of concern by reducing and preventing leachate contaminants from entering critical surface- and ground- water resources. Additionally, the proposed system addresses 5 of the 10 priority areas of concern identified in the recently released “Minnesota’s PFAS Blueprint” by measuring PFAS effectively and consistently, preventing PFAS pollution to surface- and ground-water resources, protecting ecosystem health, reducing PFAS exposure from fish and game consumption, and managing PFAS in waste.

Project Timeline

Predesign, engineering, design and construction activities for the project will be performed from 2022 to 2026.

Other Considerations

This project has the potential to treat leachate from additional sources (closed landfills and industrial operations) and is a critical component of St. Louis County’s plan to develop a regional integrated mixed municipal solid waste management system to serve the Northeast Waste Advisory Council area (northeastern Minnesota).

Impact on State Operating Subsidies

No State operating subsidies will be required.

Who will own the facility?

St. Louis County

Who will operate the facility?

St. Louis County

Who will use or occupy the facility?

Commercial and residential citizens within the SWMA and Fall Lake and Stony River Townships (Lake County), approximately 83,000 residents increasing seasonally to 110,000 during the summer.

Public Purpose

The Landfill is the only MSW landfill in northeastern Minnesota, providing MSW disposal to the County's Solid Waste Management Area "SWMA" and Fall Lake and Stony River Townships (Lake County). The construction of a new leachate treatment system will ensure the reduction and prevention of PFAS and other contaminants of concern from entering critical surface- and ground-water resources, continued land application of treated leachate, and ensuring the protection of human health and the environment.

Description of Previous Appropriations

This is the first request for state bond funding for this project.

Project Contact Person

Pete Miller
Capital Planning Manager
217-726-2357
millerp@stlouiscountymn.gov

(\$ in thousands)

SLC Leachate System Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$4,500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$9,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$60	\$0	\$0
Design Fees	\$0	\$140	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

St. Louis County Heritage and Arts Center

AT A GLANCE

2022 Request Amount:	\$3,825
Priority Ranking:	2
Project Summary:	\$3.825 million in state funds is requested to match local contributions of \$3.825 million for critical life safety issues, design for HVAC/MEP improvements, and an Energy Modeling/Energy Audit that will extend the useful life of the facility. These critical investments in building asset preservation include pre-design, design and construction activities.

Project Description

The St. Louis County Heritage and Arts Center (The Depot) is a 112,758 square foot landmark cornerstone of arts and cultural organizations that entertains, educates, inspires, and provides space for a diverse group of guests. Its State appropriation award of \$1.5 million in 2020 has allowed the Depot to start addressing portions of their life safety needs, canopy, and roof and tuckpointing (envelope integrity); however, additional funding is needed to continue these efforts and ensure that the Depot will be a viable community asset long-term.

St. Louis County requests \$3.825 million of State funds to match its contribution of \$3.825 million for critical capital improvements to preserve the integrity of The Depot so it can continue to support the vibrancy of arts, history, and culture in the northern region of the state. This project is needed to establish a sound basis of design and equipment replacement costs for heating, ventilation, air conditioning (HVAC) and mechanical, electrical, plumbing (MEP) improvements; to install these improvements; to provide energy efficient design and materials for long life cycle systems renewal (wall, and windows); and to preserve the exterior shell integrity of the structure and prevent the need for demolition.

Project Rationale

St. Louis County requests funds for critical capital improvements to preserve the integrity of the St. Louis County Heritage and Arts Center (The Depot). These improvements include critical life safety issues, design for HVAC/MEP improvements and an Energy Modeling/Energy Audit that will extend the useful life of the facility. The Depot provides new, engaging experiences; is a destination and a community center; and fosters community through a diversity of education and entertainment that enhances the quality of life for visitors. These critical investments are needed to preserve the exterior shell integrity of the structure and prevent the need for demolition.

Originally constructed by world-renowned architectural firm Peabody and Stearns in 1892, The St. Louis County Heritage and Arts Center (The Depot) is one of the State of Minnesota’s only examples of French Chateausque Architecture. The Depot was placed on the State Register of Historic Places in 1969 pursuant to Laws of Minnesota 1969, chapter 894, section 6, and confirmed in 1993 pursuant

to Laws of Minnesota 1993, chapter 181, sections 4 and 13; in 1971, the building was placed on the National Register of Historic Places.

The Depot houses an original immigration waiting room, where thousands of Minnesotan ancestors were officially admitted to the U.S., and currently features an exhibit in the historic room showcasing the immigrant experience at the turn of the 20th century.

The Depot is also home to Veterans Memorial Hall, which is a joint program of the St. Louis County Historical Society and the United States Military service veterans of northeastern Minnesota – with a mission to gather, preserve, interpret, and promote the rich and diverse human experiences of veterans, their families, and communities through museum, archival, and educational programs. (<http://www.vets-hall.org/about-museum>)

The Depot is one of the planned stations for the Northern Lights Express (NLX) – the proposed high-speed intercity passenger rail project that would provide service between Minneapolis and Duluth. The Depot would support NLX’s goal of fiscal growth, economic development, job growth and increased tourism revenue.

The Depot also is a program center for extension services throughout St. Louis County and the state, offering education, outreach, and engagement to 4-H, Master Gardeners, Horticultural programming, and other youth development programs.

Project Timeline

Predesign, design and construction activities will be performed from 2022 to 2026.

Other Considerations

The St. Louis County Heritage and Arts Center (The Depot) is home to organizations that support the arts, history, and culture. Exhibiting organizations – Lake Superior Railroad Museum, St. Louis County Historical Society, and Duluth Art Institute – display collections of artifacts and artwork. The North Shore Scenic Railroad is a seasonal scenic railroad that boards at The Depot and its ticket office is adjacent to the train museum. Performing arts organizations benefit from being housed in The Depot. The Duluth Playhouse, the oldest continuing arts organization in Duluth, is a local community theater company and has both a Family Theatre Stage (seating 275) and an experimental, more avant-garde Underground Theater (seating 225) in the building. The Minnesota Ballet, a traveling professional ballet, has the School of Minnesota Ballet classes in their Depot Studios on the lower level. The Arrowhead Chorale also has some space at The Depot and hosts performances in the Great Hall.

These organizations attract hundreds of thousands of visitors from the surrounding area and beyond, resulting in positive economic impact for the City of Duluth and St. Louis County. Preserving this asset will enable St. Louis County and these additional non-profit organizations to draw new audiences and enhance its position as a destination point in St. Louis County – potentially bringing in additional tourism dollars to support northeastern Minnesota.

Each one of these organizations is committed to public engagement and most of them offer educational programming. Due to its centralized location in downtown Duluth, many people, including area youth and seniors, are able to use public transportation to access the building and can

engage in several cultural enterprises in one unique location. Broadening the building's educational resources cannot be accomplished without significant commitment to the building conditions. Funding these necessary upgrades will allow organizations and Depot management to grow all programming, keep rents affordable for non-profit organizations, preserve artifacts housed in the building, and offer the public a more enjoyable experience when they visit. Strategically, broadening these educational opportunities will add more community stakeholder investment, more economic investment via tourism tax dollars, and more sustainable interest in the building and its organizations.

Impact on State Operating Subsidies

No comments.

Who will own the facility?

St. Louis County

Who will operate the facility?

St. Louis County

Who will use or occupy the facility?

St. Louis County, County Extension, Lake Superior Railroad Museum, St. Louis County Historical Society, Duluth Art Institute, Duluth Playhouse, Minnesota Ballet, Arrowhead Chorale, community businesses and non-profits in various fundraisers, pop-up ventures, potential lease partners, and the general public.

Public Purpose

The St. Louis County Heritage and Arts Center (the Depot) is on the State and National Register of Historic Places and serves as a hub of cultural, arts and heritage activities. Its mix of performing arts organizations and exhibiting organizations attracts people from all over the state of Minnesota and beyond to enjoy what the northern part of the state has to offer with regard to the arts, history, and culture. A portion of the City of Duluth's tourism tax dollars supports the Depot, illustrating how valuable the Depot is to its tenants, how much it impacts the health of the economy, and contributes to the vibrancy of the community.

Description of Previous Appropriations

2020 - \$1.5 Million from State general obligation bond funding for Phase 1 life safety improvements.

Project Contact Person

Pete Miller
Capital Planning Manager
218-726-2357
millerp@stlouiscountymn.gov

(\$ in thousands)

St. Louis County Heritage and Arts Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$1,500	\$3,825	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$3,825	\$0	\$0
Other Funding	\$0	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$1,500	\$7,650	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$40	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$1,500	\$7,410	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,500	\$7,650	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

St. Louis County Fairground Buildings

AT A GLANCE

2022 Request Amount:	\$600
Priority Ranking:	3
Project Summary:	St. Louis County, on behalf of the St. Louis County Agricultural Fair Association, is requesting \$600 thousand dollars for the construction of two buildings at the St. Louis County Fairgrounds in Chisholm, Minnesota.

Project Description

St. Louis County, on behalf of the St. Louis County Agricultural Fair Association, is requesting \$600 thousand dollars for the construction of one building for cattle, sheep, goats and swine, and one building for rabbit and poultry exhibits.

The St. Louis County Fair is a 137-year-old event that has been held in Chisholm for the past 20 years. It is one of the ten largest County fairs in the state of Minnesota and is referenced as the “Five Best Days of Summer.”

The Fair is proposing to build a 60x200 cattle barn and a 60x100 rabbit and small animal building. Currently, the Fair rents tents to house these exhibits, which is costly—forcing the Fair to use a large portion of its annual funding to pay for these annual expenses. Building permanent structures would allow the Fair to offer a better way for fairgoers to view and interact with the animals—providing a more positive hands-on learning experience.

Project Rationale

The completion of this project will enable the St. Louis County Agricultural Fair Association to continue to offer educational opportunities through its animal exhibits—enabling over 20,000 annual visitors to learn the importance and impact of agriculture in everyday life. Permanent structures would not only create a more comfortable environment for the animals, but also improve the safety for both animals and fairgoers.

Project Timeline

July 2022 to November 2022

Other Considerations

The St. Louis County Agricultural Fair Association supports agriculture education for both members of 4-H and the general public. The last few years, the St. Louis County Fair has been experiencing an increase in animal exhibitors. Having newer, more permanent exhibit buildings that met the needs of the animals and fairgoers would enable the Fair to accommodate larger number of animals and visitors. Increases in attendance further support local vendors at the Fair—providing them with more exposure, which could potentially lead to more economic growth in northeastern Minnesota.

Impact on State Operating Subsidies

No impact on State Operating Subsidies is anticipated.

Who will own the facility?

St. Louis County Agricultural Fair Association

Who will operate the facility?

St. Louis County Agricultural Fair Association

Who will use or occupy the facility?

General public

Public Purpose

The completion of this project will provide educational opportunities to St. Louis County Fair visitors from the northeastern region of Minnesota and beyond.

Description of Previous Appropriations

No previous State Appropriations have been awarded for this project.

Project Contact Person

Pete Miller
Capital Planning Manager
218-726-2357
millerp@stlouiscountymn.gov

(\$ in thousands)

St. Louis County Fairground Buildings

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$600	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$600	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$120	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,080	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Northern JPB ATV Trail System

AT A GLANCE

2022 Request Amount:	\$1,550
Priority Ranking:	No Rank
Project Summary:	\$1,550,000 in state funds are requested for pre-design, permitting, design and construction of trail for the Voyageur Country ATV, Prospector Loop ATV and Quad Cities ATV trail systems.

Project Description

In an effort to create efficiencies and oversight, St. Louis County, Koochiching County and Lake County are forming the St. Louis, Koochiching and Lake Counties ATV Joint Powers Board in June 2021. The joint powers board will allow the counties to more effectively plan and manage ATV projects in each of the three counties. Since the joint powers board will not be officially created until the end of June 2021, St. Louis County has agreed to submit this bonding request to Minnesota Management & Budget. In consultation with MMB staff, we will look to switch the application from St. Louis County to the St. Louis, Koochiching and Lake Counties ATV Joint Powers Board in July 2021.

We are requesting funds to be used on three trail system projects. The first, Voyageur Country ATV, is developing a system of trails and corridor routes across a geography of Minnesota from Cook to International Falls, from Lake Vermilion to Lake Kabetogama and east along the Echo Trail. Our system of trails will eventually connect to other significant trail systems, including Prospector Loop ATV.

The Voyageur Country ATV phase of the project will cost \$1,000,000 and will be used for alignment planning and a phase II EAW now required for extending the trail into Koochiching County from St. Louis County with the original vision to connect to International Falls, Littlefork, and small communities along the route to our core system. Funds will also be used for planning, engineering, permitting, acquisition, and construction of a first segment of trail between Lake Kabetogama, Ray, and Ericsburg where an alignment is being identified.

The Prospector ATV phase will be to upgrade and extend the trail system to a connection point at the Pfeiffer Lake recreation area. At that location trails from Voyageur Country ATV (Crane Lake) and Quad Cities (Virginia) will connect as well, providing a hub for ATV trail users.

This phase of the trail will cost \$500,000 for the connection from the Taconite Trail to Pfeiffer Lake Campground where the Prospector, Quad Cities and Voyageur Trail systems will all meet. This segment will head west out of Tower and connect to a new trail to be built through land owned by the Bois Forte Band. It will allow riders to access the tribal owned 'Y Store' as well as to cross Highway 169 and travel on a county road to Fortune Bay Resort and Casino. The 13-mile trail alignment calls for a bridge over the Pike River parallel to Highway 169. The trail will then cross the highway and continue on Flaim Road heading west.

Finally, \$50,000 will be used on the Quad Cities ATV phase of the project on the Genoa Spur Trail

which begins just East of the intersection of Hwy 53 and 37 near Eveleth, and ends at Sherwood Forest Campground in Gilbert. From there, another trail connects to the OHV Recreation Area. We will use funds to to make repairs from erosion over the years as well as widening the trail. We will also place culverts in low spots for better water run off to prevent further trail erosion moving forward. With the new campground expansion, it is a more popular and heavily traveled trail that makes the connection from Eveleth to Gilbert and is in need of desperate repairs.

These three phases of the project would be completed with \$1,550,000 in state bonding support.

Project Rationale

The three ATV trail systems are established ATV trail systems in the state of Minnesota. We seek to build additional trail in our effort to connect the various systems to one another.

The completion of this project will provide enhanced outdoor recreation opportunities for local residents and for tourists visiting from other parts of the state and from around the country. Visitors will experience the uniqueness of the great north woods and will have an opportunity to see a wide variety of wildlife including, moose, deer, wolves, eagles, fox and numerous species of birds. The trail will also allow users to access lakes, rivers and geological attractions that cannot be currently accessed by cars and trucks. Work on these trails will be done using techniques that limit disturbances of current resources.

Project Timeline

Engineering Design/Permitting/EAW/Acquisition

Start: 08/2022

Project Bid: 03/2023

Begin Construction: 05/2023

Project Completion 12/2025

Other Considerations

The State of Minnesota, through investments by state bond funding as well as the state ATV gas tax, has made previous investments in building ATV trails in Northeastern Minnesota. These trails have helped leverage other federal and local dollars to build and maintain trail. This overall effort has resulted in a significant positive economic impact for communities in Northeastern Minnesota.

Impact on State Operating Subsidies

The St. Louis, Koochiching and Lake Counties ATV Joint Powers Board does not intend to seek state grants to support the operation or maintenance of this project.

Who will own the facility?

St. Louis, Koochiching and Lake Counties ATV Joint Powers Board

Who will operate the facility?

St. Louis, Koochiching and Lake Counties ATV Joint Powers Board

Who will use or occupy the facility?

ATV riders from around the state and nation.

Public Purpose

The completion of this project will provide healthy, safe and economical opportunities for outdoor recreation.

Description of Previous Appropriations

No previous State Appropriations for this project.

Project Contact Person

Pete Miller
Capital Planning Manager
218-726-2357
millerp@stlouiscountymn.gov

(\$ in thousands)

Northern JPB ATV Trail System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,550	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,550	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$20	\$0	\$0
Predesign Fees	\$0	\$30	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,550	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City of St. Michael Reed Bed Biosolids Facility Replacement Project	1	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 5,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0

City of St. Michael Reed Bed | Biosolids Facility Replacement Project

AT A GLANCE**2022 Request Amount:** \$5,000**Priority Ranking:** 1

Project Summary: The City of St. Michael needs to replace their existing reed bed wastewater biosolids treatment and processing plant that was installed in 1996 and expanded in both 2001 and 2004 as the State of Minnesota and MPCA recently deemed all reed beds facilities essentially non-usable at wastewater plants due to the invasive nature of the plants used within the reed beds, the non-native Phragmites Australis Plants, which were recently prohibited for use by the State of Minnesota.

Project Description

The City of St. Michael proposes to replace their existing reed bed wastewater biosolids treatment and processing plant that was installed in 1996 and expanded in both 2001 and 2004. This reed bed biosolids facility has been used cost effectively since its construction and was approved and encouraged by the Minnesota Pollution Control Agency (MPCA) as an effective biosolids treatment process for many years. Although the existing reed bed treatment system at St. Michael is working very effectively including treating, processing and storing their biosolids, the State of Minnesota and MPCA recently recently deemed all reed beds facilities essentially non-usable at wastewater plants due to the invasive nature of the plants used within the reed beds; the non-native Phragmites Australis Plants which were recently prohibited and listed as a noxious weed by the State. What the State has concluded is these plants are propagating within the areas surrounding the WWTF's in addition to the farms where the treated biosolids are disposed of. In order to replace the reed bed biosolid system, we propose to design, construct, and implement a new biosolids treatment system including several key components to continue to treat, process and properly dispose of our treated biosolids in a cost effective and environmentally friendly manner.

The project includes the following biosolids treatment processes –

- 1) Headworks improvements
- 2) Biosolids treatment handling facility
- 3) Biosolids thickener facility
- 4) Biosolids storage building
- 5) Biosolids equipment storage facility

Project Rationale

This project is desperately needed and required to replace the existing biosolids reed bed treatment facilities. Although the existing biosolids facilities are working well and should have lasted another 40+ years, because the State outlawed the usage of critical non-native Phragmites, the City of St. Michael is being forced to design, build and fund a new biosolids treatment facility and other

improvements at a cost of \$10,000,000.

Project Timeline

If we receive bond funding for the project in the 2022 Legislative Session as requested, the project will be ready to bid and start construction in Summer of 2022 and complete the project in the summer of 2023 with construction anticipated to take 9-12 months.

Other Considerations

The State of Minnesota has already set precedent for providing bond funding for similar projects with similar circumstances. In the 2020 Legislative Session, the City of Albertville received \$2.5M in general obligation bonds for the construction of wastewater infrastructure designed to eliminate the prohibited non-native phragmites species. Albertville's wastewater treatment plant and reed bed biosolids processing area is significantly smaller than St. Michael's so our similar project costs are significantly higher than theirs.

Funding is the only item delaying this project from being implemented; we will be shovel ready by spring 2022.

Impact on State Operating Subsidies

N/A - State Bonding Funding requested for project in 2021/2022 Legislative Session.

Who will own the facility?

The City of St. Michael

Who will operate the facility?

The City of St. Michael and Veolia Water who provides contract operation services for the City.

Who will use or occupy the facility?

The City of St. Michael will occupy the project. However, in addition to the City of St. Michael, the City of Hanover and portions of Rockford Township residents and businesses will all use the project as they both send their wastewater to the St. Michael Waste Water Treatment Plant for treatment.

Public Purpose

This public purpose for this project is to provide safe and effective biosolids treatment and processing at the City of St. Michael Waste Water Treatment Plant to serve the residents and businesses in St. Michael, Hanover, and Rockford Township who utilize the facility. The City of St. Michael has been effectively treating and processing biosolids using reed bed technology previously promoted by the MPCA as a cost effective method for biosolids. Unfortunately, the the State of Minnesota and MPCA recently recently deemed all reed beds facilities essentially non-usable at wastewater plants due to the invasive nature of the plants used within the reed beds; the non-native Phragmites Australis Plants which are now prohibited by the State and thus creating the public purpose/need for this project.

Description of Previous Appropriations

N/A

Project Contact Person

Steve Bot, P.E.
City Administrator/Public Works Director
763-416-7931
sbot@ci.st-michael.mn.us

(\$ in thousands)

City of St. Michael Reed Bed | Biosolids Facility Replacement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$5,000	\$0	\$0
TOTAL	\$0	\$10,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$140	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$60	\$0	\$0
Construction	\$0	\$9,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
3rd Street Collector Roadway Improvemnet Project	1	GO	\$ 5,834	\$ 0	\$ 0
Total Project Requests			\$ 5,834	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,834	\$ 0	\$ 0

3rd Street Collector Roadway Improvement Project**AT A GLANCE****2022 Request Amount:** \$5,834**Priority Ranking:** 1**Project Summary:** The 3rd Street Collector Roadway Improvements Project proposes the complete reconstruction of the most significant north-south Major Collector roadway in St. Paul Park, from Broadway Avenue as the northern terminus to 14th Avenue as the southern terminus.**Project Description**

Existing 3rd Street is proposed to be fully reconstructed as a multi-modal 10-ton collector roadway, streets and sidewalks, including urban storm sewer to improve existing deficient storm sewer capacity to current standards, from Broadway Avenue to 14th Avenue.

Project Rationale

An existing two-lane, 42-foot wide urban roadway with sidewalk on one side of the roadway, 3rd Street functions as the backbone of north-south multi-modal transportation in St. Paul Park and points to the south in Grey Cloud Island Township. Significant transportation connections via 3rd Street are made possible for users in the region to Washington County Road 75 to the south, and US 61/US 10 (Principal Arterial), Washington County State Aid Highway (CSAH) 22/Summit Avenue ("A" Minor Expander), and CSAH 39/Hastings Avenue ("A" Minor Reliever). Average Daily Traffic ranges from approximately 1,600 vehicles per day at 14th Avenue to approximately 3,500 vehicles per day at Broadway Avenue. Typical users within the project area consist of local and regional vehicular traffic, bus transit, bicyclists, pedestrians and other non-motorized traffic, and commercial trucking, primarily from the Grey Cloud Island gravel mining operation which accesses US 61 via 3rd Street. Fixed route bus service is provided along 3rd Street by Metro Transit, serving downtown St. Paul and Cottage Grove. 20-year forecasted volumes on 3rd Street range from 6,550 to 8,950 vehicles per day.

From a multi-modal standpoint, portions of 3rd Street within the project area are on the Mississippi Regional Trail Route serving an important regional non-motorized/bicycle user. It will also serve as the main connection of Grey Cloud Island Township and southwestern St. Paul Park to the proposed Red Rock Bus Rapid Transit (BRT) Station. Finally, it is an important part of the Planned Regional Trail Corridor as included in both local and regional adopted comprehensive planning documents.

Project Timeline

We are currently in the planning/preliminary design phase of this project.

Other Considerations**Impact on State Operating Subsidies**

The impact from the State Operating Subsidies will allow us to upgrade a major collector road and still focus on other portions of infrastructure within the city. This will allow us to keep our tax base lower and offer greater infrastructure to our residents.

Who will own the facility?

City of St. Paul Park

Who will operate the facility?

City of St. Paul Park

Who will use or occupy the facility?

The residents of St. Paul Park along with neighboring communities.

Public Purpose

The public purpose of this project is to offer greater safety and infrastructure to our residents.

Description of Previous Appropriations

Project Contact Person

Jeff Dionisopoulos
Public Works Supervisor
651-459-3730
jeff.dion@stpaulpark.org

(\$ in thousands)

3rd Street Collector Roadway Improvemnet Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$5,834	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$5,834	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$634	\$0	\$0
TOTAL	\$0	\$5,834	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	Yes
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
EastBound Kellogg Boulevard RiverCentre Bridge	1	GO	\$ 23,400	\$ 0	\$ 0
Great River Passage - River Recreation and Environmental Education Center	2	GO	\$ 20,000	\$ 0	\$ 0
Como Zoo	3	GO	\$ 12,000	\$ 0	\$ 0
North End Community Center	4	GO	\$ 16,000	\$ 0	\$ 0
Downtown YMCA		GO	\$ 10,000	\$ 0	\$ 0
Playwrights' Center		GO	\$ 3,950	\$ 0	\$ 0
Total Project Requests			\$ 85,350	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 85,350	\$ 0	\$ 0

EastBound Kellogg Boulevard RiverCentre Bridge**AT A GLANCE****2022 Request Amount:** \$23,400**Priority Ranking:** 1**Project Summary:** \$23.4 Million in state bond funds is requested for design and construction to replace the existing Eastbound Kellogg Boulevard Bridge No. 90378 with a new system of road and bridge infrastructure, located at the City of Saint Paul Xcel Center & RiverCentre east of West 7th Street. This project includes the reconfiguration and reconstruction of Bridge No. 90378, the Exchange Street viaduct, and associated roadways.**Project Description**

The total request of the State is for bonding in the amount of \$23.4 Million, allowing for replacement of eastbound Kellogg Boulevard retaining walls, approach roadways, loading dock road, the Exchange Street viaduct (MSAS 258), and Bridge No. 90378 over river bluff ravine. The total project cost is estimated to be \$35.6 Million.

This request for the replacement of eastbound Kellogg Boulevard includes predesign, design, engineering and construction of road and bridge infrastructure within the project limits. The project limits are MSAS 158 (Kellogg Boulevard) between West 7th Street and Market Street, and include approach segments along Eagle Street, Exchange Street and Washington Street. The total project length is 1,800 feet with a existing bridge length of approximately 1,040 feet.

This project is directly adjacent to the River Centre parking ramp, Science Museum of Minnesota, and District Energy combined heat and power plant on the south side of Kellogg Boulevard, and the Saint Paul RiverCentre on the north side of Kellogg Boulevard.

The replacement of eastbound Kellogg Boulevard, Exchange Street viaduct and eastbound Kellogg Boulevard Bridge No. 90378, achieves the majority of goals identified in the 2040 MnDOT TPP. Kellogg Boulevard reconstruction/restoration (including Bridge No. 90378 and Exchange Street Viaduct) restores serviceability and enables cost-effective maintenance over a 75-to-110 year design life.

Project Rationale

- The existing Bridge is a 39 span, 1,040 foot structure constructed in 1936. Three spans were rehabilitated in 1995. The Bridge is structurally deficient and load-posted, and after 85 years has reached the end of its useful service life. Kellogg Boulevard is a four-lane roadway with existing Eastbound Bridge No. 90378 carrying the two eastbound Kellogg Boulevard vehicle lanes, shoulder, turn lane, and a pedestrian sidewalk. The bridge also incorporates the crossover areas to the westbound bridge and structural accommodations for the Exchange Street viaduct that provides vehicles access from Kellogg Boulevard to the lower river bluff area. Kellogg Boulevard (MSA 158) in the project area is classified as an A-Minor Arterial with Average Daily Traffic of 17,300 vehicles

per day (5% of that traffic being heavy truck traffic).

- This project provides opportunities to improve accessibility and multi-modal access in established entertainment and downtown districts. Freight use includes both commercial deliveries with downtown destinations, as well as downtown truck transit. Kellogg Boulevard is well connected from I-35E to Lowertown/East Side/I-94 and also intersects with river crossings at Wabasha and Robert Streets to access West Saint Paul, Highway 52, and southern cities. Capacity to accommodate freight and other heavy trucks would be improved through reconstruction.
- The Bridge serves as a gateway for more than 7 million visitors each year to downtown businesses, attractions, restaurants, and the entertainment district. The success of both the Xcel Energy Center and the RiverCenter convention facility is directly dependent on the access provided by Kellogg boulevard, bridge and viaduct. Kellogg Boulevard in the project area serves as the main entry point for the RiverCentre Parking Ramp.
- This project will improve pedestrian and bicycle safety and access to downtown, the river, and regional trails with new multi-modal facilities. These improvements align with future planned and funded projects, including the Capital City Bikeway extension project, SAP 164-158-026 in the 2021-2024 STIP, program year 2023.

Project Timeline

Feb 2020 - Pre-design
May 2020 - Design Engineering Start
Oct 2020 - Preliminary Plans
Aug 2021 - 60% Plans
Winter 2021-22 - 90% Plans
Spring 2022 - Final Plans
Fall 2022 - Construction Start
Fall 2024 - Substantial Project Completion

Other Considerations

The project must be fully funded, design complete, and project authorization met by June 30, 2022 in order to retain the state bridge bonds and federal solicitation grant funds associated with the project, which total \$7.0M.

Impact on State Operating Subsidies

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul

Who will use or occupy the facility?

Residents and visitors to the City of Saint Paul.

Public Purpose

Open to the public to use.

Description of Previous Appropriations

none

Project Contact Person

ThaoMee Xiong
Director of Government Relations
651-399-0686
thaomee.xiong@ci.stpaul.mn.us

(\$ in thousands)

EastBound Kellogg Boulevard RiverCentre Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$23,400	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$7,000	\$0	\$0
City Funds	\$0	\$5,200	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$35,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$2,750	\$0	\$0
Project Management	\$0	\$4,250	\$0	\$0
Construction	\$0	\$28,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$35,600	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Great River Passage - River Recreation and Environmental Education Center

AT A GLANCE

2022 Request Amount:	\$20,000
Priority Ranking:	2
Project Summary:	<p>\$20,000,000 in state funds requested for:</p> <ul style="list-style-type: none"> • Design • Site Evaluation • Site Preparation • Construction, Furnish and Equip

Project Description

The River Learning Center will be a 25,000 s.f. forward thinking, small scale, light on the land building and a 25 acre landscape that will heal a currently compromised environment through restoration, conservation and resilient design. Both the building and landscape will be educational in nature as well as functioning to support the planned programming of the Center.

The design and engagement processes will be equity focused and the project will be a true public-private partnership in ownership, funding, programming, and management.

The total cost is expected to be \$20,000,000 with an additional \$600,000 in privately raised funds secured for the schematic design phase.

National Park Service as a tenant will pay approximately \$250,000/year in rent which will support long-term maintenance and operations.

Great River Passage Conservancy with Mississippi Park Connection and Wilderness Inquiry have a private fundraising agreement in place to co-raise supplemental private dollars.

Project Rationale

The project is important to both Saint Paul, The River Capital, and Minnesota, The Headwaters State, and will:

- Create the next generation of park users and river stewards
- Transform what is now a strategic but underutilized, isolated edge of Saint Paul to an accessible regional center of activity
- Leverage the Mississippi River, the naturalized urban location, and public and private partnerships to stimulate economic development and act as a catalyst for future strategic development to improve quality of life for the community and health of the river

Project benefits include:

ECONOMIC

Create jobs in design, construction, maintenance and operations, education, recreation, food, and

marine services. Develop strategic partnerships for revenue-generating opportunities and cost sharing. Leverage public dollars for private investment.

HEALTH AND WELLNESS

Develop year-round environmental, cultural and historical education and recreation opportunities that are integrated into the community and region's routines, traditions and collective identity. Cultivate a constituency that values the river and will care for it in the future.

IDENTITY

Minnesota's identity and well-being is inextricably linked to the Mississippi River. The River Learning Center is an opportunity to build on the history and interconnectedness to the river, create an authentic, signature destination that positions the state nationally and internationally, improve the quality of life for residents and visitors, and cultivate a constituency that values the river and will care for it into the future.

Project Timeline

TIMELINE AND MILESTONES

OCTOBER 2021–SEPTEMBER 2022

Schematic Design

OCTOBER 2022–JUNE 2023

Construction Documents

JULY 2023–AUGUST 2024

Construction

SEPTEMBER 2024

Grand Opening

Other Considerations

The current Watergate Marina, located within the Valley Reach of the Great River Passage, will be rebuilt as a new River Recreation and Environmental Education Center, to accommodate more river-oriented uses and activities. It will become a hub for nature-based recreational activity; a place where you can rent a canoe or kayak, fishing equipment, bicycles, cross country skis and snowshoes, or have lunch along the river's edge at the new café; making this destination a year round activity center promoting a healthy, nature-based, active lifestyle. Environmental stewardship will be encouraged through classes and outdoor experiences.

Impact on State Operating Subsidies

none

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks and Recreation Department

Who will use or occupy the facility?

There will be one or more private, contracted, concessionaire opportunities for the project, including, for example: café, outfitter, sport shop, river recreation, marina boating services and related businesses. Actual operators have not been determined.

Public Purpose

River Learning Center will be the gateway to the Mississippi River, welcoming residents and visitors to this national feature with four-season programming that honors, promotes stewardship of, and teaches the culture, history and ecology of the river

Description of Previous Appropriations

Not applicable

Project Contact Person

ThaoMee Xiong
Director of Intergovernmental Relations
651-399-0686
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(\$ in thousands)

Great River Passage - River Recreation and Environmental Education Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds		\$20,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,500	\$0	\$0
Project Management	\$0	\$1,500	\$0	\$0
Construction	\$0	\$17,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Como Zoo

AT A GLANCE

2022 Request Amount:	\$12,000
Priority Ranking:	3
Project Summary:	\$12 million in state funds is requested for design and construct Como Zoo Asset Preservation for Entry Exhibits Phase I Orangutans.

Project Description

Como Zoo Asset Preservation for Phase I of the Entry Exhibits for updating critical habitats with expanded indoor and outdoor area, guest amenities and ADA compliance, education opportunities, and energy efficiency.

Project Rationale

Como Park Zoo and Conservatory is a statewide resource for education and conservation, with 2 million annual visitors. Upgrading animal habitats provide space for educational opportunities to ambassador animals, while upgrading guest amenities, ADA compliance and energy efficiencies in aging infrastructure

Project Timeline

July 2022-December 2022 - PreDesign
 January 2023-April 2023 - Design Phase
 May 2023-August 2023 - Construction Document Phase
 September 2023-October 2023 - Public Bid, Review and Award Phase
 November 2023-January 2025 - Construction
 Spring 2025 - Animal Acclimation and Open

Other Considerations**a. ACCOMPLISHMENTS TO DATE**

- Securing public and private support for the River Learning Center (2017)
- Completing technical study (2017) and feasibility analysis (2018)
- Compiling a programing survey that includes year-round program offerings, partners and space needs (2019)
- Signing a General Agreement outlining the City and National Park Service partnership in pursuit of the project (January 2020)
- Launching Mississippi Park Connection/Wilderness Inquiry/Great River Passage Conservancy co-fundraising partnership and campaign (2021)
- Securing \$600,000 private funds for schematic design (Fall 2021)

- Planned schematic design launch Q4 2021

b. LEADERSHIP AND PARTNERSHIP

- City of Saint Paul – Owner and public fundraising partner
- Great River Passage Conservancy – Private fundraising partner
- National Park Service – Tenant
- Mississippi Park Connection – Private fundraising partner and tenant
- Wilderness Inquiry – Private fundraising partner and tenant
- Friends of the Mississippi River – Funding and advocacy partner
- Capital Region Watershed District – Funding and programing partner

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul

Who will use or occupy the facility?

Visitors from Minnesota and beyond

Public Purpose

Providing public educational opportunities with ambassadors of conservation to be used for FREE to all Minnesotans.

Description of Previous Appropriations

2020 Asset Preservation \$1,500,000 Energy Efficient Capital Maintenance
2016 Asset Preservation \$15,000,000 Seals & Sea Lions
2010 Asset Preservation \$10,000,000 Gorilla Forest

Project Contact Person

ThaoMee Xiong Xiong
Director of Government Relations
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(\$ in thousands)

Como Zoo

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$600	\$0	\$0
Design Fees	\$0	\$2,160	\$0	\$0
Project Management	\$0	\$180	\$0	\$0
Construction	\$0	\$9,060	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

North End Community Center

AT A GLANCE

2022 Request Amount:	\$16,000
Priority Ranking:	4
Project Summary:	\$16,000,000 in state funds is requested for site preparation, park enhancements, and to construct, furnish, and equip a 25,000 square foot state of the art community center in the North End neighborhood of Saint Paul.

Project Description

Census data shows that the North End Community of Saint Paul has a higher poverty rate, lower mobility, and higher ethnic diversity when compared to the City as a whole. This project will provide a diverse community with new safe and accessible amenities for social connections and healthy lifestyle benefits.

The North End Community Center project includes a new 25,000 square foot building and complete redesign of the existing 5.6 acre park. The Center will be the hub of a community campus which includes the existing adjacent Rice Street Library and Wellstone Elementary School directly across the park. Programming will greatly expand the offerings available today and accommodate all ages. The Community Center will include flexible spaces designed to bring people together for social and athletic programming. Interior amenities include a teaching kitchen, "Rec Check" after-school space, a teen room, "Town Hall" commons, multi-purpose rooms, dance room, fitness room, and a full-size gymnasium. The park will be updated with a multipurpose artificial turf field, new playground, circulation space, paths, sepak takraw/badminton courts, and green space.

The project will be a regional leader in environmentally responsible design for the well-being of the community and preservation of natural resources. In addition to using renewable construction materials, this project includes an on-site well field for geothermal heating and cooling and roof-mounted solar panels for on-site energy production. It also includes an extensive underground stormwater management system to reduce the rate of runoff and improve the quality of water entering the area's lakes and rivers.

Project Rationale

This community is overdue for investment and in need of safe places for people to come together. It's designed to be adaptable and flexible to a changing community. Over half of the residents in the area are renters and without green space of their own. This park and community center will be an extension of their living space. Providing a safe space to connect with others through learning, physical activity, and sharing of ideas is an investment that will carry forward for residents throughout their lives and have impacts that extend beyond this area.

Project Timeline

2019 - Community Engagement and Outreach (Marydale Festival, Rice Street Festival, Community Open Houses, Youth Commission)
March 2019 - Design Funding Allocated and Project Begins
May 2019 - Design Consultants Contract Executed
June 2019 to February 2021 - Project Design and Engineering Completed
March 2022 - Bid for Construction
May 2022 to November 2023 - Construction (18 months)

Coordination with the Rice Street Visioning Study by Ramsey County Throughout the project schedule.

Other Considerations**Impact on State Operating Subsidies**

none

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul

Who will use or occupy the facility?

City of Saint Paul

Public Purpose

The facility and park are open to the general public, community residents, and families.

Description of Previous Appropriations

none

Project Contact Person

ThaoMee Xiong
651-399-0686
thaomee.xiong@ci.stpaul.mn.us

(\$ in thousands)

North End Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$16,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$4,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$45	\$0	\$0
Predesign Fees	\$0	\$140	\$0	\$0
Design Fees	\$0	\$805	\$0	\$0
Project Management	\$0	\$2,010	\$0	\$0
Construction	\$0	\$16,435	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$565	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Downtown YMCA

AT A GLANCE

2022 Request Amount:	\$10,000
Priority Ranking:	No Rank
Project Summary:	\$10,000,000 is appropriated from the bond proceeds fund to the commissioner of economic development for a grant to the City of St. Paul to pre-design, design, construct, furnish and equip a new 25,000 square foot state of the art YMCA community center in downtown St. Paul.

Project Description

The YMCA of the Greater Twin Cities is requesting general obligation bonds for a proposed 25,000 sq. ft. community center on the plaza of the Osborn370 building. The facility will serve as a community hub for the Downtown St. Paul residents, business community, and region.

The facility will be constructed to add one story above the plaza (12,500 SF) and will renovate the existing floor below the plaza (12,500 SF).

The community hub will include a healthy living center with fitness and strength equipment, studio class rooms, locker rooms, offices, and a number of multipurpose rooms to serve a variety of programming needs. The building will be designed to allow for the future addition of a gymnasium.

There will be 2 entrances. One via a breezeway attached to the Osborn370 building and one on 5th Street near the intersection of 5th and Cedar.

Project Rationale

A new community hub will allow the Y to become an integral fixture in the downtown neighborhood, establishing a modern venue that supports our mission to provide programming to all people, no matter their circumstances. The community hub will provide a welcoming, safe, location that is ideally situated to serve a large, diverse audience, ensuring all people have a place to invest in their fitness and overall wellbeing. It will sit at the nexus of many major transit routes, making it accessible to everyone from nearby corporate employers to St. Paul youth and multi-cultural populations.

The downtown YMCA will be a place where youth, adults and their families can thrive. By staying sensitive to the needs of our community, we've evolved programs to keep up with changing times, while staying true to our mission. The new location would significantly expand our reach and ability to serve St. Paul's youth, building long-term relationships with people of all backgrounds. And Best Buy's Teen Tech Center is right around the corner.

From youth enrichment to health and wellbeing, a new YMCA at the epicenter of downtown St. Paul will provide an opportunity to better serve St. Paul's residents and workers through collaboration with area nonprofit and government partners. Together we can build a stronger St. Paul.

Project Timeline

January 2021-May 2022: Legislative Lobbying Efforts
June 2022- December 2022: Predesign and Design Efforts
December 2022- February 2023: Construction Bid and Permitting Process
March 2023-April 2024: Construction

Other Considerations

The funding raised for this project is contingent on a government allocation of funds.

Impact on State Operating Subsidies

Who will own the facility?

The City of St. Paul

Who will operate the facility?

The City of St. Paul

Who will use or occupy the facility?

Community members, including youth, and downtown work force employees, and YMCA members and guests.

Public Purpose

An essential part of the YMCA mission is to partner with all levels of government to provide multiple programs that supplement and enhance community and social services. Federal, State and Local funding for these programs flows through YMCA locations that provide the bricks and mortar facilities to deliver these public purpose programs, services and community benefits. A significant portion of the staff and facilities that are part of the new Downtown YMCA operations are designed for and devoted to providing and enhancing these federal, state and locally contracted programs. An example of YMCA and government funded programs can be seen in our Youth Intervention Services. The recipients of these government funded programs, as well as traditional public members of the YMCA, benefit from the YMCA mission of promoting Youth Development, Healthy Living and Social Responsibility. This is the public purpose of the YMCA and of its request for State Capital Investment funds.

Description of Previous Appropriations

none

Project Contact Person

ThaoMee Xiong
Director of Government Relations
651-399-0686
thaomee2020@gmail.com

(\$ in thousands)

Downtown YMCA

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Non-Governmental Funds	\$0	\$10,000	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$700	\$0	\$0
Predesign Fees	\$0	\$120	\$0	\$0
Design Fees	\$0	\$995	\$0	\$0
Project Management	\$0	\$250	\$0	\$0
Construction	\$0	\$15,337	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,598	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Playwrights' Center

AT A GLANCE

2022 Request Amount:	\$3,950
Priority Ranking:	No Rank
Project Summary:	\$3.95 million in state funds is requested to acquire, renovate, construct, furnish and equip a building to serve as an international hub for playwrights, teachers, students and audiences that will provide a community gathering space, multi-purpose education classrooms and multi-use theater space. The facility will be built at 710 Raymond Avenue next to the Green Line LRT and close to the A-Line Rapid Bus transit to provide access to the Twin Cities community and beyond.

Project Description

The Playwrights' Center will consist of 19,500 square feet with flexible rehearsal space designed to support myriad approaches to developing new work such as: dedicated multi-purpose classrooms where students of all ages and experiences can develop new plays, a 130-seat state-of-the-art multi-use theater for collaboration, a library and gathering space for the community, and artist-in-residence apartments.

Total estimated cost of the Playwrights' Center Facility is \$8 million. Key funding sources include the State of Minnesota, Metropolitan Council, DEED, community and private foundation, corporate and individual donations. \$3.3 million has been committed and raised from private sources and project-based funds. The State appropriated \$850,000 for the first phase of the project. The space will be designed to bring diverse communities and voices together to tell bold stories to audiences in new and innovative ways. The space will also house an accredited program in partnership with Augsburg University, adding to St. Paul's wide-ranging opportunities to educate and advance artists and the arts community.

Highlights of how the project has the power to support the changing face and voice of American theater.

Project Rationale

The Playwrights' Center provides programming to 240+ students, 2,000 audience members, and membership for over 2,000 playwrights. The demand for programs and services from our membership has grown 75% in the past 5 years. The Core Writer and Fellowship Programs provide 45 playwrights the time and tools to develop new work over a 1-3-year period, and connects them with an extensive network of theaters. Additionally, over 60% of the plays featured in Playwrights' Center seasons – the PlayLabs Festival and the Ruth Easton New Play Series - go on to full productions and professional theaters. The national average suggests it takes seven years to bring a new play to production, but through its renowned development and connections programs, the Playwrights' Center cuts that time to only two years. Design a space that is a model for community-based

approaches. This one-of-a-kind arts center will serve as a local, national and international hub, filled with playwrights, actors, directors, students and audiences of all kinds – where every writer has the opportunity to improve their craft, push boundaries and develop their voice. The Center seeks to provide an even more inclusive gathering space where playwrights, artists and community members can meet, share ideas and strengthen the arts and cultural community in the Twin Cities. The space will be an innovative, accessible, multi-functional facility dedicated to theatrical storytelling, where playwrights have the room to work with the resources they need to engage, collaborate and produce...and where artistic leaders will see that work and commit to producing it back at their theaters around the world. New technology to share Playwrights' Center workshops, classes and training throughout Minnesota and beyond. The latest technologies are employed to allow students from Duluth to Dubai to collaborate on projects together- from comprehensive play development programs to workshops, seminars and accredited college classes.

Project Timeline

January 2021 - December 2021: Predesign & Design
January 2022 - February 2022: Final Bidding/Permitting
March 2022 - December 2022: Construction

Other Considerations

N/A

Impact on State Operating Subsidies

none

Who will own the facility?

City of St. Paul

Who will operate the facility?

Playwrights' Center

Who will use or occupy the facility?

Playwrights' Center

Public Purpose

Our project will directly benefit the general public by expanding the availability of community space and expanding our public events such as public readings, classes, and writing seminars, which are attended by 1,500 community members a year. The atrium will serve as a community gathering place in addition to public performance space, while a library and great hall in the building will offer flexible space for the community. The project will also enable PWC to scale our programs to provide more artists with the space and the resources they need to create.

Description of Previous Appropriations

Project Contact Person

ThaoMee Xiong
Director of Government Relations
651-399-0686
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(\$ in thousands)

Playwrights' Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,950	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$3,950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$600	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$150	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,950	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Batcher Block Opera House Restoration Predesign and Design Phase	1	GO	\$ 890	\$ 0	\$ 0
Total Project Requests			\$ 890	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 890	\$ 0	\$ 0

Batcher Block Opera House Restoration Predesign and Design Phase

AT A GLANCE

2022 Request Amount:	\$890
Priority Ranking:	1
Project Summary:	\$890K in state funds is requested for the predesign and design phase of the Batcher Block Opera House in Staples to determine the design and cost of converting the space into a multi-use performing arts facility. The now-dormant building once acted as the cultural hub of Staples and the greater region since it first opened in 1907; this funding will assist with moving forward the goal of rehabilitating it to create an arts and education hub hosting performances, classes, and community events.

Project Description

Listed on the National Register of Historic Places since 2004, the Batcher Block Opera House is described in the National Register documents as “one of the best-preserved rural opera houses in Minnesota.” The project scope consists of creating architectural design plans, engineer review as well as working with the State Historic Preservation Office on review of project plans. The scope of the design includes restoration of the existing performance space, which contains original frescos and wall murals from 1907 as well as the original stage and balcony built in an isoacoustic curve to maximize acoustics; as well as renovations to the first floor to house classrooms, a lobby / gathering space, a commercial kitchen and concessions area, new bathrooms, and additional amenity improvements. In addition, the project includes the installation of an elevator, new mechanical and electrical systems, shell upgrades, and asbestos abatement.

The main floor is 9,000 square feet, and the second and third floors, which are currently identified as potential space for an artist in residence program, are long and narrower at about 4,000 square feet not including the footprint of the opera house. The opera house is 5,000 square feet with two private boxes and a balcony occupying a footprint on the second and third floors. The rooftop will be equipped with an indoor-outdoor flexible event space and patio, with 800 square feet enclosed and 1,800 square feet of outdoor space.

The vision also includes an addition of 1,800 square feet of event support space on the first floor including a freight elevator to the second floor stage and small vestibule, as well as 1,200 square feet of new space on the second floor as event support space adjacent to the stage.

Total square feet of existing facilities to be renovated: 22,000

Total square feet to be added: 5,600

Project Rationale

Occupying most of a city block of downtown Staples, the Batcher Block Opera House has served as the cultural heart of the City of Staples. Currently, the City, along with multiple community

stakeholders and partner groups, have an opportunity to restore the now-dormant space to preserve the historic character of the building while making necessary changes and upgrades for the building to function with a new use.

The Region 5 area has seen significant growth in cultural amenities in recent years, such as the Little Falls SPROUT Food Hub and the recent work on the future Region 5 Children's Museum in the Brainerd Lakes Area. The Batcher Block Opera House will act as the missing piece in the cultural landscape of Region 5: a performance arts hub offering space to performing artists throughout the region, state, and beyond. The Opera House will function as a cultural destination, continuing to elevate Region 5 as an arts and culture community and increasing the success of Staples and partner communities in utilizing arts and culture as an economic driver.

The Batcher Block Opera House can serve as a regional economic driver by incorporating both original programming aimed at audiences within a 90-120 minute radius as well as community-driven programming which may draw a more localized audience. The programming calendar will be highly collaborative in nature, ensuring a consistently full events calendar with many partners to aid in program success. Program partners will include Five Wings Arts Council, Staples-Motley Schools, local performing ensembles including Staples' rich legacy of community choral groups, local artists, and performance ensembles from across the region and state.

With a mission to "teach, train, and entertain," the Opera House will contain programming for all ages and audience groups, from experiencing performances to taking classes to training the next generation of cultural professionals. As a cultural hub, the Opera House will act as the catalytic force in the greater downtown redevelopment of Staples, attracting residents and visitors alike to the downtown core. In addition, the Opera House will help attract and retain a strong employee and resident base to the greater region and enhance the livability of the greater area.

In addition, this project will support the preservation and rehabilitation of one of the most prominent buildings in Staples and one of the most unique opera houses in not only the state of Minnesota but across the country.

The building will support a variety of uses, which include:

- A restored, highly unique performance space with diverse programming and rentals
- Flexible classroom/event space available for community and private events, including a demonstration culinary kitchen
- Concessions area to service events and rental in the building
- Lodging space to host touring artists and educators as well as, long-term, an artist in residency program
- Office and meeting space for Batcher Block staff as well as potentially for other area organizations
- Outdoor performance and gathering space
- Batcher Block Opera House "Museum" or other historic elements, drawing in tour groups
- Pop-up events such as Farmers Markets, Makers Markets, and more in the first floor and in the outdoor space

Project Timeline

Funding awarded: May 2022

Design and Engineering: July 2022 – May 2023
SHPO Review: May 2023 - July 2023

Other Considerations

NA

Impact on State Operating Subsidies

None, this request is only for the design and engineering phase of the project. Once the construction phase is complete, the 501c3 will manage and operate the building as a self-sustaining entity, entering into a lease with the City of Staples.

Who will own the facility?

The City of Staples intends to acquire the building in the next phase. The City of Staples will be responsible for completion of the project and will own all materials created through the design and engineering process.

Who will operate the facility?

Once construction is complete, The Batcher Block Opera House, a nonprofit 501(c)3 which will be established in 2021, will operate the facility and all programming with the oversight of the City of Staples. The nonprofit will enter into a lease agreement with the city which will be submitted to MMB for approval.

Who will use or occupy the facility?

Once construction is complete, The Batcher Block Opera House non-profit will occupy the facility for events, staffing, and operational purposes daily. Private use of the space will occur for event rentals, which will operate for an agreed-upon amount of time with supervision from Batcher Block Opera House staff.

Public Purpose

Economic and Community Development, Heritage Preservation, Arts and Culture, Teaching and Training

Description of Previous Appropriations

NA - No state appropriations have been allocated to this project.

Project Contact Person

Melissa Wyman
Economic Development Director
218-894-2550
mwyman@ci.staples.mn.us

(\$ in thousands)

Batcher Block Opera House Restoration Predesign and Design Phase

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$890	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$890	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$890	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$890	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
15th Ave NE Improvement	1	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 2,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,000	\$ 0	\$ 0

15th Ave NE Improvement**AT A GLANCE****2022 Request Amount:** \$2,000**Priority Ranking:** 1**Project Summary:** The City of Stewartville is requesting \$2.0 million for the connection of a state aid highway link, the adjusted right-of-way acquisition, and reconstruction of this rural street, to the improved specifications for a standardized 10-ton roadway.**Project Description**

Funding for an approximate (1) mile section of 15th Avenue NE, which falls within High Forest Township limits, and is adjacent to, and borders the City Of Stewartville, and both as part of Olmsted County, serving as an agricultural commerce/commercial business route, as well as, an increasingly used commuter route for regional transit traffic.

Project Rationale

This is a regional project for the balancing of traffic flow, create safety, and economic development . Due to increased traffic volumes from beyond the immediate trade area, as well as increased population of our entities, this improvement is a need that has exceeded the orderly growth and development being planned for this arterial corridor. In addition, MNDOT themselves have recognized the increased traffic use by the recent installation of a right turning lane from MN State Hwy. #30 unto this 15th Avenue NE. This will also serve as a catalyst for addressing safety concerns, and additional economic development opportunities

Project Timeline

May 2023- Dec 2023

Other Considerations

Ease of truck traffic, and bridge replacement. Economic development and safety.

There is only one paved route N/S through town that crosses the North Branch of the Root River, which is Main Street (TH63). When the bridge was built for the highway, a temporary single lane bridge was utilized and there is a story of a toll being placed on it. The route connects TH 30 to CR 120. CR 120 is the route which crosses the river and an new bridge would not be needed. This improvement will allow for emergency services a redundant route per the future event of closing of US Trunk Hwy 63 for repairs or other natural disasters occurrence. Economic development will have an advance route to allow for future growth of agribusiness and heavy industry with this road improvement.

Impact on State Operating Subsidies

Who will own the facility?

City of Stewartville

Who will operate the facility?

City of Stewartville

Who will use or occupy the facility?

City of Stewartville

Public Purpose

Better traffic controls, flow, safer traffic route and future economic development per the thoughts in the categories stated in prior. The improvements will allow for much needed traffic flows, emergency services redundancy, as well as agribusiness and commercial truck corridor for future growth.

Description of Previous Appropriations

N/A

Project Contact Person

Bill Schimmel, Jr.

City Admin

507-533-4745

bschimmel@stewartvillemn.com

(\$ in thousands)

15th Ave NE Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
New Cargo Hangar Building	1	GO	\$ 7,500	\$ 0	\$ 0
Total Project Requests			\$ 7,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,500	\$ 0	\$ 0

New Cargo Hangar Building

AT A GLANCE

2022 Request Amount:	\$7,500
Priority Ranking:	1
Project Summary:	\$7.5 million in state funds is requested to predesign, design, construct, furnish and equip a new cargo hangar building for the Thief River Falls Regional Airport.

Project Description

This project includes construction of a 321'x127' clear span hangar with attached office space (30'x76'), parking area, roadway connection, and utility hookups. The building will be approximately 43,047 square feet. Total cost of the building, vehicle pavement areas, and utility hookups is estimated at \$13 million. The Thief River Falls Regional Airport Authority is seeking additional support for the project since the 2020 bonding bill awarded \$5.5 million toward the project. The reason for the additional request is due to the pandemic's effect on construction costs as well as a better understanding of the construction costs resulting from predesign work already completed. There is a separately constructed aircraft apron (143,700 square feet) which will be 100% federally funded. Combined the apron and hangar represent an \$18.87 million infrastructure development.

Project Rationale

The need for this project stems from the incredible growth in cargo activity to and from the Thief River Falls Regional Airport. FedEx, UPS, and DHL all support operations out of the airport using various sized aircraft. FedEx's largest aircraft is the CRJ200, operating four nights per week transporting freight directly to its hub in Memphis. UPS has also started operating the CRJ200 to its hub in Louisville five nights per week and the aircraft also hauls freight back to Thief River Falls for delivery around the region. With two CRJ200's being operated, UPS's and FedEx's sub-contractor is not be able fit both aircraft in the existing hangar. This is especially problematic during the winter months and can lead to a reduction in reliability of operations due to time spent in the extreme cold. Outdoor loading/unloading also represents a safety hazard due to slippery apron conditions.

Freight operations from the Thief River Falls Regional Airport are caused by the continued success of businesses in Northwest Minnesota. Most notable among them is Digi-Key Electronics, shipping electronic components around the world. In 2018 for example, Digi-Key's revenues grew by \$800 million dollars over 2017, bringing their annual sales to \$3.1 billion. With 20% of all Digi-Key packages being shipped from the Thief River Falls Regional Airport, the size of aircraft and frequency of flights has been steadily increasing.

It should also be noted that due to the presence of UPS, FedEx, and DHL, the citizens of northwestern Minnesota as well as other local businesses beyond Digi-Key are also benefiting. With the growth of business by online retailers such as Amazon.com, there is more and more demand for air freight into and out of our region. In addition, other regional businesses such as Textron/Arctic Cat can now rely

on UPS to bring parts in overnight to meet the business's "just-in-time" inventory method. Sanford Health System in Thief River Falls and other area healthcare facilities are also periodically requesting and receiving overnight delivery of medical supplies for their needs. While these are just two examples, numerous other businesses are benefiting in a similar fashion due to the local presence of our airport and carriers such as UPS, FedEx, and DHL.

Project Timeline

Pre-design and final design have already begun for the project following the award of the 2020 bonding bill grant. The estimated construction schedule is as follows:

Pre-design – Completed April 2021

Final Design – October 2021 (Currently at 40%)

Bid Advertising – November 2021

Construction – May 2022-February 2023 (10 months of construction)

Other Considerations

The previously constructed Multi-Purpose Hangar that was financed in large part through Minnesota state bonding was instrumental to allow for the growth of cargo out of the airport over the past 11 years. Construction of that hangar improved a weak link in the freight companies' ability to move packages reliably. The Multi-Purpose Hangar at the Thief River Falls airport is a perfect example of how a public/private partnership can benefit both parties and foster economic growth. In building this second cargo hangar with help from the State of Minnesota, we wish to continue that partnership which will support and foster continued economic growth in Thief River Falls and the surrounding area. We want to take this opportunity to say thank you to our elected officials for past assistance in bonding projects!

We would also like to note that our existing hangar will continue to be used despite the construction of a second hangar. Airport administration has received multiple requests for heated hangar space from several businesses operating at the airport. Some of these businesses include: Denver Air Connection (DAC), Textron (Arctic Cat), DHL, Minnesota DNR, Thief River Aviation (FBO), and numerous transient aircraft.

Impact on State Operating Subsidies

No operating dollars will be requested from the state as part of this project.

Who will own the facility?

Thief River Falls Regional Airport Authority

Who will operate the facility?

Thief River Falls Regional Airport Authority

Who will use or occupy the facility?

IFL Group (sub-contractor for UPS and FedEx) or similarly sized air cargo entity.

Public Purpose

The public purpose for this project is to support economic growth that is occurring in Northwest Minnesota which will in turn support job creation/retention.

Description of Previous Appropriations

The Thief River Falls Regional Airport Authority was included in the 2020 bonding bill for the same project, but this request is submitted due to increased costs, to complete the project.

Project Contact Person

Joe Hedrick
Airport Manager
218-681-7680
trfairport@mncable.net

(\$ in thousands)

New Cargo Hangar Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$5,500	\$7,500	\$0	\$0
Other Funding	\$623	\$0	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$4,988	\$0	\$0
Pending Contributions				
TOTAL	\$6,123	\$12,488	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$173	\$0	\$0	\$0
Design Fees	\$697	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$4,623	\$12,488	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$630	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$6,123	\$12,488	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Regional Trail Network Safety and Expansion Project	1	GO	\$ 22,400	\$ 0	\$ 0
Total Project Requests			\$ 22,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 22,400	\$ 0	\$ 0

Regional Trail Network Safety and Expansion Project

AT A GLANCE

2022 Request Amount:	\$22,400
Priority Ranking:	1
Project Summary:	\$22.4 million in state funds is requested to complete design and construction of the Three Rivers Park District's Regional Trail Network Safety and Expansion Project, located in suburban Hennepin County. The project will expand and improve Three Rivers' Regional Trail Network to provide greater connectivity between trails, thereby better positioning the Regional Trail Network as an integral component of the Twin Cities region's non-motorized transportation network.

Project Description

This project improves 13 different regional trails located primarily within Hennepin County. These trails are located across 34 cities in the western half of the metropolitan area. While located in Hennepin County, some of the trails included in the project also connect to regional trails located in and operated by Anoka, Carver and Wright counties. The trails involved in this project are:

1. Bassett Creek Regional Trail (Crystal, Golden Valley, New Hope, Plymouth)
2. CP Rail Regional Trail (Bloomington, Crystal, Edina, Golden Valley, St. Louis Park)
3. Crow River Regional Trail (Carver County, Wright County, Corcoran, Dayton, Delano, Greenfield, Hanover, Independence, Otsego, Rockford, Rogers)
4. Diamond Lake Regional Trail: (Corcoran, Dayton, Long Lake, Medina, Orono, Rogers, Wayzata)
5. Eagle Lake Regional Trail (Maple Grove, Minnetonka, Plymouth)
6. Lake Independence Regional Trail (Corcoran, Hanover, Loretto, Medina, Orono)
7. Luce Line Regional Trail (Golden Valley, Medicine Lake, Minneapolis, Plymouth)
8. Medicine Lake Regional Trail (Champlin, Dayton, Maple Grove, Plymouth)
9. Minnesota River Bluffs Regional Trail (Carver County, Chanhassen, Chaska, Eden Prairie, Hopkins, Minnetonka)
10. Nine Mile Creek Regional Trail (Edina, Hopkins, Minnetonka, Richfield)
11. Rush Creek Regional Trail (Brooklyn Park, Dayton, Maple Grove, Rogers)
12. Shingle Creek Regional Trail (Brooklyn Center, Brooklyn Park, Minneapolis)
13. West Mississippi River Regional Trail (Brooklyn Center, Brooklyn Park, Champlin, Dayton)

The project can be broken down into three primary categories: construction of 14 miles of new regional trails, reconstruction of 9 miles of existing regional trails, and construction of two grade-separated trail crossings (tunnels) under busy roads.

The total estimated project cost is \$44.8 million, including all aspects of design and construction. Three Rivers Park District is requesting 50 percent (\$22.4 million) of funding through State Bonds to help complete the project. The balance of the project will be funded through a secured federal transportation grant of \$2.6 million, and through local match funds from Three Rivers Park District. Three Rivers will also seek to secure additional local match funding from partners such as Hennepin

County and the Metropolitan Council.

Project Rationale

Three Rivers Park District's Regional Trail Network currently includes more than 165 miles of multi-use trails located primarily in suburban Hennepin County. Three Rivers' Regional Trail Network typically served more than 5.5 million visits each year. In 2020, visits to the Regional Trail Network are estimated to have more than doubled, and this increased use of the system is expected to continue in the coming years.

Three Rivers Park District's Regional Trail Network serves dual roles. It is a recreational amenity for bicyclists, walkers, runners, in-line skaters and dog-walkers, and it also forms a vital component of the arterial non-motorized transportation network for bicyclists. Use of the trail network is changing from recreation to transportation, with transportation purposes representing more than 50 percent of visits on some trails. This project will expand and improve Three Rivers Park District's Regional Trail Network to provide greater connectivity between trails, thereby better positioning the Regional Trail Network as an integral component of the Twin Cities region's non-motorized transportation network. Funding of such an arterial transportation network is beyond the scope, mission, and ability of a natural resources-based park agency.

Project Timeline

The schedule assumes securing State Bonds in 2022, with a five-year window to expend the funds and complete the project. The schedule reflects the needed coordination with secured federal grants, with related park projects, and with staff workload capacity.

The project will follow the draft schedule as shown below:

7/22: Pre-design begins

4/23: Design engineering begins

01/25: Bidding and award of contracts

04/25: Construction begins

06/27: Project Completion

Other Considerations

Metro areas across the nation are competing to attract and to retain businesses and employees. One of the greatest assets Minnesota can offer is our quality of life. The Regional Trail Network plays an important role in making the Twin Cities Metropolitan Area a more desirable place to live, work and play. In addition, the Regional Trail Network provides significant environmental benefits by providing the infrastructure needed for non-motorized transportation, reducing carbon emissions, and reducing congestion on roadways.

To date, the Regional Trail Network across the Twin Cities Metropolitan Area has been built and maintained by Three Rivers Park District and the other nine metropolitan regional park implementing agencies. Use of the trail network is changing from recreation to transportation, with transportation purposes representing more than 50 percent of visits on some trails. Park agency budgets are very small compared to the budgets afforded other transportation network providers such as the Minnesota Department of Transportation and Metro Transit. There is a need for a new funding structure for the regional trail network so that it will not inadvertently consume scarce resources

needed for the acquisition, stewardship, and enjoyment of our world-class regional parks system.

Impact on State Operating Subsidies

Three Rivers will not request any new or additional state operating dollars for this project.

Who will own the facility?

Three Rivers Park District

Who will operate the facility?

Three Rivers Park District

Who will use or occupy the facility?

Three Rivers Park District

Public Purpose

This project will expand and improve Three Rivers Park District’s Regional Trail Network in suburban Hennepin County to provide greater connectivity between trails, thereby better positioning the Regional Trail Network as an integral component of the Twin Cities region’s non-motorized transportation network. Three Rivers’ Regional Trail Network typically served more than 5.5 million visits each year. In 2020, visits to the Regional Trail Network are estimated to have more than doubled, and this increased use of the system is expected to continue in the coming years.

Description of Previous Appropriations

None directly related to this request

Project Contact Person

Boe Carlson
Superintendent
763-559-6761
Boe.Carlson@ThreeRiversParks.org

(\$ in thousands)

Regional Trail Network Safety and Expansion Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$22,400	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$2,600	\$0	\$0
Pending Contributions				
Other Local Government Funds	\$0	\$19,800	\$0	\$0
TOTAL	\$0	\$44,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$896	\$0	\$0
Predesign Fees	\$0	\$448	\$0	\$0
Design Fees	\$0	\$7,884	\$0	\$0
Project Management	\$0	\$1,972	\$0	\$0
Construction	\$0	\$33,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$44,800	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Water Treatment Facility Improvement	1	GO	\$ 1,750	\$ 0	\$ 0
Total Project Requests			\$ 1,750	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,750	\$ 0	\$ 0

Water Treatment Facility Improvement**AT A GLANCE****2022 Request Amount:** \$1,750**Priority Ranking:** 1**Project Summary:** The City of Tower is applying on behalf of the Tower Breitung Wastewater Board and are requesting \$1,750,000 in state funds to upgrade our water treatment facility.**Project Description**

The City of Tower and the Tower Breitung Wastewater Board (TBWWB) are upgrading the water treatment facility to meet Department of Health drinking water standards. Improvements will include Water Treatment Plant Improvements, Abandonment of existing wells, Improvements to existing wells, and replacement of the main service line to the City of Tower. The City of Tower did receive \$3,375,000 from the US Army Corps of Engineers and have secured an additional \$675,000 in local funds. The total estimated cost of the project is \$5,800,000.

Project Rationale

The Minnesota Department of Health has recently identified potentially harmful levels of disinfection byproducts (DBP) in the water distribution system. These DBP's are typically a result of the chemical interaction of chlorine with natural organic material (such as naturally occurring tannins and other organic material) in the source water. These organic materials are not easily removed by a conventional iron/manganese removal WTP such as the City's current filtration plant. MDH issued an operational evaluation level exceedance for DBP's, which set in motion a public notification phase, followed by an enhanced testing and monitoring program, along with a requirement for an operational evaluation.

Project Timeline

Engineering Design/Permitting - 09/2022

Project Bid - 03/2023

Award Contract - 04/2023

Begin Construction - 05/2023

Project Completion - 12/2024

Other Considerations

Tests were recently made at the water plant that detected microbes that could make someone sick. Any time a pathogen is detected in water, there is a possibility that individuals could become sick from drinking the water. The level of concern is higher when pathogens are detected versus indicator organisms (which cannot make people sick from drinking water but do not indicate a pathway to contamination), when there are multiple detections when concentrations are elevated, and/or when a pathogen is cultured or observed with a microscope. Results from the wells showed that we meet one or more criteria for a higher level of concern.

Impact on State Operating Subsidies

The City does not intend to seek State grants to support the operation and maintenance of this facility.

Who will own the facility?

Tower Breitung Waste Water Board and the City of Tower

Who will operate the facility?

Tower Breitung Waste Water Board and the City of Tower

Who will use or occupy the facility?

Residents and Vistors to the City of Tower (pop 500) and Breitung Township

Public Purpose

Municipal Water System

Description of Previous Appropriations

None.

Project Contact Person

Victoria Ranua
Clerk/Treasurer
218-753-4070
clerk.treasurer@cityoftower.com

(\$ in thousands)

Water Treatment Facility Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,750	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$3,375	\$0	\$0
Pending Contributions				
Other Local Government Funds	\$0	\$675	\$0	\$0
TOTAL	\$0	\$5,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$350	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,450	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,800	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Trunk Sanitary Sewer Reconstruction	1	GO	\$ 7,292	\$ 0	\$ 0
Total Project Requests			\$ 7,292	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,292	\$ 0	\$ 0

Trunk Sanitary Sewer Reconstruction**AT A GLANCE**

2022 Request Amount:	\$7,292
Priority Ranking:	1
Project Summary:	\$7,292,045 in state bond funding to design, construct, and equip the repair and reconstruction of significant portions of the sanitary sewer collection system in the City of Tyler. The project will greatly reduce the frequency of raw sewage from backing up into homes, reduce the amount of inflow and infiltration into the City's sanitary sewer system, and allow for the connection of a newly built PreK - 12 grade school facility and future construction of a new Avera medical facility.

Project Description

The City of Tyler is committed to managing its public works facilities to minimize public health risks and improve the quality of life for its residents.

The planned trunk sanitary sewer project includes the reconstruction/replacement of the city's main lift station, replacement of the Oak Street sewer main, and a new sanitary sewer main along County State Aid Highway 8 (CSAH 8) with associated road repairs.

The reconstruction and replacement of the city's main lift station is designed to handle planned flows and provide remote monitoring and control of the sanitary system.

The replacement and installation of the 2.3 mile sewer main will provide increased flow capacity by replacing undersized aging infrastructure with larger diameter pipe and re-directing the sewage flows to allow the system to gravity flow to the sanitary sewage collection system on the northwest edge of the city. By re-directing the sewage flow from the area south of Oak Street, the present issue with sewage back-ups on Oak Street will be corrected.

Once the project is complete, the city will be able to provide permanent service to the newly constructed Russell, Tyler, Ruthton (RTR) school facility that is located on CSAH 8 and future plans to construct a new regional Avera Tyler Medical Facility on CSAH 8 will be made possible.

In addition, by repairing/replacing the city's sewage infrastructure, the City will be reducing the amount of inflow and infiltration (I&I) into the city's sanitary sewage treatment facility. The reduction in I&I will open up the opportunity for growth in Tyler by enabling the connection of residential homes and businesses into the city's sanitary sewer system where they are currently being restricted do to excess I&I entering into the city's system.

Project Rationale

Tyler is a City of Lincoln County, Minnesota, with a population of 1,143 at the 2010 census. The City is centrally located in southwest Minnesota between the Pipestone and Marshall Areas attracting a large amount of traffic along US Highway 14 and State Highway 23.

The prosperity level in Lincoln County is \$46,569 and about 12 percent of the population is at or below poverty level.

The City prioritizes capital projects based on need and affordability. The project proposed has been identified as the city's highest priority due to the present public health threats that have been caused by sewage backups into several residential homes along Oak Street. However, with the current construction bids exceeding the city's affordability range, the City has paused the construction of the project and is requesting financial assistance to resolve the public health threat.

The capacity issues paired with back-to-back flooding events in 2018 and 2019 resulted in significant public health threats as sewage began to back up into residential homes and businesses. To date, several residents remain at risk of sewage back-ups and the issue is not able to be resolved until the capacity of the sewer main pipes is increased and the flows of the sanitary sewer system is re-routed.

The present condition of the sanitary sewer system infrastructure has also caused delays in the development of the new RTR school, Avera Tyler Medical Facility, and potential expansion of commercial and residential property.

In 2019 the RTR school district passed a referendum to construct a new regional school facility in the city of Tyler. The construction of the school forced the city to install a temporary sewer force main in 2020 to provide the school with a connection to the city's present sanitary system. The proposed sanitary sewer improvements are needed to enable the flow from the school facility to gravity flow to the north rather than being forced through the city.

The selected site for the school was chosen to take advantage of existing transportation infrastructure. With the hospital looking to develop the neighboring property, the site also serves as a strong opportunity for both the Hospital and School to work together in education opportunities for the students. The site has adequate space for future expansion if needed to meet community growth and changing educational trends.

In addition, the new sewer project is a big part of why the school and medical facility have selected to be located in the City of Tyler. The project has the potential to have a larger economic impact by providing educational opportunities to high school students that are not currently available that will translate into job skills that attract employers. The new sanitary sewer and existing transportation infrastructure will also open up additional commercial development opportunities along a rail line and close to Highway 14 where these new job skills can be used. Without this sewer project, it would be impossible to provide these opportunities for continued community vitality and growth.

Project Timeline

The city's trunk sanitary sewer project is shovel ready; however, with the significant cost increase of materials, most specifically PVC pipe, the project that was originally estimated at \$4,444,000 has reached an unaffordable level and the City is seeking financial assistance to make the project affordable.

Other Considerations

The City has received all required permits and the sanitary sewer project is listed number 15 on the State's 2021 Intended Use Plan (IUP).

Impact on State Operating Subsidies

Who will own the facility?

City of Tyler

Who will operate the facility?

City of Tyler

Who will use or occupy the facility?

The City of Tyler and its residential and commercial users. School aged children from the Russell, Tyler, and Ruthton school district within Lincoln, Lyon, and Pipestone counties. Residents from southwest Minnesota who frequent the Avera Tyler Medical Center.

Public Purpose

The City of Tyler's construction of the trunk sanitary sewer provide reliable sanitary service by correcting the existing problems that result in sewage backups into homes and businesses. The project will also provide opportunity for the permanent connection of the new Russell-Tyler-Ruthton (RTR) school building and the newly proposed Avera Tyler Marshall Medical Center. The opportunity to save operational costs to the school district while providing improved educational opportunities will be an economic driver to the community and the region. The new school and new hospital facility will improve livability of the community. The existing transportation infrastructure with the new sanitary sewer line and improved community livability will attract residents and businesses to the area. Without this sewer project, it will be impossible to proceed with any of this development.

Description of Previous Appropriations

This application has not received previous appropriations.

Project Contact Person

Stephanie LaBrune
City Administrator
507-247-5556
cityadmin@heartlandpower.org

(\$ in thousands)

Trunk Sanitary Sewer Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$7,292	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$7,292	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$60	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$622	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,510	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,292	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
City-wide Infrastructure Project Phase 2	1	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 10,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,000	\$ 0	\$ 0

City-wide Infrastructure Project Phase 2

AT A GLANCE**2022 Request Amount:** \$10,000**Priority Ranking:** 1

Project Summary: The objective of the project is to improve the condition of the existing streets/avenues, sidewalks, sanitary sewer collection, water distribution, and storm water drainage systems, as specifically defined throughout this report. Improvements will include upgrading various components to meet current design standards. The City of Virginia is requesting \$10,000,000 in state funds for the design and construction of Phase 2 of their City-wide Infrastructure Project.

Project Description

The City of Virginia is currently designing and constructing phases 1 and 2 of their new City-wide Infrastructure Project. Phase 1 consists of a total reconstruction of streets and infrastructure on 3rd Avenue West, 3rd Street South, 8th Avenue West, Pine Mill Court and portions of Southern Drive. This phase has been designed and is currently under construction and will be completed by the end of 2022. The total cost for the completion of Phase 1 is estimated to be \$10,500,000. The City of Virginia will be completing this phase with local and city funds.

Phase 2 consists of the total reconstruction of 6th Avenue West, 10th Avenue West, 14th Avenue West, 13th Street South, 17th Street South, 20th Street South, Chestnut Street Traffic Signals and the completion of Southern Drive. The full reconstruction of this phase includes street pavement, water mains, sanitary sewer lines, storm sewer system upgrades, curbs, gutters, street crossways and necessary sidewalk replacement. The total cost estimate of Phase 2 is \$10,000,000. The City of Virginia is requesting \$10,000,000 from bonding bill funds to complete Phase 2. It is anticipated that construction will begin in the spring of 2023. Proposed improvements to the roads include a full reconstruction of the subgrade, base, curb and gutter, and surface. The road will be surfaced with bituminous pavement. The overall width of all roads will be designed to meet State Aid standards. Perforated polyethylene (PE) drain tile pipe will be installed at the bottom of the road section to allow for subgrade and base drainage to help keep water out of the road bed and significantly reduce possible failures (i.e., settlement, heaving, cracking, etc.).

Project Rationale

All of this work will be completed in compliance with local and state standards. There have not been any major improvements on the streets for many years other than patchwork and the streets are very deteriorated with drainage problems, cracking, potholes and bumps. The existing infrastructure under the streets are old, deteriorated and have outlived their useful life. The improvements on these streets will help to improve traffic flow, increase capacity, allow for safer pedestrian and motor vehicle traffic and will reduce congestion in this area of the city. The upgrade of the storm water system, water mains and sanitary sewer lines will greatly reduce the amounts of inflow/infiltration

that enters the system and is costly to treat.

Project Timeline

Phase 2 Engineering Design/Permitting Start – 09/2022
Project Bid for Phase 2 – 03/2023
Award Contract -Phase 2 – 04/2023
Begin Construction – 05/2023
Project Completed – 12/24

Other Considerations

Large numbers of residents that live in Virginia and a significant number of rural residents currently use this street system to access the many businesses located in the various commercial, retail and light industry section of the city as well as the schools, medical facilities, sporting complexes, churches and social clubs.

Impact on State Operating Subsidies

The City of Virginia does not intend to seek state grants to support the operation and maintenance of this project.

Who will own the facility?

City of Virginia

Who will operate the facility?

City of Virginia

Who will use or occupy the facility?

All residents, community members, business owners, tourists, visitors and travelers that utilize the streets in Virginia

Public Purpose

The public purpose is to provide well maintained and safe streets and updated water and sewer systems for the residents and visitors.

Description of Previous Appropriations

City of Virginia has been allocated funds for the Virginia Public Safety Center and the Miners Memorial Building Renovation and Restoration Project.

Project Contact Person

Britt See-Benes
City Administrator
218-748-7500
britts@virginiamn.us

(\$ in thousands)

City-wide Infrastructure Project Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
City Funds	\$10,040	\$1,447	\$0	\$0
Pending Contributions				
TOTAL	\$10,040	\$11,447	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$985	\$928	\$0	\$0
Design Fees	\$394	\$104	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$8,661	\$8,665	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,750	\$0	\$0
TOTAL	\$10,040	\$11,447	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Wabasha Resiliency Project (Highway 60 Re-Route)	1	GO	\$ 4,334	\$ 0	\$ 0
Wabasha Port Facility	2	GO	\$ 12,375	\$ 0	\$ 0
Total Project Requests			\$ 16,709	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 16,709	\$ 0	\$ 0

Wabasha Resiliency Project (Highway 60 Re-Route)

AT A GLANCE

2022 Request Amount:	\$4,334
Priority Ranking:	1
Project Summary:	\$4.334 million in state funds is requested to re-route a highway to increase traffic safety, relocate an existing athletic field, restore a Mississippi backwater for recreation and habitat quality, while activating a near downtown neighborhood for mixed use development in Wabasha, Minnesota. The project costs include pre-design, engineering, and construction.

Project Description

The City of Wabasha is requesting a project that would improve the regional transportation system and have an important regional economic development impact. The City is proposing a project that would construct a new roadway segment, allowing for the realignment of Trunk Highway 60 within the city. The current Trunk Highway 60 alignment routes truck traffic through residential neighborhoods, is subject to frequent closure due to flooding, is height restricted due to a railroad bridge, and includes multiple intersections in residential areas near schools and child-care facilities. The new alignment would route truck traffic away from residential areas, reduce intersections, and eliminate height restrictions and flooding concerns, ultimately reducing travel times and improving vehicle and pedestrian safety. Relocation of the athletic field facilities would allow for the proposed realignment, and replace current facilities that are in major disrepair with a newly rebuilt recreational facility that would help positively engage youth year-round (baseball fields, volleyball courts, hockey rink, and skate park).

Finally, the land surrounding the new highway would have new public infrastructure added to allow for future mixed use residential and commercial development that is desperately needed in the community. The improvements also include the creation of trail connectivity to parks, dredging of a slough to create cleaner water habitat and restore a Mississippi backwater for recreation. As Wabasha is an important regional tourist destination, these improvements will have a state-wide economic impact.

The total cost for this project is \$12,054,000. The City is requesting \$4,334,000 from State Bonds. The other sources of financing for this project are City bonding, State Highway Jurisdictional Transfer revenues, potential federal funding.

Highway 60 Reconstruction: \$6,400,000 (City bonds, revenue-based bonds through projected revenue from "MN Dot Turnback Funding" program, federal funds)

Athletic Fields: \$1,132,000 (City bonds), \$880,000 (Capital Budget Request)

Zumbro Slough Dredging and Aerators (Water Quality) \$1,100,000 (Capital Budget Request)

Bike/Walk Trail Extension, Sidewalk Connections \$250,000 (Capital Budget)

Total State Request: \$2,230,000

City / Other funds: \$7,720,000

Total: \$12,054,000

Project Rationale

1. This project has been 20 years in the making for a rural Minnesota community and the project possesses significant community support, having undergone significant public participation and community planning.
2. This request to construct a new route for Highway 60 will have important state-wide impact by improving transportation through a safer, more reliable, and more efficient route, highway alignment.
3. The project will significantly improve bicycle and pedestrian safety for historically marginalized communities by re-routing dangerous truck traffic away from schools, child-care, and residential areas. It will also create trail connections to grocery stores and commercial.
4. The project will improve water quality and habitat in the backwaters of the Mississippi River (the Zumbro Slough), create economic development, housing, and jobs, and create opportunities for youth engagement for a rural community facing a declining population.
5. The public infrastructure created a result of this project will create opportunities for new, affordable, mixed-use residential and commercial development, creating job opportunities in a walkable neighborhood.

Project Timeline

- Preliminary Design and Environmental Review – May 2022 – April 2023
- Final Design and Bidding – May 2023 - February 2024
- Construction – May 2024 – June 2025

Other Considerations

This project was designed and developed from 2017-2019 with grant support from the Minnesota Design Center, University of Minnesota. The University of Minnesota worked in partnership with the City of Wabasha on the Greater Minnesota's Futures, a pilot economic development project funded by the State that identified effective, 21st century economic development strategies for Greater Minnesota communities under 5,000 by building upon existing community assets and existing state programs of assistance. The project's goals were to strengthen communities by getting added community value and state value to state investments in Greater Minnesota projects that impact its economic present and future. An efficient and effective transportation system is at the heart of 21st century economic development. This project has had significant community engagement and has preliminary designs and engineering estimates.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Wabasha

Who will operate the facility?

City of Wabasha

Who will use or occupy the facility?

the Wabasha Community

Public Purpose

This project will involve a public highway, public trails and sidewalks, an athletic field owned and operated by the City for public recreational use, a waterway and smaller park features for access by the public.

Description of Previous Appropriations

None.

Project Contact Person

Caroline Gregerson
City Administrator
651-560-4860
cityadmin@wabasha.org

(\$ in thousands)

Wabasha Resiliency Project (Highway 60 Re-Route)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,334	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$3,720	\$0	\$0
Other Local Government Funds	\$0	\$4,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$12,054	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$600	\$0	\$0
Construction	\$0	\$9,350	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,104	\$0	\$0
TOTAL	\$0	\$12,054	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Wabasha Port Facility

AT A GLANCE

2022 Request Amount:	\$12,375
Priority Ranking:	2
Project Summary:	\$1,237,500 in state bond funds is requested to construct a new Mississippi River Port Facility in the City of Wabasha. Construction includes sheet pile dock, mooring facilities, truck scale and kiosk, field office, access roadway, site work and utilities, access to channel dredging.

Project Description

The construction of this port facility will provide the City of Wabasha with certainty and control over the management of dredged material from the river in Lower Pool 4. The U.S. Army Corps of Engineers (USACE) is responsible for maintaining a navigation channel in the Mississippi River to allow for the cost-effective movement of bulk commodities along the river. In order to maintain the navigation channel, regular removal of sediment is required through dredging. The City of Wabasha plans to enter into an agreement with USACE, the first of its kind, where the City of Wabasha would be responsible for the movement of dredged material from USACE temporary island storage sites to the port facility site, where it would be transferred to trucks and hauled to permanent placement sites selected by the City. This agreement will also allow for beneficial reuse of the dredged material, which will have positive regional and state-wide environmental and economic benefits. In addition, this would ensure that the Mississippi River continues to remain navigable for the transportation of goods and services.

The project request includes construction of a sheet pile dock and mooring facilities, truck scale and kiosk, field office, access roadway, site work and utilities, and access channel dredging. The total cost of the project is \$3,100,600. The City of Wabasha is requesting \$1,237,500 in State Bond Funds to complete the project funding, which also includes MnDOT Port Development Assistance Program Funding (\$755,000 awarded) and a local match of \$1,108,100.

Project Rationale

In May of 2017, the USACE published a draft of a proposed long-term plan for managing dredged material in Lower Pool 4 of the Upper Mississippi River adjacent to the City of Wabasha. This draft Dredged Material Management Plan (DMMP) described a Tentatively Selected Plan (TSP) that would have involved a new on-shore transfer site for dredged material adjacent to a residential neighborhood in Wabasha, referred to as the Southside Fitzgerald site. The TSP also identified an agricultural site south of Wabasha, referred to as the Drysdale Farms site, as a permanent placement site for dredged material.

During the public comment period for the DMMP, the City of Wabasha identified significant legal, socioeconomic, and environmental concerns and objections to the use of these sites. The specific impacts to the City of Wabasha included the movement of more than 226,000 cubic yards (CY) of

dredged material directly through the heart of Wabasha every year for the next 40 years. This would have involved approximately 70 trucks per hour going in and out of a residential neighborhood during the annual hauling period and large piles of dredged material stockpiled between existing residences and the river.

Following the comment period for the DMMP, the City of Wabasha worked with the USACE to develop potential alternatives to the USACE TSP that would mitigate and minimize the City's concerns by finding an alternate on-shore transfer site and permanent placement sites for the dredged material. These efforts resulted in a Memorandum of Understanding (MOU) between the City and the USACE to develop an agreement under Section 217(d) of the Water Resources Development Act (WRDA) for the construction, operation, and maintenance of a port facility as the alternate on-shore transfer site.

The agreement, the first of its kind, is an innovative proposal to partner local government with the USACE to keep the Mississippi navigable, while benefiting the local economy, sustaining family supporting jobs, and mitigating negative environmental and social impacts.

Under the Section 217(d) agreement, the USACE would continue to dredge the navigation channel and place material on temporary island storage sites, as they currently do. The City of Wabasha would then be responsible for the movement of dredged material from the temporary island storage sites to the port facility site where it will be transferred to trucks and hauled to permanent placement sites selected by the City.

The proposed port facility location is located away from residential neighborhoods, with close access to County and State Highways, which will mitigate trucking concerns the City had with the original USACE proposed on-shore transfer site. The permanent placement sites will largely consist of existing local sand and gravel pits and development sites in Wabasha. These new storage sites would put the sand to use to benefit the local economy. These storage sites might eventually support future commercial and residential development efforts in the City and the creation of construction materials, such as concrete.

The construction of this port facility, which is the key element of the Section 217(d) agreement with the USACE, will provide the City of Wabasha with certainty and control over the management of dredged material from the river in Lower Pool 4.

Finally, there is an additional potential economic benefit to the region for the project. The Upper Mississippi River reach between Mile 725 (Winona) and Mile 790 (Red Wing) has historically been under-served with regard to access to river transportation due to the lack of a full-service barge terminal facility located within that reach. This has resulted in river transportation users adding trucking miles and expense to any potential use of the least-cost river transportation mode to either secure bulk inputs (such as fertilizer) or ship production outputs (such as grain and construction materials). A river terminal location at Wabasha will essentially split the difference for access between Winona and Red Wing for existing and potential river transportation users. The facility would provide a potential new river port facility for the transport of bulk commodities such as agricultural products and construction materials, and potential container transport in conjunction with the adjacent Canadian Pacific rail line.

As the state of Minnesota looks to continue to rebuild its public infrastructure and commercial infrastructure and put Minnesotans back to work, this project will be key in supporting the region's growth and economy.

Project Timeline

Environmental Review – July 2021 - July 2022

Preliminary Engineering – July 2021 – December 2021

Permitting – August 2022 – November 2022

Construction Plans and Specifications – August 2022- December 2022

Bidding and Contract Award– January 2023

Construction – May 2023 – September 2023

Port Facility Begins Operations – Spring 2024

Other Considerations

N/A

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Wabasha

Who will operate the facility?

City of Wabasha

Who will use or occupy the facility?

City of Wabasha

Public Purpose

Transportation

Description of Previous Appropriations

None.

Project Contact Person

Caroline Gregerson

City Administrator

651-412-5553

cityadmin@cityoflacrosse.org

(\$ in thousands)

Wabasha Port Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$12,375	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$7,550	\$0	\$0
City Funds	\$0	\$11,081	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$31,006	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$1,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$5,250	\$0	\$0
Construction	\$0	\$21,250	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,506	\$0	\$0
TOTAL	\$0	\$31,006	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Childcare Center	1	GO	\$ 1,600	\$ 0	\$ 0
Total Project Requests			\$ 1,600	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,600	\$ 0	\$ 0

Childcare Center

AT A GLANCE**2022 Request Amount:** \$1,600**Priority Ranking:** 1**Project Summary:** The city of Warren is proposes to build a 10,000 square foot childcare facility that will double the number of childcare slots in the city and provide a much needed workforce to the region.**Project Description**

The city of Warren has determined that a new facility is to be built to accommodate doubling the number of childcare slots. The center will be built on a parcel owned by the city. The parcel is adjacent to an assisted living and nursing home facility. The proximity to these facilities will provide intergenerational programming that will mutually benefit the young and old! The building will be 10,000 square feet. This will provide 110 licensed childcare slots, a Headstart Early Childhood program for Marshall County and 15 school aged summer spots. The Headstart Early Childhood program and the summer age program will use the same square footage therefore maximizing revenue generators. The construction is a VB-slab on grade, wood construction with exterior vinyl siding and asphalt shingled roof. A playground and asphalt parking lot will be constructed outside of the facility to accommodate State regulations and ease of drop off for children. Most of the equipment and furnishing will be moved from the existing center. Since the facility is doubling in size, the needed additional furnishing and equipment are included in the \$1,600,000 cost. Much thought went into the design of the building so it is conservative, efficient and functional along with maximizing revenue per square foot.

Project Rationale

Warren is a growing community and is a bedroom community to three regional centers. There has been a surge in young families moving to the community due to the good school system and smaller town living. To help employers find quality employees and keep them, childcare is essential to the area. There is a need for employees and a need for childcare. Warren is positioning itself to provide childcare so the hospital, nursing home, school and county have employees.

The city of Warren collaborated with First Children's Finance to determine the childcare needs for the community. The data compiled shows that there are 187 unfilled daycare slots in Warren. The current slots available are 82. That number is the licensed spots which are all filled. With the need to fill so many slots, a larger facility does need to be built. A home daycare can only license for ten; which there is room for a larger facility and home daycares to open. City leaders have determined that if childcare is not addressed in Warren, it will put undue hardship on businesses and organizations to recruit and hire employees. The proposed facility of 10,000 square feet will provide 110 daycare slots and cashflow as the space maximizes each square foot. The existing childcare is licensed for 52 slots. The square footage of the facility does not allow for expansion and there is not greenspace to expand

the current facility. The condition of the facility is very good, and the building will be repurposed, possibly into a pod design for more childcare. The footage inside the building also handicaps the facility from maximizing profits due to the ratio of children to teacher from the State of Minnesota. The existing facility cannot accommodate any more slots for childcare.

This facility needs to be built to help the childcare shortage in the area. City leaders have determined that a childcare facility is the number one priority to help sustain the region economically.

Project Timeline

The design of the center has been completed by the architectural firm of ARI from Hibbing Minnesota. A bid package will be completed to advertise and award bids in early spring 2022. The successful contractor is anticipated to begin construction early summer 2022 with completion being late fall 2022. The city owns the parcel of land and the parcel is ready to be built on therefore eliminating any delays. In discussions with the architectural firm, this timeline is obtainable. Time is of an essence with the expansion near completion of DigiKey in Thief River Falls, MN. Digikey will need an additional 1,000 workers so Warren's childcare center needs to be up and running by the end of 2022.

Other Considerations

Warren is a town of 1,600 people in the north west corner of the State. Warren is located 30 miles from Thief River Falls, Crookston and Grand Forks, ND. The city has embraced being a bedroom community with the robust employment options available in NW Minnesota. Six years ago, a childcare center opened to provide childcare to the new residents of the community.

Being a bedroom community, Warren provides over 450 workers to the areas surrounding the city. One quarter of the residents drive to Thief River Falls, Crookston or Grand Forks. With the Digikey expansion happening in Thief River Falls that will provide 1,000 additional jobs to the region, Warren needs to gear up to help provide the work force needed.

Childcare is the one thing young couples look at when determining employment. We are at the point of a crisis to provide child care to help provide a workforce to the area.

Warren is a micro regional community. There are 784 people employed in Warren and 66% commute into the city. Warren serves a regional significance not only in providing a work force but having jobs people commute to. A childcare center that is double in size would be a huge boost to the region to help fill positions.

Warren wants to build a large center that will provide consistency and utilize economies of scale. Community leaders have worked together to create a solution and have concluded that State bonding dollars are needed to provide this investment for our region.

Impact on State Operating Subsidies

This facility will not have an impact on state operating subsidies. The facility will be supported by the fees that are paid by the families using the childcare center. The cashflow projections show a breakeven with very little profit but it should be self-sustaining.

Who will own the facility?

The city of Warren will own the building and lease to the childcare center. The childcare center is a not for profit entity. There will also be a management agreement in place to allow the city of Warren to monitor financial statements and assure the needed service is being provided.

Who will operate the facility?

The city of Warren will operate the project during construction thru completion.

Who will use or occupy the facility?

The childcare facility will occupy the building under a lease agreement and a management agreement after construction is complete.

Public Purpose

The childcare facility will be available for any family to access without cost barriers as county/state childcare funding assistance will be accepted. The facility will be diverse and inclusive. The public purpose of the childcare center is to provide much needed childcare to a region that needs a workforce.

Description of Previous Appropriations

The city of Warren has never received any previous appropriations.

Project Contact Person

Shannon Mortenson
218-745-5343
shannonm@warrenminnesota.com

(\$ in thousands)

Childcare Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$1,600	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$132	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,166	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$200	\$0	\$0
Inflationary Adjustment	\$0	\$102	\$0	\$0
TOTAL	\$0	\$1,600	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
West Water Tower	1	GO	\$ 3,014	\$ 0	\$ 0
Total Project Requests			\$ 3,014	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,014	\$ 0	\$ 0

West Water Tower**AT A GLANCE**

2022 Request Amount:	\$3,014
Priority Ranking:	1
Project Summary:	\$3.014 million in state funds is requested to acquire land, design, and construct a 1-million-gallon water tower in Waseca, Minnesota.

Project Description

The City would purchase approximately 1.6 acres of land that has been identified as a suitable location for a 1-million-gallon water tower. An engineering firm would be retained to design the water tower, which would include any required site evaluations and geotechnical services and assist the City in soliciting bids for the construction of the water tower. Engineering firm(s) would also be retained to review the design, manage the project, and inspect the contractor's work. Based on bids and advice from our engineers the City will select a contractor qualified to build the water tower.

Total project cost is estimated at \$6.028 million. The City is in the early stages of project development and has not yet identified all potential funding sources. The City will investigate funding through the U.S. Department of Commerce's Economic Development Administration and is also examining its own capacity to fund a project. Significant capital needs related to existing infrastructure pose a challenge to City funding.

Project Rationale

The project will improve fire safety for industrial properties on the west side of Waseca that provide significant employment and also facilitate future community growth. When Conagra agreed to construct a new vegetable processing facility in Waseca, a facility that contracts with tens of thousands of acres of farmland across the region, the City agreed to seek funding for a water tower. A water tower is also required to encourage City growth and to assist us in bypassing large tracts of land that may not be developed due to its use as vegetable process water spray fields, City of Waseca Airport property, and as the site of the University of Minnesota's Southern Research and Outreach Center.

Project Timeline

Water Tower Design would commence immediately upon securing all necessary funding for the project. Site acquisition would begin immediately upon an authorization to proceed from the state. Assuming this would occur in 2022, Design work would begin by September 1, 2023, construction would likely begin by July 1, 2024 with substantial completion by August 1, 2025. The City will make every effort to conduct site acquisition and project design concurrently to accelerate this timeline.

Other Considerations

Impact on State Operating Subsidies

There will be no impact on State operating subsidies. The City of Waseca will be able to maintain a new water tower within our current utility rate structure.

Who will own the facility?

City of Waseca

Who will operate the facility?

City of Waseca

Who will use or occupy the facility?

City of Waseca will occupy this project for the use within their water distribution system.

Public Purpose

Increased public safety and retention/stimulation of existing and new manufacturing and agribusiness employment in Southern Minnesota.

Description of Previous Appropriations

There are no previous State appropriations for this project.

Project Contact Person

Lee Mattson
City Manager
507-835-9747
leem@ci.waseca.mn.us

(\$ in thousands)

West Water Tower

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,014	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$3,014	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$6,028	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$400	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$675	\$0	\$0
Project Management	\$0	\$75	\$0	\$0
Construction	\$0	\$3,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,078	\$0	\$0
TOTAL	\$0	\$6,028	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Trunk Highway 36 and CSAH 17 (Lake Elmo Avenue) Interchange Project	1	GO	\$ 15,000	\$ 0	\$ 0
Washington County Historic Courthouse Restoration	2	GO	\$ 2,500	\$ 0	\$ 0
St. Croix Bluffs Regional Park Boat Launch	3	GO	\$ 600	\$ 0	\$ 0
CSAH 5 (Stonebridge Trail) and Browns Creek State Trail Connection Project	4	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 21,100	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 21,100	\$ 0	\$ 0

Trunk Highway 36 and CSAH 17 (Lake Elmo Avenue) Interchange Project**AT A GLANCE****2022 Request Amount:** \$15,000**Priority Ranking:** 1**Project Summary:** Washington County is requesting \$15 million in state funds for the construction and land acquisition for a new interchange at the intersection of TH 36 and CSAH 17 located in the cities of Lake Elmo and Grant.**Project Description**

Washington County is leading the Trunk Highway (TH) 36 and CSAH 17 (Lake Elmo Avenue) Interchange Project, in cooperation with MnDOT, the cities of Grant and Lake Elmo. The project location is the existing at-grade signalized intersection of TH 36 and Lake Elmo Avenue. TH 36 is a principal arterial roadway that runs east-west approximately 20 miles in length from I-35W in Roseville to the Wisconsin border at Stillwater. TH 36 provides a connection with Wisconsin State Highway 35 via the St. Croix Crossing Bridge, which opened in late 2017. The St. Croix Crossing Bridge connects TH 36 with Wisconsin, and acts as a regional gateway.

Washington County has secured \$10 million in federal funds for the TH 36/Lake Elmo interchange project through the 2020 Regional Solicitation process. These funds must be spent by 2025 or the county will have to return the funds to the federal government. The county has committed \$6 million dollars to this project. The cities have committed a total of \$ 4 million dollars. The remaining project partner is the State of Minnesota, which has not yet committed any funds to this major transportation project that will improve regional safety and capacity.

Within the project area, TH 36 is a four-lane divided expressway section. Lake Elmo Avenue is a two-lane roadway and is functionally classified as an A-Minor Connector.

Since the opening of the St. Croix Crossing Bridge in 2017, traffic volumes on TH 36 have increased to the point that the traffic demand is exceeding the capacity of the at-grade intersection, which in turn results in extended periods of heavy congestion and an unacceptable level of service during peak hours. This project is focused on addressing the safety hazards associated with this intersection. Currently, this at-grade intersection is a sustained crash location with 90 crashes between 2016 and 2018 including 1 fatality. This project will greatly improve safety while preserving the existing capacity along TH 36 by constructing an interchange at the existing signalized intersection. This project eliminates an at-grade intersection along TH 36 and helps achieve the expressway vision of this important inter-regional corridor. The selected interchange design would not preclude the expansion of TH 36 from four to six lanes, if desired by the region in the future. This intersection change would be combined with local street improvements to improve traffic safety in the corridor. The interchange will remove accesses within a half mile of the project and median crossings within a mile of the project. The existing frontage road north of TH 36 will be connected or rerouted to accommodate the

new interchange design. A 10-foot trail along the west side of the CSAH 17 will go under TH 36 to create a separated facility for multimodal users.

Project Rationale

The existing intersection is an impediment to consistent interregional corridor speeds of 55 mph and safe travel. Removing the traffic signal at the intersection will allow TH 36 through-trucks to maintain speed, resulting in improved capacity and reduce travel time and congestion. These improvements will increase corridor safety. The project also preserves the structural integrity (10-ton rated) and smoothness of the pavement, which benefits freight by reducing the number of goods damaged in transit; improving operating and maintenance costs, and reducing driver fatigue.

The primary purpose of this project is to remove the at-grade crossing of CSAH 17 and TH 36 to improve safety and congestion. Currently, this intersection is a sustained crash location which poses a safety hazard to anyone who travels through the intersection using any mode of transportation. The safety concerns at this intersection have been exacerbated by the growing traffic on the TH 36 corridor due to the opening of the St. Croix Crossing Bridge in 2017. The interchange will create a safer environment for users, motorized and non-motorized. The trail associated with the interchange project will bridge a gap in the multimodal network along CSAH 17. This provides a public health benefit through active living but primarily this trail will benefit those who are unable or unwilling to drive and are currently forced to dart to across TH 36 on foot illegally, on a bike with traffic or reroute their trip. With the construction of the interchange and its associated trail, those without cars will be able to safely cross TH 36 via the west side trail. The trail will be accessible to all users, as it will be designed to meet ADA standards and will remove conflicts with pedestrians and traffic.

This critical project has substantial carry-over benefits to the freight system. The location of the project on Minnesota's Principal Freight Network means it is inherently valuable, and will strongly benefit freight movements, more so than projects on other routes. Specifically, this project improves the safety and efficiency of freight movement by constructing an interchange at Lake Elmo Avenue.

The project does not impose adverse human health or environmental effects on existing populations. Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact populations present in the project area.

Project Timeline

This project is expected to enter preliminary design in 2022, final design in 2023 and construction in 2025.

Other Considerations

Washington County has already secured \$10 million in federal funding through the 2020 Regional Solicitation process for this project which must be spent by 2025. The county and cities have committed funds to this project. The state is the only project partner that has not committed funds to this project that improves regional safety and efficiency.

Impact on State Operating Subsidies

Who will own the facility?

MnDOT will own the bridge and ramp facilities. County and city roads will connect to the ramp and bridge facilities.

Who will operate the facility?

MnDOT will operate the bridge and ramp facilities. County and city roads will be operated by their respective entity.

Who will use or occupy the facility?

The interchange and frontage road will be used by the public.

Public Purpose

The TH 36 and Lake Elmo project will improve safety, congestion, and travel time. The construction of the interchange will accommodate the growing traffic volumes including the increase in users from the opening of the St. Croix Crossing Bridge. The grade separation of the interchange will allow users and freight on TH 36 to travel more efficiently through the corridor. This project will improve safety and accessibility in the corridor for motorized and non-motorized users of all ages and abilities.

Description of Previous Appropriations

This project has not received any previous appropriations.

Project Contact Person

Morgan Abbott
Engineer II
651-430-4359
morgan.abbott@co.washington.mn.us

(\$ in thousands)

Trunk Highway 36 and CSAH 17 (Lake Elmo Avenue) Interchange Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$10,000	\$0	\$0
City Funds	\$0	\$4,000	\$0	\$0
County Funds	\$0	\$6,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$35,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$4,000	\$0	\$0
Predesign Fees	\$0	\$1,000	\$0	\$0
Design Fees	\$0	\$2,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$27,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$35,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Washington County Historic Courthouse Restoration

AT A GLANCE

2022 Request Amount:	\$2,500
Priority Ranking:	2
Project Summary:	Washington County requests \$2.5 million in state funding for exterior building restoration and roof and dome replacement for the Washington County Historic Courthouse.

Project Description

The exterior, roof, and dome of the Washington County Historic Courthouse is deteriorating due to its long service life. Notably, leaks in the roof require immediate replacement. Additionally, tuck pointing is required to address cracking and wear on the exterior walls to prevent further damage to the historic structure. An iconic wooden dome structure located at the peak of the roof, the highest viewpoint in Stillwater, requires complete restoration.

Washington County commissioned a complete building and site assessments for the Historic Courthouse in 2017-2018. This report concluded that while the building has been well maintained, repairs to the exterior, roof, and dome are required. Washington County is now actively seeking funding to deliver this project in a responsible, cost-effective, and timely way that will ensure that the Historic Courthouse can continue to be enjoyed for generations.

Project Rationale

Repairs to the roof, exterior, and dome of the Washington County Historic Courthouse would ensure that the building could continue to serve as a historical touchstone, a tourism driver, and a community asset. Proposed improvements will extend the life of the building for almost a century. Maintenance costs of the building, which the county is responsible for, would also be greatly reduced.

Located high on the bluffs on Zion's Hill, overlooking downtown Stillwater, the Washington County Historic Courthouse is the oldest standing courthouse in Minnesota. Today, the Historic Courthouse is a significant asset for the community not only as a symbol of the St. Croix Valley and a tourist attraction but as an important community gathering place.

The Historic Courthouse has been well maintained and the county has invested in improvements. Today, it is open to the public seven days a week and serves as a museum, archives, and community gathering place. It is also used as a rental venue for private events throughout the year, including meetings, workshops, concerts, Eagle Scout ceremonies, plays, and more.

In 2017, Oertel Architects were contracted to do a complete building and site assessment for the Historic Courthouse. This included conducting assessments of the exterior of the building, investigating areas of leakage, conducting destructive roof test openings, documenting deficiencies, and providing recommendations and estimating probable construction costs for repairs or replacements. This report concluded that further investigation into the need for repairs to the roof

and masonry was required.

The county then hired an exterior building survey specialist, Inspec, Inc, the next year (2018) to present a detailed report on the needs and cost estimates for these areas. The Inspec report identified a number of high priority needs for the courthouse. Inspec recommended replacing the roof, as repairs would only extend the life of the roof by three to five years. The exterior walls and bricks, as well, were in poor to average condition, and required repair around the entire building envelope. High wear and cracking was noted especially at vital structural points, such as column bases and building corners.

Project Timeline

June 2021 - December 2022: Condition Assessments, Preliminary Design, Final Design (Washington County funded)

January 2023 - June 2024: Project Construction (State bond request with Washington County match)

Other Considerations

The Washington County Historic Courthouse opened in 1870 during the height of the region's lumber industry. The Greek Revival/Italianate building boasts arched porticos, large windows, English floor tiles, offices, a sheriff's residence, and an elegant second-floor courtroom, which was typical of the era. It was built with local lumber and brick; high on the bluffs overlooking Stillwater and the St. Croix River. The building was a testament to post-Civil War rebuilding and represented the prosperous outlook of the community.

The building is preserved today as a snapshot of the era, containing a 1900 jail, offices, a stately courtroom, and the sheriff's residence. In the early 1960s, the building was nearly demolished and replaced with a modern government center on the site. A grassroots group of citizens banded together and succeeded in twice defeating the bond issue, and an alternate location for the new government center was found.

The Historic Courthouse was placed on the National Register of Historic Places in 1971. Washington County has continually invested in the building. Improvement and restoration efforts have led to multifunctional spaces that can be used for a variety of functions. Air conditioning, an elevator, a kitchen, and ADA compliance improvements were all made.

Washington County began significant restoration work in 1978, which continued through the 1980s. Now a Washington County Parks Division facility, the Historic Courthouse offers daily guided and self-guided tours, activities for families, educational programming for the public, schools and scouts, public events, and private meeting and event rental spaces.

Impact on State Operating Subsidies

Washington County Historic Courthouse Restoration project will not impact the state operating subsidies. The county finances the ongoing maintenance and operations of this facility and will continue to after the project is completed.

Who will own the facility?

Washington County owns the facility and grounds.

Who will operate the facility?

Washington County operates the facility and grounds.

Who will use or occupy the facility?

The Historic Courthouse is staffed by Washington County employees and is open to the general public. The Washington County Historic Courthouse attracts people from the region and beyond, including state, national and international visitors.

Public Purpose

Restoration of the Washington County Historic Courthouse would ensure that the building could continue to serve as a historical touchstone, a tourism driver, and a community asset. Stillwater is often referred to as the birthplace of Minnesota. As the oldest standing courthouse in the state of Minnesota, it brings a sense of civic pride to residents and visitors far beyond Stillwater. Its rotating museum exhibits have highlighted the history from all parts of Minnesota, and both guided and unguided tours are fun and educational.

The building also serves as an active community gathering space. Meeting rooms are rented by members of the community, and the county holds a variety of family-friendly events throughout the year, including a Victorian tea, a ghost tour, a Community Ice Cream Social, and a popular Christmas at the Courthouse Gala & Holiday Bazaar. In 2019, it was attracted 10,462 visitors to the Stillwater area.

Description of Previous Appropriations

Project Contact Person

Wayne Sandberg
County Engineer
651-430-4339
Wayne.Sandberg@co.washington.mn.us

(\$ in thousands)

Washington County Historic Courthouse Restoration

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$2,500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

St. Croix Bluffs Regional Park Boat Launch

AT A GLANCE

2022 Request Amount:	\$600
Priority Ranking:	3
Project Summary:	Washington County is requesting \$600,000 in state funds to design and construct improvements to the boat launch in St Croix Bluffs Regional Park.

Project Description

The existing boat launch in St Croix Bluffs Regional Park is deteriorating due to its high use. Repairs to the existing boat launch and corresponding site improvements are needed to provide safe public access to the St Croix National Scenic Riverway.

Washington County has identified solutions that are responsible, cost-effective, and minimize the duration of the launch closure. Boat launch improvements will consist of replacing the bottom portion of the boat launch and reinforcing the launch to prevent lake bed damage from power loading boats. This project will also require dredging the harbor to improve overall boat launch operation. Site improvements will include improving site accessibility and the fishing pier.

Project Rationale

Washington County completed a study on the St. Croix Bluffs Regional Park boat launch in January 2018. The study concluded that the condition of the boat launch is in need of immediate action and the cost of repair is beyond the current financial resources available to the county.

The existing boat launch has passed its service life and continuous repairs are costly and time consuming. The bottom of the boat launch has a steep slope break and the bottom of the ramp has scoured from users power-loading their boats. When water levels are low, users have a difficult time launching their boats with this slope break and scour hole and boat trailers are bottoming out - causing damage to trailers and axles.

As the park develops and visitation increases, there will be more demand for a boat launch with modern and accessible amenities. The boat launch will build upon planned investments in the park, which include improvements to the fishing pier, campground, playgrounds, trails, and wayfinding.

The project is consistent with an approved Metropolitan Council Regional Park System master plan. The master plan process included a comprehensive technical and public engagement process and was approved by the Washington County Board of Commissioners and Metropolitan Council.

St Croix Bluffs Regional Park fronts 4,000 feet of shoreline along the St Croix River, providing access to the federally-recognized wild and scenic river route. Free-flowing and unpolluted, the St. Croix National Scenic Riverway runs through some of the most scenic country in the Upper Midwest.

Within the county, this is the only publically managed boat launch south of Bayport, for the St Croix River. Furthermore, the boat launch at St. Croix Bluffs Regional Park is a designated access for first responders and personnel responding to emergency situations and safety enforcement on the St. Croix River.

The staff and resources necessary to deliver the boat launch improvements are planned and this project is being actively worked on. If the \$600,000 of state bonding is not dedicated to Washington County, the proposed project will not proceed. Within five years, the deteriorating condition of the boat launch may force Washington County to close it. State bonding will not only make the project possible but will be much more efficient. Economies of scale can be realized for construction activities of grading, utilities, and buildings.

Project Timeline

September, 2022 – July, 2023: Preliminary and Final Design
October, 2023 – December, 2023: Construction

Other Considerations

Washington County parks and trails serve both the county and the greater metropolitan region. As the 7-county regional population looks to welcome and additional 700,000 people, Washington County looks forward to welcoming 80,000 new residents. St Croix Bluffs Regional Park is located in south Washington County, one of the fastest growing areas in the metropolitan area. Families and businesses choose to locate in the county because of the outdoor recreational opportunities and natural beauty our parks and trails provide.

In 2018, residents awarded the Parks system the Top Rated County Service, Top County Characteristic, and the Services and Facilities Most Used by Older Adults. We are a well-used and growing system, so we must continue to develop our parks to meet the demand.

Impact on State Operating Subsidies

The St Croix Bluffs Regional Park boat launch will have minimal impact on the state operating subsidies. The county finances approximately 91% of the overall operations and maintenance for the regional park and trails it manages. Approximately 9% funding for operations and maintenance comes from the state lottery in lieu of property taxes and general fund from the state. Thus, the county will be responsible for approximately 91% of any impact to operations and maintenance costs generated out from this project.

Who will own the facility?

Washington County will own the facility. As an implementing agency of the Regional Park System, the county owns the park land which facilities would be constructed on.

Who will operate the facility?

Washington County will operate the facility.

Who will use or occupy the facility?

St Croix Bluffs Regional Park staffed by Washington County and used by the public as a part of the Metropolitan Regional Park System. The county and the Metropolitan Regional Park System welcome all visitors to our parks.

Public Purpose

Just as water, sewer, and public safety are considered essential public services, parks are vitally important to establishing and maintaining the quality of life in a community, ensuring the health of families and youth, and contributing to the economic and environmental well-being of a community and a region.

Facilities and grounds are available to the public 365 days a year and provide essential services for the public to connect with nature and enjoy the outdoors.

Description of Previous Appropriations

None.

Project Contact Person

Wayne Sandberg
County Engineer
651-430-4339
wayne.sandberg@co.washington.mn.us

(\$ in thousands)

St. Croix Bluffs Regional Park Boat Launch

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$600	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$600	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$180	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,020	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

CSAH 5 (Stonebridge Trail) and Browns Creek State Trail Connection Project**AT A GLANCE**

2022 Request Amount:	\$3,000
Priority Ranking:	4
Project Summary:	Washington County is seeking \$3,000,000 in state bonding to construct a trailhead and trail connection(s) from County State Aid Highway (CSAH) 5 (Stonebridge Trail) to the Browns Creek State Trail.

Project Description

The Browns Creek State Trail is a 5.9 mile trail located in the cities of Stillwater and Grant on a former railroad bed. Over 120,000 users annually access the Browns Creek State Trail, which follows the old Zephyr Railroad Corridor line. The trail was purchased from a private party, through a joint partnership of Washington County and the Minnesota Department of Natural Resources (MnDNR). MnDNR currently owns and maintains this trail that also connects to local parks and trail systems including the Gateway Trail – the most used DNR trail in the entire State of Minnesota.

Users who wish to access the Browns Creek State Trail from City of Stillwater neighborhoods must use an uneven, unsanctioned foot-path down a steep ravine. This project will construct trail access from County Highway 5, with a trailhead and a parking lot as well as pedestrian improvements. This will provide safe, ADA compliant, public access to the Browns Creek State Trail for trail users.

Washington County is leading this project with support from the Minnesota Department of Natural Resources, Stillwater Township and the City of Stillwater. Washington County has identified solutions to this problem that are responsible, cost-effective, and greatly improve public access. Washington County is now actively seeking funding to deliver this project.

Project Rationale

The County Highway 5 to Browns Creek Trail community project will remove an uneven, unsanctioned foot path and construct a trailhead and trail connections from County Highway 5 (Stonebridge Trail) to the Browns Creek State Trail. Additionally, the adjacent roadway will be repaved and repaired to provide smooth lanes and shoulders, as well as separated trail to allow local and regional connections from the community to the Browns Creek Regional Trail.

This project will significantly increase public safety and ADA compliant access for the over 120,000 annual users, including a substantial number of visitors who use the treasured Browns Creek State Trail to visit downtown Stillwater and beyond. This project will significantly increase public safety and access for the over 120,000 annual users from the Twin Cities Metro and greater Minnesota. The trail is a treasured state and regional asset that benefits individuals from all walks of life. The project also includes recognition of a nearby Stone Bridge – the oldest standing bridge in the State of Minnesota.

Project Timeline

This project is planned for construction in 2025 with right-of-way acquisition beginning in 2022.

Other Considerations

Local partners and agencies support this project. The general public has provided comments supporting the need for Browns Creek Trail access from County Highway 5. There is no known opposition to this project.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Washington County will own the project.

Who will operate the facility?

Washington County will operate the project.

Who will use or occupy the facility?

The project will be used by the public.

Public Purpose

The County Highway 5 to Browns Creek Trail community project will remove an uneven, unsanctioned foot path and construct a trailhead and trail connections from County Highway 5 (Stonebridge Trail) to the Browns Creek State Trail. Additionally, the adjacent roadway will be repaved and repaired to provide smooth lanes and shoulders, as well as separated trail to allow local and regional connections from the community to the Browns Creek Regional Trail.

Description of Previous Appropriations

None.

Project Contact Person

Wayne Sandberg
County Engineer
651-430-4339
wayne.sandberg@co.washington.mn.us

(\$ in thousands)

CSAH 5 (Stonebridge Trail) and Browns Creek State Trail Connection Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$600	\$0	\$0
County Funds	\$0	\$3,400	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$450	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$550	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Watertown, MN - Wastewater Treatment Facility Expansion	1	GO	\$ 7,472	\$ 0	\$ 0
Total Project Requests			\$ 7,472	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,472	\$ 0	\$ 0

Watertown, MN - Wastewater Treatment Facility Expansion

AT A GLANCE

2022 Request Amount:	\$7,472
Priority Ranking:	1
Project Summary:	\$7.5 million in state bond funding to construct an expansion to the wastewater treatment facility in the City of Watertown. The expansion will implement new regulatory requirements, upgrade infrastructure and technology, and create additional capacity for future growth in the city.

Project Description

The City of Watertown owns and operates a mechanical treatment facility serving its commercial and residential users. The treatment facility's last major capital project was in 1993 when a stabilization pond system was converted to an activated sludge treatment facility with effluent filtration and chlorine disinfection. Much of the equipment installed in 1993 has exceeded its design life and should be replaced. The city has received a new permit from the MPCA that includes mass and concentration discharge limits for phosphorus. These limits will require construction of a nutrient removal system at the treatment facility adds significant costs to the overall facility upgrade. Additionally, the community is projected to grow from its current 4,800 residents to an estimated 7,200 residents by 2040. This increased population will require expansion of some treatment processes. To address these needs, the facility is planned to undertake a major capital improvement project to expand and refurbish its treatment processes.

The plant will be upgraded to a Class A wastewater treatment facility designed to treat 1,262,000 gallons per day (gpd) average wet weather flow, 2,150,000 gpd peak hourly wet weather flow, 1224 pounds BOD5 average per day, and 1440 pounds suspended solids average per day. The facility is certified by the MPCA and will include the following major components and upgrades:

- i. New pretreatment building with screening and grit removal. This reduces the sand and grit accumulation in process basins and the associated risk of damage to process equipment throughout the plant. The new pretreatment building also allows for an increased hydraulic profile which is needed for additional process improvements throughout the plant.
- ii. New anaerobic basin for biological nutrient removal. The biological phosphorus removal process creates anoxic and anaerobic zones and utilizes changes in the dissolved oxygen concentration to encourage growth of specific organisms that uptake phosphorus in excess of that needed for normal cell growth. Modification of the treatment facility to provide biological phosphorus removal requires significant infrastructure modifications of the existing aeration basins, blowers and diffusers, construction of an anoxic zone with mixing and internal recycle. It is planned that the facility improvements are designed to incorporate biological phosphorus removal. This will reduce annual chemical and biosolids processing expenditures as well as minimize impact of chloride ions on effluent quality and alkalinity demand. Driving factors associated with major facility improvements

include the condition of the existing activated sludge processes and increases in flow and load beyond the current permitted conditions.

iii. New rapid mix basin and chemical addition equipment for chemical phosphorus removal.

iv. Three additional aeration basins to improve capacity. Required to help meet the demand of biological phosphorous removal and overall nutrient removal process.

v. New final clarifier and replacement of existing secondary clarifier mechanisms. Required for additional capacity for phosphorus removal.

vi. Replacement of the existing effluent sand filters with disc filters to remove suspended solids from the wastewater that were not removed in secondary clarifiers. The current travelling bridge media filters have exceeded their useful life and disc filters are recommended and will result in lower total suspended solids as well as reduction in COBD and other pollutants.

vii. Conversion of the existing anaerobic digester to aerobic digestion includes a positive displacement blow system with coarse bubble aeration in the digester. This also adds additional storage capacity for solids and is more cost effective than current processes.

viii. New WAS/RAS pumps, liquid biosolids storage, and loadout facilities increase capacity, efficiencies, and allow for compliance with permitting requirements. Increased flow and loads, along with the addition of new treatment processes will generate solid volumes that exceed the current site capacity. A minimum 1-million-gallon liquid biosolids storage to provide a minimum of 180 day storage is recommended.

ix. SCADA system and other miscellaneous office improvements: The Watertown WWTF operation currently utilizes a supervisory control panel (SCP) and programmable logic control (PLC) to operate major process equipment. Current industry standards include a Supervisory Control and Data Acquisition system (SCADA) to monitor and control the treatment process through a series of data screens. An effective SCADA system can minimize the opportunity for upset conditions and provide energy and chemical savings through on-line monitoring and adjustment of aeration blowers and chemical feed based on flow and/or dissolved oxygen concentrations.

x. Site improvements – during final design it was determined that there are poor soils under areas of future building and structural improvements. This has added an estimated \$1 million dollars in soils corrections and/or increased structural components such as thicker concrete and additional reinforcing steel.

Project Rationale

The City of Watertown is looking to expand its existing wastewater treatment facility due to three main factors: new permitting requirements, capacity, and condition of the current system. The city recently completed financial studies to better understand how it will fund the expansion necessary for future growth and general maintenance to the overall facility. Based on the financial studies the city has gradually increased sewer rates over time to account these future capital expenses. However, the new phosphorus permit requirements add an additional financial burden to the city and the overall treatment plant expansion because it requires significant changes to the plant's

equipment and processes to meet the proposed limits. The city has been planning for this project for many years and have seen project costs significantly rise due to the new permitting requirements, and more recently due to supply chain issues and material cost increases. The city needs to move the project forward timely to ensure that the plant capacity is maintained while the city continues to grow. To date, the city has not had any Notice of Violations on the permit requirements. Left unfunded, the city would require even more significant user rate increases, potential moratoriums on growth, or inability to meet more stringent treatment standards.

Project Timeline

- a. Submit Facility Plan - 03/2018
- b. Preparation of Plans and Specifications - 11/2019 - 05/2020
- c. Plans Certified by MPCA - 09/2020
- d. Council Authorizes Advertising - 08/2021
- e. Council Considers Awarding Project - 10/2021
- f. Construction - 01/2022 – 06/2024
- g. Project Closeout - 09/2024

Other Considerations

Impact on State Operating Subsidies

No additional State operating dollars will be requested for this project.

Who will own the facility?

City of Watertown

Who will operate the facility?

City of Watertown

Who will use or occupy the facility?

City of Watertown

Public Purpose

The expansion will allow for required upgrades to the plants treatment processes to meet required effluent load limits and provide clean effluent wastewater to the Crow River that as currently listed by the Minnesota Pollution Control Agency to have impairments and Total Maximum Daily Load allocations. The Crow River is currently impaired water for aquatic consumption, aquatic life, aquatic recreation and has TMDL's for fecal coliform, mercury in fish tissue, and turbidity. Many of the improvements to the overall treatment plant and processes will help protect and lessen the environmental impacts of the Crow River. A major component of the new permit is it reduce the level of phosphorous in the waste stream by April 30, 2024. The expansion will add capacity to a system that has nearly reached its design life for the city's current population of 4800 residents and allow for its future growth projections of 7200 by 2040.

Description of Previous Appropriations

Project Contact Person

Lynn Tschudi
Administrative Services Director
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(\$ in thousands)

Watertown, MN - Wastewater Treatment Facility Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$7,472	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$7,300	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$7,000	\$0	\$0
TOTAL	\$0	\$21,772	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$17	\$0	\$0
Predesign Fees	\$0	\$78	\$0	\$0
Design Fees	\$0	\$1,477	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$18,128	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,072	\$0	\$0
TOTAL	\$0	\$21,772	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Wayzata Lake Effect Boardwalk Project	1	GO	\$ 6,000	\$ 0	\$ 0
Total Project Requests			\$ 6,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,000	\$ 0	\$ 0

Wayzata Lake Effect Boardwalk Project

AT A GLANCE

2022 Request Amount: \$6,000

Priority Ranking: 1

Project Summary: \$6 million in state funds is requested to design and construct a boardwalk and restore the lake edge on Lake Minnetonka in downtown Wayzata as a part of the Lake Effect Initiative---which is now called Panoway on Wayzata Bay. The project's goal is to create a more clean, welcoming, and connected lake front for the region.

The City was successful in receiving \$4 million of a \$10 million request in 2020. As a result, it is now requesting the balance of the funds needed to complete the project.

Project Description

The Lake Effect grew out of a 2011 Wayzata City Council-appointed Lakefront Task Force charged to research and provide recommendations for the future of the City's lakefront. This initiative included years of community-based visioning and recommendations, culminating in "Lake Effect: A Development Framework for the City of Wayzata" (April 2014) and the "Implementation Strategy for the Lake Effect Framework,"(December 2014).

The Implementation Strategy laid the path "to create one umbrella project, with a comprehensive, integrated design approach, to create a well connected year-round civic destination" on Wayzata's lakefront. It was anticipated that this one project would be completed in two phases, with Phase I focusing on street side improvements and Phase II focusing on shoreline amenities. Between 2014 and 2019 the City and its non-profit partner the Wayzata Conservancy put that strategy into action, laying the foundation for construction to begin on this signature project.

In 2019 the City and Conservancy transitioned to the name "Panoway on Wayzata Bay" (Panoway) to differentiate between the Lake Effect visioning process and the built project. Phase I was completed by the City in the Fall of 2020, transforming the former lakeside parking lot into numerous community amenities that have been embraced by local and regional residents alike.

Building on the success of Phase I, the City and Conservancy are now recommending the next phase of planning efforts to implement the remaining projects envisioned for the Lake Effect:

- Boardwalk & Shoreline Restoration
- Community Docks
- Section Foreman House Restoration
- Eco Park
- Depot Park

Please see the attached documents for more information.

Project Rationale

The Lake Effect is the product of years of community conversation about reconnecting residents to Lake Minnetonka. It began taking shape through a task force that was formed by the City of Wayzata in 2011 to explore lakefront improvements that would make the lakefront:

- safe and connected,
- more environmentally sensitive, and
- open to all members of the community and region (only 2% of lakefront is accessible to public).

With the help of literally hundreds of people from the Fall of 2015 through 2016, the community shaped a vision that takes full advantage of historical assets like the Depot and the Section Foreman's House, our location right on the lake, and our opportunities to activate the lakefront.

Over many community meetings, a vision emerged that includes:

- Pedestrian improvements on Lake Street,
- A new Plaza Park that will create a four-season gathering space where there is now a lakefront parking lot,
- An Eco Park that will improve lake water quality and create educational opportunities, and
- A boardwalk that will for the first time give residents direct access to the lake.

Years of community conversations led us to focus on what has become Lake Effect and the public private partnership; the Wayzata Conservancy.

Project Timeline

- Summer 2016---Lake Effect Scope Approved
- Spring 2018---EAW Submitted and Reviewed
- Summer 2018---Schematic Design for Entire Project Approved
- Winter 2019---Design Development for Lake Street and Plaza Park Submitted (Phase I)
- Summer 2019---Design Development for Eco Park, Boardwalk, and Depot Park Submitted (Phase II)
- Spring 2020---Construction of Lake Street and Plaza Park Start (Phase I)
- Fall 2020---Construction of Lake Street and Plaza Park Complete (Phase I)
- Winter 2022---Design of Eco Park, Boardwalk, and Depot Park Complete (Phase II)
- Fall 2022---Construction of Eco Park, Boardwalk, and Depot Park Start (Phase II)

Other Considerations

This is a partnership between the City of Wayzata and the Wayzata Conservancy. The City and Three Rivers Parks also partnered with the redesign of Lake Street and the Plaza Park – everything north of the railroad tracks (Phase I).

The Boardwalk, the Eco Park, and the Depot Park (Phase II) will need to be funded with other public dollars. The Wayzata Conservancy will fund any additional funding gaps and assist with maintenance and operation costs. Bonding funds are being requested for the Boardwalk portion of the project.

Impact on State Operating Subsidies

The Lake Effect Conservancy, City of Wayzata, and its partners will be funding the rest of the construction, maintenance, and operations. There will be no additional state operating dollars that are requested for this project.

Who will own the facility?

The City of Wayzata

Who will operate the facility?

The City of Wayzata

Who will use or occupy the facility?

There is limited opportunities along Lake Minnetonka for the public to access the lake without either owning land on the lake or riding on a boat. Downtown Wayzata is already a regional destination. This project will allow for needed general public access to the lake and the rest of the parks. In addition, the City and Wayzata Conservancy has formed a collaborative of non-profits and agencies that came together around their shared interest in serving youth, the local community, engagement with Lake Minnetonka and learning. From that meeting came a vision of engaging youth in experiential, lake-focused learning on Wayzata's lakefront. The collaborative includes the YMCA, Wayzata Community Sailing Center, Science Museum of Minnesota, Wayzata School District, University of Minnesota, MN Department of Natural Resources, Three Rivers Park District, Interfaith Outreach, Minnehaha Creek Watershed District, Lake Minnetonka Association and the Wayzata Conservancy. Together they launched the pilot STEM Lake Exploration Camp over the past two summers as an example of the potential for great interactive STEM learning on Wayzata's lakefront and site of the future Eco Park.

Public Purpose

To make the Wayzata's public access along Lake Minnetonka:• safe and connected;• more environmentally sensitive; and• open to all members of the community.

Description of Previous Appropriations

In 2018, the City received \$400,000 to assist in railroad crossing safety improvements in the area. In 2020, the City received \$4 million of the \$10 million original request to assist with Phase 2.

Project Contact Person

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jdahl@wayzata.org

(\$ in thousands)

Wayzata Lake Effect Boardwalk Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$4,000	\$6,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$400	\$0	\$0	\$0
City Funds	\$9,326	\$0	\$0	\$0
Other Local Government Funds	\$1,883	\$0	\$0	\$0
Non-Governmental Funds	\$200	\$0	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$4,299	\$0	\$0
TOTAL	\$15,809	\$10,299	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,726	\$745	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$14,083	\$8,435	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,119	\$0	\$0
TOTAL	\$15,809	\$10,299	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Wilder Sewer Project	1	GO	\$ 4,200	\$ 0	\$ 0
Total Project Requests			\$ 4,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,200	\$ 0	\$ 0

Wilder Sewer Project

AT A GLANCE

2022 Request Amount:	\$4,200
Priority Ranking:	1
Project Summary:	\$4.2 million in state bond funding to design and construct a wastewater collection and treatment system improvements project in the city of Wilder.

Project Description

The city of Wilder is a community of approximately 60 residents located within Jackson County in Southwest Minnesota. The city is approximately 5 miles southwest of Windom, MN. MN Trunk Hwy 60 serves as a primary east-west access route adjacent to the city and Jackson County 13 serves as a primary north-south route through the city.

The corporate limits of the city of Wilder are much larger than the actual platted city streets and lots. The developed area is located within the northeast corner of the corporate boundary. The project service area is limited to the existed platted city streets and lots. This plan service area is considered the same as the existing service area provided by the individual septic systems.

The city of Wilder does not have a public sanitary sewer system. The existing sanitary infrastructure in the city consists of individual private septic systems that are aged, deficient and many are in need of replacement. The proposed improvements include the installation of a city wide sanitary sewer collection system, associated street repairs and infrastructure for the waste water treatment. The selected alternative would include a gravity collection system, lift station, and a force main along the north edge of MN T.H. 60 to the Windom Sanitary System and treatment at the Windom waste water facility.

Project Rationale

The city of Wilder does not have a public sanitary sewer system. Residents are currently served by privately owned individual septic systems. Due to localized failures and aging private systems, many of the systems are failing and the remaining systems can be expected to in the near future.

There is inadequate space for each property owner to construct a replacement septic system. The city explored the option of constructing a regional septic system for the community. The city also looked at pumping their waste to the nearby Windom Wastewater Facility. The option to pump waste to Windom is estimated to be less costly.

The systems that are failing and out of compliance, pose health and safety concerns for residents. The failing and non-compliant systems can cause back-ups into homes, leaking tanks, direct discharge into tile systems, and surcharging into yards with exposes residents to pathogens. The surcharged wastewater can then also be washed into nearby waterways.

Failing drain fields pose a contamination danger to both ground and surface waters. The failing septic systems will be removed and replaced with a municipal collection system. This project will reduce the opportunity for ground and surface water contamination due to overtaxed failing septic systems. If this project is not completed, there may be environmental impacts to not just residents of the city of Wilder but regional impacts in Jackson County.

The area around Wilder supports several endangered and threatened species that are dependent on water for continual survival. Those species include the Rusty Patched Bumble Bee, Northern Long-Eared Bat, and Prairie Bush-Clover. There are also several migratory birds including the Bald Eagle that pass through this area. Wetlands and surface waters around the city recharge the ground water. Contaminants in these surface waters and leaching from the failing septic systems further has potential to enter the ground water. Once in the surface and ground water these contaminants have the potential to travel miles and impact populations miles away from the city limits.

The City explored both the USDA Rural Development Water and Wastewater program and the Minnesota Clean Water Revolving Fund managed jointly by the MPCA and the PFA. The community has a higher percentage of low-income population and population over the age of 64 than the rest of the state. Both the USDA Rural Development program and the Clean Water Revolving Fund program have indicated that it would be difficult to fund this project without an additional funding partners to make the project affordable for the community.

Project Timeline

a. Funding Agency Applications	07/2019
b. Preparation of Plans and Specifications	06/2022
c. Funding Agency Review	08/2022
d. Council Authorizes Advertising	12/2022
e. Council Considers Awarding Project	01/2023
f. Begin Construction	04/2023
g. Substantial Completion	10/2023
h. Final Completion	06/2024
i. Project Closeout	07/2024

Other Considerations

The small population and the number of connections make a project at best serves the environment unaffordable for the residents. The Minnesota Pollution Control Agency supports the regionalization with the city of Windom above all other alternatives for this project.

Impact on State Operating Subsidies

No additional State operating dollars will be requested for this project.

Who will own the facility?

City of Wilder

Who will operate the facility?

City of Wilder

Who will use or occupy the facility?

City of Wilder

Public Purpose

The City of Wilder will construct a public sanitary sewer collection system which will provide the residents with reliable disposal of waste water. The failing and non-compliant systems cause backups into homes, leaking tanks, direct discharge into tile systems, and surcharging into yards which exposes residents to pathogens. The surcharge waste water can then also be washed into nearby water ways. This project will help to protect both ground and surface water. Public health and sanitary issues are a key for completing this project. Failing drain fields pose a contamination danger to both ground and surface waters. The failing septic systems will be removed and replaced with a municipal collection system. This project will reduce the opportunities for ground and surface water contamination.

Description of Previous Appropriations

This project has not received any previous state appropriations.

Project Contact Person

Lou Masters
City Clerk
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(\$ in thousands)

Wilder Sewer Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$4,200	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$30	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,230	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$7	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$425	\$0	\$0
Project Management	\$0	\$250	\$0	\$0
Construction	\$0	\$3,548	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,230	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Northeast Water Treatment Plant	1	GO	\$ 16,880	\$ 0	\$ 0
Total Project Requests			\$ 16,880	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 16,880	\$ 0	\$ 0

Northeast Water Treatment Plant

AT A GLANCE

2022 Request Amount:	\$16,880
Priority Ranking:	1
Project Summary:	\$16.88 million in state funds is requested for the design and construction of water treatment plant improvements at the Northeast Water Treatment Plant (NEWTP) in Willmar. NEWTP upgrades will help address health concerns including high levels of Manganese, iron and ammonia, to expand the NEWTP to meet the water demands of current or future users, and to reduce high salt discharges to the wastewater treatment facility.

Project Description

The Northeast Water Treatment Plant (NEWTP) Improvement Project consists of \$21.1 million dollars of water treatment plant upgrades, including the implementation of biological treatment, which will address health concerns and promote economic development in and around the City of Willmar. Implementation of biological filtration at the NEWTP should also enable WMU to address current challenges including complete removal of ammonia, removal of iron, manganese, and assimilable organics, while providing non-corrosive water with a persistent chloramine distribution system residual.

In addition, implementation of the project will help the Willmar Municipal Utilities (WMU) meet the City of Willmar’s wastewater treatment facility (WWTF) salty discharge requirements by increasing the WTP production capacity to provide an alternative influent water source to the WWTF. The shift in increase of the NEWTP production capacity and resulting improved product water quality should reduce the regeneration frequency of point of use ion exchange water softeners which are the primary source of salt loadings to the WWTF - thereby helping the WWTF reduce its salty discharge constituent concentrations in order to progress towards compliance with the Minnesota Pollution Control Agency’s (MPCA's) salty discharge requirements.

The current NEWTP is 5,420 square feet and has a treatment plant capacity of 2.88 million gallons per day (MGD) of water. The planned upgrades include 7,187 square feet of renovated and/or new area and the plant capacity will be increased to 3.6 MGD. The project leverages existing processes and equipment to the extent feasible. Improvements include wellfield pump modifications, new wet well pumps, packed tower aeration, oxygenation system, filtration system (eight filters, backwash system, air scour blowers, backwash waste washwater system, CT system and chemical systems, piping and appurtenances, ancillary buildings and emergency generator) and chemical feed systems (including LOX, onsite sodium hypochlorite generation, and ammonium sulfate) and process monitoring equipment.

The cost of the project is estimated to be \$21.1 million (2021 dollars). The cost estimate is a Class 1 estimate (that assume 50 to 100 percent project definition and has a range of -10 percent to +15 percent from the final project costs). This includes \$ 1million for design, \$1 million for engineering

services during construction, and \$19 million in construction with an 8% contingency for price escalation with the current bidding environment. WMU would provide for a funding match of up to 20%.

No other federal or state sources of funding are currently identified or secured to fund the project. Potential sources include Bonding Bill, Stimulus Funding and User Charges. WMU, in anticipation of this critical project, has proactively raised their water user rates for all businesses and residents by 80% over the past few years, and anticipates the need to further raise water user rates to cover the total cost of the project. To alleviate the impacts to its rate payers as well as potential future rate increase impacts, and in anticipation of its future Southwest Water Treatment Plant project which will require additional rate increases, WMU is requesting state funding for the project.

Project Rationale

Like many other utilities in Minnesota, both of WMU's Water Treatment Plants experience high source water ammonia concentrations that lead to distribution system nitrification as well as the formation of chlorinated disinfection by-products (DBPs) when breakpoint chlorination occurs. As a result of the elevated levels of chlorinated DBPs, WMU cannot breakpoint chlorinate the source water ammonia. Given these challenges, the proposed treatment modifications considered by WMU will address ammonia, iron, and manganese (public health concern) while providing non-corrosive water with a persistent distribution system residual with minimal DBPs.

In addition, while the City's WWTF effluent water quality complies with all current regulatory limits, its influent has high concentrations of "salty" constituents (consisting of chlorides, sulfates, salts, and dissolved minerals) which will be subjected to future MPCA discharge limits. The primary source of the salty constituents has been demonstrated to be from the point-of-use water softening units that are installed in individual homes, businesses, etc. to reduce the high hardness of the community's drinking water source water supply. WMU recognizes that the existing WWTF processes are not designed to meet these requirements and is proactively pursuing alternatives to help the WWTF comply with the salty discharge limits by April 30, 2035.

Traditional technologies used for ammonia removal include reverse osmosis and ion exchange which further increase the salt concentrations in the wastewater plant discharge. The Project implements an innovative non-proprietary cost-effective approach, requiring fewer chemicals, to addressing wastewater discharge compliance through implementation of water treatment plant improvements that can be modeled by other utilities with similar challenges.

Project Timeline

The following provides an overview of the project schedule:

- Design
 - 90% Design- May 2021
 - 100% Design- Summer 2021 (*can be expedited with receipt of State funding*)
- Construction Bid/NTP- Planned for Spring of 2022 (*can be expedited and/or delayed based on timing of State funding*)
- Construction Completion- Summer 2023

Other Considerations

Critical Health Reasons and Additional Reasons why State Funding Is Essential:

- High levels of manganese in local water supply – Research has shown that high levels of manganese can be harmful to brain development of newborns and young children.
- Proposed WTP project is required to maintain, enhance and sustain economic development within the Willmar region.
- Receipt of state funding will reduce the fiscal impact to the WMU's rate payers and enable WMU to implement the project sooner. Without any State assistance including grant dollars to assist in funding this project, WMU will have had to increase their water user rates by 105%, making their water user rate one of the highest in the State. These rate increases are associated with the work to be completed at the NEWTP, however WMU will need to implement treatment process upgrades to its larger South West Water Treatment Plant in the near future which require additional rate increases.
- WMU has piloted the treatment approach for years. This work has helped MDH develop language to Ten State Standards to help establish a policy statement on aerobic biological treatment of groundwater supplies.
- Project provides for water supply reliability
- Shovel ready project with flexibility to start or delay construction start based on timing of available State funding.

Impact on State Operating Subsidies

Receipt of State funding will help WMU expedite implementation of a critical shovel ready project that otherwise will be delayed. Funding will provide WMU with the ability to reduce financial impacts to rate payers.

Who will own the facility?

Willmar Municipal Utilities/City of Willmar (WMU) owns and will continue to own the NEWTP. The City of Willmar owns and will continue to own the Wastewater Treatment Plant.

Who will operate the facility?

Willmar Municipal Utilities (WMU) owns and operates the WTP and will continue to be responsible for the operations of the plant upon implementation of the Project.

Who will use or occupy the facility?

The City of Willmar will use the upgraded NEWTP facility to treat water for the public water system which serves all developed areas within the corporate city limits.

Public Purpose

The Project will protect public health of homeowners and businesses within the City of Willmar by reducing high ammonia, iron, and manganese concentrations in the public water supply as well as providing non-corrosive water with minimal disinfection by-products (DBPs). In addition, the project

proactively addresses salty discharges to the wastewater collection system, helping the WWTF comply with MPCA salty discharge limits by April 30, 2035.

Description of Previous Appropriations

No State appropriations have been awarded to WMU for the proposed project.

Project Contact Person

John Harren
General Manager
320-235-4422
jharren@wmu.willmar.mn.us

(\$ in thousands)

Northeast Water Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$16,880	\$0	\$0
Funds Already Committed				
City Funds	\$167	\$4,220	\$0	\$0
Pending Contributions				
TOTAL	\$167	\$21,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$167	\$0	\$0	\$0
Project Management	\$0	\$2,000	\$0	\$0
Construction	\$0	\$19,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$167	\$21,100	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Red Leaf Court Storm Sewer	1	GO	\$ 436	\$ 0	\$ 0
Total Project Requests			\$ 436	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 436	\$ 0	\$ 0

Red Leaf Court Storm Sewer**AT A GLANCE**

2022 Request Amount:	\$436
Priority Ranking:	1
Project Summary:	Installation of Storm Sewer - Red Leaf Court and 18th Avenue Neighborhoods

Project Description

Installation of a 54 inch pipe and improvements to existing ditches and culverts to direct storm water out of the residential area, under a County Road to the West Fork of the Des Moines River.

Project Rationale

In the 1970's and 1980's the residential neighborhoods in Red Leaf Court and 18th Avenue were developed. At that time storm water infrastructure consisting of ditches and culverts were constructed to handle storm water from that neighborhood.

Flooding in the area has been an issue for many years; however, recent weather events related to significantly higher rainfall (climate change) has created occasional severe flooding that damages public infrastructure (Streets, ditches and culverts) along with damage to residential homes.

An engineering study was completed to determine the drainage area. This study concluded that about 422 acres drains through this residential area. A vast majority (approximately 75%) of this drainage area is outside of City limits and consists of agricultural property.

Project Timeline

1. Project Design: July 1, 2022 to October 1, 2022
2. Bidding: October 1, 2022 to November 15, 2022
3. Bid Award: November 15, 2022 to December 1, 2022
4. Pre-Construction Meeting: On or Before April 15, 2023
5. Project Start: On for Before June 1, 2023
6. Project Completion: On or Before October 31, 2023

Other Considerations

The agricultural property, located outside of City limits, is not able to be assessed for storm water improvements by the City of Windom. Rural property owners are resistant to paying into the project as they perceive the benefits are to the downstream properties in the City. Neither the County nor Township is willing to help fund the project.

As such, State funds are being requested to help off-set the impact of costs to the City of Windom

and it's residential property owners for the share of the drainage area located outside of the City.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Windom

Who will operate the facility?

City of Windom will be responsible for operation and maintenance.

Who will use or occupy the facility?

Storm water infrastructure will drain approximately 637 acres of property inside and outside of the City of Windom.

Public Purpose

Mitigate damage to public infrastructure (Streets, ditches and culverts) as well as damage to privately owned residential units.

Description of Previous Appropriations

No previous requests or funding awards have been made for the Red Leaf Court Storm Water Project.

At this time the City of Windom is just completing our Wastewater Treatment Plant that was partially funded with 2018 State Bonding funds. The \$3 million for this project has been expended.

The City of Windom also received State Bonding funds (through the DNR) for a dam removal and installation of rock riffles. This \$300,000 project award was completed in 2010/2011.

Project Contact Person

Steve Nasby
City Administrator
507-831-6129
Steve.Nasby@windommn.com

(\$ in thousands)

Red Leaf Court Storm Sewer

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$436	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$126	\$0	\$0
Non-Governmental Funds	\$0	\$310	\$0	\$0
TOTAL	\$0	\$872	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$72	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$748	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$52	\$0	\$0
TOTAL	\$0	\$872	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
Woodbury Central Park Remodel	1	GO	\$ 15,000	\$ 0	\$ 0
Total Project Requests			\$ 15,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,000	\$ 0	\$ 0

Woodbury Central Park Remodel

AT A GLANCE**2022 Request Amount:** \$15,000**Priority Ranking:** 1

Project Summary: The City of Woodbury requests a matching contribution of \$15 million in state funds for expansion and renovation of the Woodbury Central Park building, a multi-use facility that includes an indoor playground, classrooms, multi-use programming and rental space, a county Library, and an indoor garden and amphitheater. This twenty-year-old building serves as a destination for learning, health, congregation, and public services for the east metro and the State of Minnesota.

Project Description

The City of Woodbury is requesting a matching contribution of \$15 million in capital appropriations to offset the cost of approximately \$40 million in renovations and expansion to Central Park. The bond proceeds will be used for construction, equipping and furnishing the renovation and expansion of the 20-year old facility. Other key funding sources include the City of Woodbury's Community Investment Fund and Washington County bond money.

Central Park serves as a local, regional, and state community gathering space, program space, event venue and indoor playground. The facility contains the Washington County R.H. Stafford Library, School District 833's Early Childhood and Family Education (ECFE) classrooms, City meeting and programming and event spaces, and indoor playground. Indoor skyways connect to both the YMCA and Stonecrest Senior Living Community. Uniting so many public services in one place, Central Park is a vital connection point for the region.

Nearly 20 years have passed without significant updates since Central Park opened in 2002. As the regional user base ages and diversifies, there is increasing need to address deferred maintenance concerns and to reinvest in this popular and well-used service hub.

With support from the State, the facility partners hope to remodel and improve Central Park in order to accomplish the following goals:

- Establish and improve welcoming environment of communal gathering and accessibility for all users;
- Add multi-purpose space capacity to meet demand for larger events, meetings, and public programs for youth, teens and seniors in the east metro;
- Enhance learning space for adult education and English language and life skills.

Project Rationale

Central Park offers free gathering space, low-cost rentals, city recreation programming, School District

833's Early Childhood and Family Education classes and Washington County's R.H. Stafford Library. Uniting so many health, education, and community-building public services in one place, Central Park is a vital connection point for the region.

As the facility ages and its user base becomes more senior and more diverse, the time has come to reinvest and adapt to the current needs of the facility partners and users, while honoring the original vision of a community gathering place. Reinvestment in this facility will also enhance a public-public-public partnership among the County, School District, and City that provides a unique opportunity for interagency collaboration and community engagement. The facility partners have spent six years engaging the community and working internally to build a collaborative, shared vision and improve operational efficiencies.

Project Timeline

Design and Preconstruction - 2/2021-8/2022

Conceptual Design - 2/2021 – 3/2021

Schematic Design and Design Development - 8/2021 – 1/2022

Community Engagement - 12/2021 – 1/2022

Construction Documents - 1/2022 – 8/2022

Public Bidding + Award - 1/2023 - 3/2023

Commence Construction - 3/2023 – 9/2023

Influencing factors will include coordinating the project timeline with stakeholder agencies in this public-public partnership.

Other Considerations

Central Park is one of the most diverse gathering places in the east metro. Thanks to the School District's English language and adult education classes, the city's senior programming, and the pleasant communal gathering spaces in the garden, there are important multi-cultural and multi-generational educational and recreational program opportunities throughout the facility. For example, the International Group of Woodbury, representing just a few of the 12% of Woodbury residents born outside the U.S., holds monthly meetings in the Central Park amphitheater and a church group with a racially diverse congregation hosts services there every Sunday. Continuing investment in Central Park can help ensure a special sense of belonging and pride extends to all residents, and is inclusive of new identities, ideals, and needs.

Impact on State Operating Subsidies

There is no impact on state operating subsidies.

Who will own the facility?

The City of Woodbury serves as the fiscal agent for this project. The City of Woodbury and Washington County share ownership of the facility.

Who will operate the facility?

The City of Woodbury and Washington County share ownership of the envelope and common areas in Central Park. The City of Woodbury manages the indoor playground, meeting rooms, indoor garden and other common gathering spaces.

Washington County operates the R.H. Stafford Library.

School District 833 operates its Early Childhood and Family Education programs out of 9,000 square feet of classroom space, which they lease from the city at a rate based on the original construction costs.

Who will use or occupy the facility?

Central Park is a gathering space and central “hub” for many public services. As such, it is the go-to spot for numerous suburbs and small rural communities in the eastern part of the state. Visitors travel from every corner of Minnesota for gatherings, business meetings, and special events in this facility. Health, recreation, and education services attract teens, seniors, immigrants, and families from all over the region. One of the most prominent user groups in the facility is seniors.

In addition to the City, County, and School District operating public services out of Central Park, there is tentative inquiry about including the South Washington County Telecommunications Commission (SWCTC) as a new occupant in the facility, or utilizing the space for the city’s Parks and Recreation Department.

Public Purpose

Central Park's unique combination of services and amenities provides visitors with a natural place to socialize, to build community, to learn, and to pursue health. Within its four walls are a library, early childhood and adult education classes, teen and senior recreation programs, no-cost gathering spaces, low-cost rental spaces, and an indoor playground. While each of the facility partners specializes in one service or demographic, their co-location among other services allows them to collaborate with, to build off of and to inspire each other.

Description of Previous Appropriations

There have been no previous state appropriations associated with this project.

Project Contact Person

Clint Gridley
City Administrator
651-714-3521
clint.gridley@woodburymn.gov

(\$ in thousands)

Woodbury Central Park Remodel

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
City Funds	\$827	\$0	\$0	\$0
Pending Contributions				
Other Local Government Funds	\$0	\$23,041	\$0	\$0
TOTAL	\$827	\$38,041	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$194	\$0	\$0	\$0
Design Fees	\$633	\$1,649	\$0	\$0
Project Management	\$0	\$1,705	\$0	\$0
Construction	\$0	\$31,396	\$0	\$0
Relocation Expenses	\$0	\$90	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$3,201	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$827	\$38,041	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	Yes
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes