

1. Local government submitting the request: **The City of Albert Lea, the Shellrock River Watershed District and Freeborn County**

2. Project title: Edgewater Park/Former Albert Lea Dump

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,500		

9. Project description and rationale:

This 30-acre site is located at the northern end of Fountain Lake in Albert Lea, Freeborn County, in south-central Minnesota. It is one of the most used parks in Freeborn County with facilities for band performances, picnic areas and fishing. It is also home to the Bayside Ski Club for practices and performances.

From 1956 to 1972, the site served as the "Albert Lea Dump." During this time, the borrow pits were filled with mixed-municipal sanitary waste and open burning was practiced at the dump. After the site was closed in 1972, it was covered with 14 feet of lake sediment dredged from Fountain Lake. The City of Albert Lea subsequently developed the site as North Edgewater Park. This former dump site does not utilize any sort of leachate collection system, and as such, dangerous chemicals such as vinyl chloride and heavy metals flow towards the lake.

The Albert Lea Sanitary Landfill is located approximately one mile northeast of the Edgewater Park dump site. The construction of a new cell, properly lined with leachate collection, at the closed landfill has been proposed to accommodate the waste excavated from the Edgewater Park dump site.

The Edgewater Park site will be excavated to clean soil and hauled to the new cell. Two-thirds of the covered soil will be retained to restore the site.

In order to dispose of approximately 500,000 cubic yards of waste, a landfill cell approximately eight acres in size must be constructed with an average thickness of 30 feet.

There is a regional benefit for this project as cleaning up this site would greatly improve the water quality for a large portion of the Shellrock River Watershed District including Fountain Lake, Albert Lea Lake and the Shellrock River which flows out of the Watershed District into Iowa. The engineering firm hired to perform the analysis of the site has indicated that water quality will improve immediately upon waste excavation.

20. Project contact person, title, and contact information:

Steven Jahnke, City Engineer & Director of Public Works  
 City of Albert Lea  
 221 E. Clark St.  
 Albert Lea, MN 56007  
 Phone: (507) 377-4325  
 Fax: (507) 377-4336  
 Email: sjahnke@city.albertlea.org

1. Local government submitting the request: **Alden-Conger ISD #242**
2. Project title: Alden Area Community Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$950		

9. Project description and rationale:

This request is for \$950,000 in state funding to acquire land, design, construct, furnish and equip a new multi-function facility to provide services to all age groups in the Alden area. The facility will be located in the city of Alden.

The ideas for the project began with a very generous donation from LaVerne Carlson, a local businessman. Between the donations while he was alive and the money left to the school after his passing, there will be \$350,000 available to assist in the construction and equipping of a community fitness center that will be available to the general public.

The city of Alden is also a partner in the discussions and planning. The city is interested in the possibility of replacing their office and meeting space with a facility that is more accessible to the public and supplies the city with office and meeting space that is more conducive to today's needs. The school is in need of space for ECFE (Early Childhood Family Education) and an updated science room that supplies the students and staff with the equipment and space that is needed to maximize achievement in the sciences.

The project will be a resource for the entire area. The people of the Alden area are very active and interested in living a healthy lifestyle; the streets of Alden have many walkers and joggers. A community fitness center will give people the access they need to a facility that that can be used despite the weather. We have had a very positive response from the community for the project and believe that the impact on the health of our citizens would be significant.

The ECFE classroom and parent space will be a great addition to the community. The facility will add to the quality of the program that is offered and make the community an attractive home for young families. We have seen an increase in the enrollment in our ECFE classes, the added space would allow for more class choices and additional programming. We have seen the very positive impact that early involvement with the school has on children and families, that is why pre-school and all-day every-day kindergarten are free at Alden-Conger.

The inclusion of new city offices with the schools building project would demonstrate the commitment that the community and school have to each other. We have worked well together on a variety of projects; this would be a visible demonstration of the teamwork and cooperation that exists in our communities and school. We believe that a joint project would impact the decision people had to make about choosing to live and work in a more rural setting. The city's share of the construction cost would be approximately \$250,000.

20. Project contact person, title, and contact information:

G. Joe Guanella  
 Superintendent  
 Alden-Conger Schools  
**PO Box 99**  
 215 N. Broadway  
 Alden MN 56009  
 (507) 874-3240  
 Fax: (507) 874-2747  
 joeg@aldenconger.k12.mn.us

1. Local government submitting the request: **City of Annandale**
2. Project title: The Annandale Tactical Training Center - Needed improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$164		

9. Project description and rationale:

The Annandale Tactical Training Center (A.T.T.C.) is in need of upgrades which will not only provide our MN peace officers additional training resources, but will enhance and address issues which were not able to be funded at the time of construction due to prioritizing the needs of the facility.

The Annandale Tactical Training Center houses a 2400 sq ft, climate controlled, indoor live-fire shoothouse which is used by federal, state, county and local law enforcement officers. Training courses offered annually: active shooter training in either school/public place, tactical training - SWAT, scenario based use of force training mandated by the MN P.O.S.T. Board as well as terrorism/homeland security training.

When the facility was built in 2001, all the funding was provided by the City of Annandale's general fund. At the time, we did not have the funding to either add or improve portions of the training center for the following items: air quality - large air makeup system/air exchanger, sound dampening material for the walls/ceiling - noise associated with live fire exercises, steel breaching door to allow both mechanical and explosive type breaching, moving target systems within the shoothouse/and outdoor range and a forty foot rappelling tower for high angle fire/rescue and police tactical training.

The A.T.T.C. has agencies from all over the country attend classes offered here in Annandale, MN. We currently have approximately 40-55 agencies annually utilizing the training center. The agencies may rent the facility for use by their department, attend classes sponsored/hosted by ATTC with national training instructors or use in-house ATTC instructors.

The facility allows agencies to conduct the mandated MN POST use of force and scenario based training. The costs are minimal to agencies who rent the facility. The average cost for a police/sheriff's department for a days training is \$600. The facility allows the agency to train up to 30 officers during a full training day, which in turn costs cities/counties approximately \$20 per officer/day.

Instructors/trainers from various states have instructed here in Annandale. Most instructors have ranked our facility in the top ten around the country, not to mention the fact that we are a small town with a population of 2800 people.

In this day and age, law enforcement officers need to be trained in order to maintain the confidence needed to survive a deadly force encounter. I believe it is a public expectation that police officers should not only be professional but highly trained.

20. Project contact person, title, and contact information:

Jeffrey Herr, Chief of Police, 30 Cedar Street, Annandale MN 553023, office 320-274-3278, cell 320-980-2408 and fax 320-274-2067

1. Local government submitting the request: **Anoka county**
2. Project title: Rice Creek North Regional Trail Connection
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,334		

9. Project description and rationale:

This request is for \$2,334,000 in state funding to assist in the design, engineering and construction of a four mile paved, multi-modal off-road trail that follows Rice Creek through Anoka County, connecting with trails in Washington and Ramsey counties.

This project has both local and regional significance with the primary objective of the Rice Creek North Regional Trail Connections Project being to develop a paved, multi-modal, off-road trail that will expand access into the Rice Creek Chain of Lakes Park Reserve, link with local communities, and connect to the Rice Creek West and Mississippi River Regional Trails. This project will complete a 16.5-mile regional trail corridor and also provide a connection to the National Parks Service Mississippi National River and Recreation Area, a 72 mile recreation corridor following the Mississippi River from the cities of Ramsey and Dayton south to Hastings.

The proposed project is an expansion of the existing Rice Creek North Regional Trail that currently terminates in the city of Circle Pines. A new trail will be constructed from a point just south of Golden Lake Elementary School to a new northern terminus at the Lino Lakes Town Center development. Ultimately, the trail will complete a missing link connecting the Rice Creek trails to the Gateway State Trail in Washington County. The maps attached show the location of the trail within the Twin Cities Metropolitan region, as well as the regional and local trail connections.

The new off-road multi-modal trail will be just over four miles long and will be constructed to a 10 foot wide bituminous asphalt surface. It will include five boardwalk sections to minimize wetland impacts and three bridges over Rice Creek. In addition to these improvements, six cultural historical interpretive stations will be developed near bridges and boardwalks so that trail users may gain an enhanced understanding of the cultural and archaeological history of the Rice Creek Corridor. The existing Rice Creek North Regional Trail through Circle Pines will be improved from 8 feet wide to 10 feet wide, and street lamps will be installed at all intersections with roadways.

All but about 0.8 mile of the trail will be constructed on land controlled by the Anoka County Parks and Recreation Department within the Rice Creek Chain of Lakes Park Reserve and the Rice Creek North Regional Trail Corridor. A portion of the trail will be on school district property at the Rice Creek Elementary School grounds. The crossing of Rice Creek on CSAH 49 (Hodgson Road) has been provided by the reconstruction of CSAH 49/Rice Creek Bridge project that was completed in 2006. The new regional trail will make use of the existing off-road city trail along the north side of CSAH 10 (Birch Street) between CSAH 49 and Rice Creek Elementary School.

20. Project contact person, title, and contact information:

John VonDeLinde, Director of Parks and Recreation  
E-mail: john.vondelinde@co.anoka.mn.us

Karen Blaska, Park Planner  
E-mail: karen.blaska@co.anoka.mn.us

Anoka County Parks and Recreation  
550 Bunker Lake Blvd. NW  
Andover, MN 55304  
Tel: 763-757-3920  
Fax: 763-755-0230

1. Local government submitting the request: **Anoka, Sherburne, Wright Counties by Joint Powers Agreement Forensic Crime Laboratory Board**

2. Project title: Public Safety Campus and Regional Forensic Crime Laboratory

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,000		

9. Project description and rationale:

This request is for \$6 million in state funding to assist in the design, construction, furnishing and equipping of a forensic crime laboratory to process forensic evidence. The Crime Lab will be operated jointly by the Anoka, Sherburne and Wright County Sheriff's Offices and will be attached to a new Public Safety Campus in Anoka County.

Currently all forensic type evidence (DNA, toxicology and serology) is submitted and processed at the State's BCA laboratory in St Paul. The amount of evidence submitted overwhelms the laboratory capacity resulting in backlogs and lengthy delays for local investigations and prosecutions.

The delays permit criminals to continue to operate as investigations await testing results, or the delays force counties to hold suspects in custody for extended periods of time awaiting trial. Both consequences of the system inadequacy impose significant costs to the community.

The existing model of evidence processing assigns priority to the analysis of evidence related to the most serious crimes against persons, including homicide, assault and sex crime, while excluding the majority of property crimes. Yet even this limited model overloads the BCA's capacity.

The three partnering counties currently submit only 8 to 10% of their total evidence collections to the BCA due to limitations imposed by BCA. Four to five times that amount of forensic evidence accumulates unprocessed. Further, a notable amount evidence, mainly property crime related, goes uncollected due to the capacity issue.

Multiple studies indicate that homicide and CSC suspects have commonly been in the criminal justice system earlier in time as a result of the commission of other less violent type crimes. Additional studies indicate that the arrest of individuals for a single property crime may prevent the commission of seven additional crimes. It is vital that new facilities be built to allow for evidence processing that includes property crimes.

The proposed laboratory will provide relief at the state, regional and local level. By removing the evidence of these three counties from its work load, the state BCA facility will be able to increase its processing of evidence from other jurisdictions both local and regionally.

The state also benefits as the operational costs for this laboratory are shared by the three counties. The cost to operate the facility will be born directly by its users. In 2004 in an article in the Journal of Biolaw and Business it was estimated that every dollar spent on forensic analysis provides a return of 35 dollars to the community. Local users will see cost benefits as criminals enter the criminal justice system at faster rates and are identified earlier in their career.

As a further benefit to local and regional agencies, the facility has the potential to provide service to other counties as needed/requested or to assist the BCA facility in instances of extreme need.

Anoka, Sherburne and Wright Counties have made a commitment to bring an increase in critical forensic services to their region. The quality of life for citizens in the area will be greatly impacted by this facility. The plan proposed by these agencies allows the Counties to make the necessary progress towards facility and instrumentation modernization as well as an expansion of services. These enhancements will improve the quality and timeliness of the forensic science services provided to the community and will allow the laboratory to meet community expectations.

20. Project contact person, title, and contact information:

Captain Robert Aldrich  
Anoka County Sheriff's Office  
325 E Main St.  
Anoka MN 55303  
763-323-5006 (dd)  
763-422-7503 (f)  
[robert.aldrich@co.anoka.mn.us](mailto:robert.aldrich@co.anoka.mn.us)

1. Local government submitting the request: **City of Arden Hills**
2. Project title: Arden Hills Highway 10/County Road 96 interchange improvements and County Road H/I-35W interchange improvements to serve redevelopment opportunities at the Twin Cities Army Ammunition Plant (TCAAP)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$29,000		

9. Project description and rationale:

This request is for \$29 million in state funding to acquire land, conduct preliminary design, final design, and construction of the Highway 10/County Road 96 interchange and County Road H/I-35W interchange in Ramsey County, City of Arden Hills and City of Mounds View. This \$29 million investment by the State will help spur private economic development totaling more than \$800 million dollars over the next 10 years.

These transportation improvements have been a high priority to the region for many years, but transportation funding has not been available to implement them.

In anticipation of the redevelopment of the Twin Cities Army Ammunition Plant (TCAAP) area in Arden Hills, the City has taken the lead on pulling the stakeholders together and is working closely with Mn/DOT, Ramsey County and the surrounding cities to build new and modify existing interchanges in advance of Mn/DOT's ability to build major improvements. At the time of this application submittal, Mn/DOT has approved the preliminary design for the I-35W/County Road H improvement and is supporting the design concept for Highways 10 & 96. To date, Mn/DOT has regularly participated in the planning process for these improvements. These improvements will provide state and regionally significant benefits to the traveling motorist by removing bottlenecks which will reduce travel time, improve air quality and reduce crashes.

Beyond the direct positive impact to the traveling motorist that these interchanges will have, the redevelopment of the TCAAP site will transform what has been a federally-owned underdeveloped landscape for decades, into a sustainable mixed-use community, providing places for people to live, work, shop and recreate. The following illustrate a few of the tremendous impacts redevelopment at TCAAP will have on the local and regional area:

- Foster Economic Development – The TCAAP site is conveniently located within a 10 mile radius of the Minneapolis and St. Paul central business districts. The redevelopment project will create approximately 7,500 new jobs. This will significantly increase employment and income opportunities for those living within the region. New or enhanced businesses will also generate additional property tax revenue to the benefit of the counties, cities, and townships.
- Provide an alternative to sprawl – The redevelopment project will promote compact development and add approximately 2500 households within the TCAAP site which will include a range of housing types for a diverse and aging population. The new homes will be located in close proximity to major economic centers within the Twin Cities Metropolitan Area.
- Address safety concerns at Highways 10 & 96 – This intersection is rated the 43rd worst intersection in the State. The new design will foster safety and pedestrian mobility across three highways (10, 96 and I-35W)



- Promote Environmental Stewardship – The project will clean up contamination (groundwater, soil, sediment, and surface water) that resulted from past ammunition manufacturing operations at the facility. This includes the removal of over 160 blighted structures from the site.
- Provide recreational opportunities – Over 150 acres of parks and open spaces are being planned at TCAAP. These destinations will be connected by a system of trails, sidewalks and open space corridors to serve the regional and local residents.
- Transfer federal land back to the tax rolls - The opportunity to put this site back on the tax rolls will have significant impact to the State, Schools, City of Arden Hills and Ramsey County. The proposed development would add between \$800 million to \$1 billion dollars of market value to the property tax system.

20. Project contact person, title, and contact information:

Michelle Wolfe  
City Administrator  
City of Arden Hills  
1245 West Highway 96  
Arden Hills, MN 55112  
Email: [michelle.wolfe@ci.arden-hills.mn.us](mailto:michelle.wolfe@ci.arden-hills.mn.us)  
Phone: (651) 792-7810

1. Local government submitting the request: **City of Aurora**
2. Project title: Wastewater Treatment Facility/Phase II Improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$800		

9. Project description and rationale:

The City of Aurora is requesting \$800,000.00 in state funding to complete a very large and comprehensive Wastewater Facility Improvement Project. The proposed project will include headwork flow monitoring, new primary and secondary clarifiers, a flow equalization basin, addition of a second aeration tank, addition of expanded filtration capacity and necessary support piping and electrical upgrades.

The City of Aurora operates a sanitary sewer collection system and wastewater treatment facility that serves residents within the City and some residential connections outside the City limits. The collection system flows by gravity to the treatment plant that includes secondary treatment with effluent filtration. Treated effluent is discharged to Silver Creek (Class 2 water) which is a tributary of the upper St. Louis River. The original plant was constructed in 1957 as a secondary treatment facility utilizing a trickling filter for biological treatment and a single stage anaerobic digester for sludge stabilization. The facility was upgraded in 1980 to activated sludge biological treatment with effluent filtration. No changes were made to the anaerobic digester.

The City of Aurora has closely reviewed and studied each project component based on engineering data and recommendations. This funding request is directed at upgrading several deficiencies with the City of Aurora Wastewater Collection System.

The Minnesota Pollution Control Agency is requiring the City of Aurora to eliminate overflows for up to the peak instantaneous wet weather flow (defined as the 25 year, one-hour storm event) to the wastewater treatment facilities by year 2010. Currently, equipment has been installed to measure wastewater overflows at the wastewater treatment facilities. The data collected has been used to size pumping, clarification, filtration and flow equalization facilities that would be needed to handle peak wet weather flows. Currently, plant personnel have to bypass the filtration facilities during wet weather periods because of the limited filtration capacity and the plugging of the filters with solids washout from the final clarifiers.

The primary focuses of the Phase II Improvements include the following:

- Elimination of bypasses for all but the most severe storm events.
- Replacement of inadequate fifty (50) year old primary and secondary clarifiers.
- Increase the Wastewater Plant capability to add new connections to the existing sewer system.

The primary objective of the Aurora Wastewater Facility Improvements is to create a suitable living environment. The project is designed to maintain existing sanitary sewer services for all City of Aurora residents and more importantly to enable potential growth in housing and business development.

The City of Aurora is anticipating and planning for growth due to the large industrial development in progress in the East Range Area. The proposed Wastewater Treatment Facility Improvements are essential to provide quality services to existing residents and prepare for the future of the entire East Range Area.

The East Range Area is in an expansion and growth trend. The recent completion of the White Community Hospital Expansion and the new Mesabi East School District \$18.8 million dollar facility project in progress are the leading examples.

20. Project contact person, title, and contact information:

Linda Cazin  
City Clerk/Treasurer  
P. O. Box 160  
Aurora, Minnesota 55705  
Telephone: 218-229-2614  
FAX: 218-229-3198  
E-Mail: [cityclerk@ci.aurora.mn.us](mailto:cityclerk@ci.aurora.mn.us)

1. Local government submitting the request: **City of Austin**
2. Project title: Austin Area Success Center
3. Project priority number (if the applicant is submitting multiple requests): No. 2 (DNR is applying for flood mitigation appropriations for Austin)
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,000		

9. Project description and rationale:

This request is for \$3,000,000 in state funding to assist in the site acquisition, design phase and construction of the Austin Area Success Center to be located in Austin, Mower County, Minnesota

The Austin Early Childhood Initiative (Austin ECI) is a broad coalition of parents, business and government leaders, child care providers, and family services agencies that formed in 2002. Austin ECI has developed the Austin Area Early Childhood Success Center plan as one critical part of a multi-faceted community-based approach to ensuring better outcomes for our children.

The Austin Area Early Childhood Success Center is a one-stop shop location that brings together Austin's existing programs like the Community Child Care Center, the Parenting Resource Center, and Head Start, so that each program can best work to meet the needs of area families. Co-location will increase access, increase family participation, enhance cooperation between agencies, allow for program growth, and will provide the adequate well-designed physical space needed for high-quality child care.

A cornerstone of the Success Center will be increasing Austin's child care center capacity, particularly infant care and short-term care. Over fifty infants are currently on the waiting lists at Austin's available licensed child care centers, which have full enrollment for all age levels. There is an urgent and critical need for quality back-up day care for families using home-based day care as their primary option. Demand for child care services in the Austin area have been increasing over the past five to ten years and is expected to remain steady. Mower County's birth rate has been consistent for the past decade and is expected to continue at the same rate for the foreseeable future.

A critical element to the regional Success Center is providing visible, accessible, adequate space for existing programs that serve families and children. Families consistently report that they are unaware of existing programs or are unable to get to them. The Parenting Resource Center is currently located in the basement of a downtown bank. SEMCAC also has a basement office. These locations are difficult to find and operate only daytime weekday hours. Head Start programs Community Child Care Centers are run in locations that have no room for expansion, despite increasing demand. As a result, current family support programs; such as Crisis Nursery, Parenting Warmline and training and support for home-based child care providers; are little-known and under-utilized by the Austin area. Families and children will vastly benefit from being able to more easily learn about and attend these programs, which have a proven effectiveness.

Another key element in the Success Center is that it will meet the needs of the entire region, not just a certain isolated socio-economic segment. Studies show that parenting is a learned skill, and that all parents, regardless of educational attainment or economic status, can benefit from professional parenting guidance and support. People from all walks of life use the existing Parenting Warmline and Crisis Nursery services. The Success Center will house programs and services that all families use, like the City of Austin's Park and Recreation Department, an indoor park and play space for young children. These programs will not only make the Success Center a more attractive and useful destination for

families, but will help defray the operating cost of the Success Center. A second phase may incorporate Mower County Health and Human Services as a 2nd floor to the Center. All second phase costs would be covered by Mower County.

20. Project contact person, title, and contact information:

Craig Hoium	Jim Hurm
Austin Community Development Director	Austin City Administrator
500 4th Avenue NE	500 4th Avenue NE
Austin, MN 55912	Austin, MN 55912
(P) 507-437-9952	(P) 507-437-9941
(F) 507-437-7101	(F) 507-434-7197
E-mail: <a href="mailto:choium@ci.austin.mn.us">choium@ci.austin.mn.us</a>	E-mail: <a href="mailto:jhurms@ci.austin.mn.us">jhurms@ci.austin.mn.us</a>

1. Local government submitting the request: **City of Babbitt**
2. Project title: City Garage Replacement
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$310		

9. Project description and rationale:

This request is for \$310,000 in State funding to design and construct a new City Garage for maintenance of mobile equipment for the City of Babbitt in St. Louis County.

The current garage is approximately 50years old and has several structural and mechanical problems. Specifically:

- The cinder walls were not constructed with expansion joints or sufficient reinforcement and are badly cracked and deteriorating,
- The roof is waterlogged and must be replaced,
- The building is not adequately ventilated (The equipment bays must be ventilated per OSHA standards and the ventilation and air quality in the lunch room and office must be improved),
- The lighting is substandard, and
- The building is poorly insulated and heating costs are high.

The building houses and is used for maintenance of the City equipment used to support the Public Works and Public Utility functions. The City also provides space in the building for a St. Louis County Snowplow during winter months.

The current building will be demolished down to the slab. The current slab will be saved and a new energy efficient building will build on the same footprint.

The new building will be constructed to be energy efficient and with lighting and ventilation improved to code.

20. Project contact person, title, and contact information:

Peter L. Pastika  
 City Administrator  
 City of Babbitt  
 71 South Drive  
 Babbitt, MN 55706  
 Phone: (218) 827-2188  
 Fax: (218) 827-2204  
 Email: [info@babbitt-mn.com](mailto:info@babbitt-mn.com)

1. Local government submitting the request: **City of Barnum**
2. Project title: Barnum Municipal Supply Well No. 2 and Control System Improvements Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$250		

9. Project description and rationale:

This request is for \$250,000 in state funding to design and construct a new municipal supply well and upgrade the control system for the existing water system to serve the City of Barnum, Carlton County, Minnesota.

The public water system operated by the City of Barnum consists of one municipal supply well, a well house building for chlorine and fluoride addition, one elevated storage tank, and a distribution system that serves a significant portion of the residents within the City limits. The average water use in 2006 was 48,000 gpd, and the maximum water use was 140,000 gpd. Service connections within the community are metered and water is billed based upon recorded water usage.

The City of Barnum is currently served by only one municipal supply well (CW#1) that is not currently supplied with emergency power generating capacity. One issue reviewed during a municipal water system evaluation process is to determine if a water system is able to meet the peak daily demand with the largest well out of service. Since the City of Barnum has no back up supply well, and therefore no mechanical redundancy, it is not capable of providing even minimal water to meet public health and safety needs in the event of an equipment failure with CW#1. Additionally, the City is vulnerable to contamination issues as no back up supply well is available.

Since this request is directed at providing mechanical redundancy within the water system related to water supply, the alternatives to consider are somewhat limited. The City has reviewed a "do nothing" alternative, however, it does not appear that this alternative would provide an adequate degree of public health and safety to the residents and users of the municipal system. Another option reviewed as part of this process was to construct a new municipal supply well (CW#2) to augment the existing water supply. The construction of CW#2 would also provide much needed mechanical redundancy and potential well head protection benefits to the City of Barnum.

Based upon review of the alternatives considered, it was determined that the City of Barnum should pursue the installation of another municipal supply well to provide water for the City system. The new installation would be designed such that the wells could be operated either manually or automatically to alternate between CW#1 and CW#2. The new supply well is also recommended to be equipped with a emergency backup generator so that an adequate water supply can be maintained and provided to the City residents and users at all times. In addition it is recommended that the controls and scada system for the entire water system including: CW#1 and CW#2 be upgraded/replaced and that new flow meters be installed and linked to the new system.

This project has both local and regional significance as it affects the public safety, health and welfare of all those living in the water service area.

20. Project contact person, title, and contact information:  
Christopher Rousseau, P.E., Barnum City Engineer  
Office#: 218.722.3915 x220      Cell#: 218.393.5585

1. Local government submitting the request: **City of Baudette**
2. Project title: Baudette Water Towers
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$425		

9. Project description and rationale:

This request is for \$425,000 in state funding to design and construct two new water towers. The two existing water towers need to be replaced due to their age and depleted condition they represent many concerns to the city. In addition, the city of Baudette has been advised that future maintenance and inspections will not be conducted due to such safety related concerns. The expense to repair the existing structures is cost prohibitive.

This project is of local and regional significance. The city of Baudette serves as the county seat and is one of only two cities in Lake of the Woods county.

20. Project contact person, title, and contact information:

City Engineer Nathan Kestner  
 209 4th Street NW  
 Bemidji, MN 56601  
 Phone 218-759-9218  
 Fax 218-751-9665



1. Local government submitting the request: **City of Bemidji**
2. Project title: Bemidji Regional Event Center (BREC)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$25,000		

9. Project description and rationale:

The request is for \$25 million in state funding to acquire land, design, construct, furnish and equip a Regional Event Center for the City of Bemidji to be located within the core of downtown Bemidji.

The Bemidji Regional Event Center (BREC) will be a 3,500 seat multi-event arena with an attached conferencing space of approximately 10,000 square feet. The BREC will have Bemidji State University as the anchor tenant and will be designed as a multi-purpose facility to meet the needs of the north-central Minnesota region. It will be used for a wide variety of events with regional interest including conferences, trade shows, concerts, hockey and curling.

The City of Bemidji has been researching the need for a Regional Event Center since 1992. Since then, community and regional leaders have been involved in developing a vision for the Bemidji Regional Events Center. Also the City of Bemidji commissioned CSL (Convention Sports and Leisure) to develop a feasibility study for the project.

The BREC will have a positive impact on the quality of life for northwestern Minnesotans. As quality of life issues become more important for cities to be able to attract residents and businesses, Bemidji wishes to distinguish itself as a leader in the northwestern region of Minnesota in terms of a vibrant economic center with social, cultural and recreational opportunities. Bemidji has taken other steps towards this vision including a \$3.4 million Diamond Point Park improvement project, acquisition of additional park property, and the restoration of "Paul and Babe" at their waterfront park.

The Bemidji Regional Event Center will fill a much-needed gap in terms of facilities in the region. In fact, every other region in Minnesota has access to an Event Center similar to the one described in this proposal, with the exception of Bemidji and northwestern Minnesota.

An added advantage for this project is that the City of Bemidji is partnering with Bemidji State University to create a facility that is beneficial to both entities. Bemidji State University has agreed to make the Bemidji Regional Event Center the home of its hockey program. Having a stable anchor tenant for the Bemidji Regional Event Center provides leverage to allow for additional components, such as meeting rooms and conference facilities, making the BREC a flexible event center.

The Bemidji Regional Event Center will enhance economic and cultural opportunities for the residents of northwestern Minnesota as well as securing a new home for Bemidji State University Division I hockey. Bemidji needs the State's participation to complete this project and secure its future as a regional center.

20. Project contact person, title, and contact information:

John Chattin, City Manager  
City of Bemidji  
317 4th Street NW  
Bemidji, MN 56601-3116  
Telephone: (218) 759-3565 Fax: (218) 759-3590  
Email: [jchattin@ci.bemidji.mn.us](mailto:jchattin@ci.bemidji.mn.us)

1. Local government submitting the request: **City of Benson**
2. Project title: East Pacific Avenue Improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$725		

9. Project description and rationale:

The request is for \$725,226 in state funding to acquire land, design, and construct a road around the Burlington Northern Santa Fe rail crossing to allow emergency vehicles (police, fire, ambulance) to gain access to service territory when a train is blocking the TH12 intersection in Benson.

20. Project contact person, title, and contact information:

Elliot C. Nelson, Public Works Director  
 1410 Kansas Avenue, Benson, MN 56215  
 PH: 320-843-4775, Cell: 320-760-0911, FAX: 320-842-7151  
[elliott.nelson@co.swift.mn.us](mailto:elliott.nelson@co.swift.mn.us)

1. Local government submitting the request: **Big Lake Area Sanitary District**
2. Project title: Big Lake Wastewater Improvements Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000		

9. Project description and rationale:

This request is for \$1,000,000 in state funding to design and construct a new municipal wastewater system to serve the Big Lake Area Sanitary District, Carlton County, Minnesota.

The territory for the Big Lake Area Sanitary District is located entirely within Perch Lake Township, and is also inside the boundaries of the Fond du Lac Indian Reservation.

Currently wastewater treatment within the District consists of individual on-site systems for each home or business, including conventional systems (septic tank with drainfield or holding tank), mound systems, or privies. Recent studies completed by Indian Health Services (IHS) on tribal properties indicate that many of these existing systems do not meet state construction requirements. Recent study and evaluation of the non-tribal properties completed by MATRIX Soils and Systems, Inc. indicates that 33% of the systems surveyed do not meet state construction requirements. The MATRIX evaluation also reports that 41% of the properties evaluated infringe on minimum well setbacks, 12% infringe on minimum set back distances from the lake, and 9% infringe on building setbacks required by State Building Code. Another concern highlighted by the MATRIX evaluation was the fact that 55% of the properties evaluated do not appear to be able to be replaced on-site due to limited area and unsuitable soil conditions for on-site treatment.

Current land use trends indicate that the territory of the proposed Big Lake Area Sanitary District is a high growth / development area within Carlton County. The Big Lake Area Sanitary District was created with the purpose of promoting the public health and welfare by providing an adequate and efficient system and means of collecting, conveying, pumping, treating and disposing of sewage within the District. The use of on-site treatment systems, within portions of the District, has been proposed to continue in accordance with a planned On-site Wastewater Management Program. The Sanitary Board would provide management and oversight of this program with the goal of assuring that those portions of the District without access to the sanitary sewer system will still be providing good, reliable on-site treatment of their wastewater. The District as the point of creation was charged to reduce the use of on-site treatment systems, and will thereby abate actual and potential pollution of surface water, groundwater, and Big Lake. The proposed improvements would meet these goals and provide for a safe, healthy lake for both residents and visitors to enjoy for years to come.

This project has both local and regional significance as it affects the public safety, health and welfare of all those living in the service area as well as those coming to enjoy the lake.

20. Project contact person, title, and contact information:  
 Christopher Rousseau, P.E. – BLASD District Engineer  
 Office#: 218.722.3915 x220  
 Cell#: 218.393.5585

1. Local government submitting the request: **City of Blooming Prairie**
2. Project title: Third Street Sanitary Sewer and Storm Sewer Improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,021		

9. Project description and rationale:

The request is for \$ 1,021,000 in state funding to engineer and reconstruct the Third Street North Sanitary and Storm Sewer corridor, located in the City of Blooming Prairie, Steele County, Minnesota.

The City of Blooming Prairie is at the top of the Cedar River Watershed. Rainwater runoff that falls west of the City is currently conveyed through the City's Storm Sewer System before entering the Cedar River on the eastside of the City. The Third Street North corridor includes a storm water pond which will improve water quality and sediment runoff. The installation of the trunk storm sewer and sanitary sewer facilities on the Third Street corridor will provide capacity in the Storm Sewer System for the conveyance of storm water flows and eliminate the cross connections that exist between the storm sewer and sanitary sewer. These improvements will reduce basement flooding and property damage that has occurred during past peak storm events. The proposed improvements to the Third Street corridor storm sewer would serve a 204-acre watershed. The flooding in the City of Blooming Prairie has occurred because of the contour of the community. The City is not located on a river, along a lake or even within a flood plain, so it does not qualify from flood funding. However, the community has received extensive flood damage in 1993, 1999, 2000 and 2004.

20. Project contact person, title, and contact information:

Michael G Jones, City Administrator  
 PO Box 68  
 Blooming Prairie, MN 55917  
 Telephone (507)-583-7573  
 Fax (507)-583-4520  
 E-mail CBP@SMIG.NET

1. Local government submitting the request: **City of Bloomington**
2. Project title: Mall of America Phase II
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$192,185		

9. Project description and rationale:

This request is for \$192,185,000 in state funding to construct structured public parking facilities to support Mall of America Phase II in Bloomington. The approved preliminary development plan for Mall of America Phase II includes a 5.6 million square foot integrated mixed use center consisting of retail, hotel, office, residential and entertainment uses.

The Mall of America is the most popular tourist destination in the State of Minnesota. The Mall of America currently attracts 13.6 million tourists each year, of which 5.8 million come to the region specifically to visit the Mall of America.

The Mall of America is one of the top taxpayers in the state. The Mall of America generated \$44 million in taxes in 2006 and has generated \$739 million in taxes since opening in 1992. It is estimated that Mall of America Phase II will contribute \$57.6 million annually in state sales, income, and property taxes.

The Department of Employment and Economic Development completed an economic impact analysis of the Mall of America Phase II. The analysis was based on data provided by the Mall of America and Armlin Damon & Associates. Please note that the analysis assumed that construction would begin in 2007 and the facility would be operational in 2011. Although the construction is now expected to begin in April 2009 and be completed by September 2012, the numbers below have not been inflated.

The analysis determined that the construction phase of the expansion will generate:

- \$220 million to \$402 million in additional State GDP per year
- \$179 million to \$315 million in personal income per year
- 3,700 to 5,860 jobs, primarily in construction related industries.

Two methods were used to estimate the economic impact of Phase II operations. The first looks at all expenditures as "new money to the economy," while the second looks at expenditures of Minnesota residents differently than non-Minnesota residents. The first analysis method suggests that the operations phase of the expansion will generate:

- \$431 million to \$699 million in State GDP per year
- \$262 million to \$478 million in personal income per year
- 6,740 to 9,570 jobs, primarily in retail trade and professional and technical services.

The second method suggests that the operations phase of the Phase II expansion will generate:

- \$281 million to \$454 million in State GDP per year
- \$181 million to \$326 million in personal income per year
- 4,390 to 6,230 jobs, primarily in retail trade and professional and technical services.

The Mall of America Phase II is an important project with regional and statewide benefits including jobs, tourism, and tax revenue. State bonding for public parking structures is required to allow this project to proceed.

20. Project contact person, title, and contact information:

Clark Arneson, Assistant City Manager

City of Bloomington

1800 W. Old Shakopee Road

Bloomington, MN 55431-3027

Phone 952-563-8921

Fax 952-563-8754

E-mail [carneson@ci.bloomington.mn.us](mailto:carneson@ci.bloomington.mn.us)

1. Local government submitting the request: **City of Brainerd**
2. Project title: Regional Performing Arts Center
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$21,320		

9. Project description and rationale:

The City of Brainerd is requesting \$21,320,000 to design, construct, furnish and equip a new approximately 81,000 square foot approximately 1500 seat Regional Performing Arts Center on the Brainerd Campus of Central Lakes College, located in the City of Brainerd, Minnesota.

Project Rationale: Community leaders in the Brainerd Lakes Area have been discussing the need for a Regional Performing Arts Center/ Auditorium for the past twenty years. The existing auditorium spaces in our region have a maximum capacity of approximately 900 seats, and are aging. The current auditorium spaces are not appropriate for renovation for a number of reasons. The current stage block would need major structural overhaul and would be very expensive, there is not space for the supporting areas such as dressing rooms, scene shops, and there is very limited parking in the area. Additionally, the Brainerd Public Schools is in need of an auditorium to support their needs.

The Regional Performing Arts Center is a facility that will increase access to and opportunity for community involvement, as well as for credit and non-credit offerings in Theater, Music, and Art at Central Lakes College. The project will support the Arts by offering community members, students, and faculty opportunities to perform and exhibit in their areas of expertise. This large facility will provide high-quality performance and exhibition space, areas for instruction in studio and performing arts, and reception spaces for the College and its wider community. Professional theater and music events, art exhibits, and other types of events would provide draws to our region for the events themselves, as well as additional tourism, hotel or resort stays, shopping, and additional economic development. The existence of this facility will provide additional incentives for people to work in, to find recreational opportunities in, and to relocate to our area.

The City of Brainerd proposed Regional Performing Arts Center can serve Central Lakes College and our wider community by providing appropriate space for:

- Instruction in theater, dance, and studio/performance art and various exhibitions
- Graduation ceremonies and other large assemblies
- Workforce development training sessions
- City- or county-sponsored training and events
- Private events, contained to the reception area
- Professional speakers, presenters, theater, music, and dance groups
- Artists-in-residence programming
- Community rooms for utilization by regional organizations

The City is confident that this Regional Performing Arts Center will draw audiences from a 50- to 60-mile radius and will allow the increasing and aging population additional cultural opportunities as well as access for all residents of the Central Minnesota Region. Census projections indicate that the Brainerd Lakes Area will grow to nearly 60,000 people by 2015, from a population of approximately 40,000 in 2000. Census Bureau estimates call for Crow Wing County alone to grow by 60% over the next 20 years from the current 60,000 to 90,000 in 2030.



The CLC Foundation has issued an RFP for a study of our potential publics to gather and compile targeted demographic/market analysis data, as well as a financial feasibility study, to determine community and economic support for a regional performing arts center.

The City and College has established a steering committee, composed of persons from private and public organizations/institutions in the area, who are interested in seeing the regional performing arts center, come to fruition. Partnerships with the following entities will be developed and strengthened as well, to facilitate the construction of the Regional Performing Arts Center, and to ensure its efficient management and operations:

- Cities of Brainerd and Baxter, other surrounding Cities and Crow Wing County
- Brainerd Lakes Area Chamber of Commerce      Brainerd Public Schools
- Crossing Arts Alliance      Brainerd Restoration Board      Central Lakes College Foundation

20. Project contact person, title, and contact information:

Kari Christiansen, Vice President of Administrative Services  
 Central Lakes College  
 501 West College Drive  
 Brainerd, MN 56401  
 Phone: 218-855-8060  
 Fax: 218-855-8057  
 E-Mail: kchristi@clcmn.edu

1. Local government submitting the request: **City of Brainerd**
2. Project title: Historic Downtown Brainerd Street and Utility Reconstruction Project
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$500		

9. Project description and rationale:

The City of Brainerd is requesting \$500,000 in State funding to assist in the design and reconstruction of street and utility infrastructure including pedestrian oriented streetscape items, in the heart of Historic Downtown Brainerd. This is a project that has been discussed for numerous years but has had difficulty in finding the necessary support from private property owners due to the financial burden associated with special assessments. Financial assistance from the State will help reduce this financial burden to ensure business and property viability.

The street and utility reconstruction project will be fundamental to the revitalization of Downtown Brainerd and will help ensure the economic health of the Brainerd Lakes Area since the two are intertwined. Further, a community's economic health is dependent on its ability to be flexible to changing economic markets through various strategies and methods including changing how buildings are used through interior renovations to existing buildings.

Due to current codes, renovations often require the installation of fire-prevention sprinklers which currently isn't feasible because the water lines going into a number of the buildings aren't large enough to supply adequate water for the sprinkler systems. The sanitary sewer system in areas of Downtown is over 85 years old and may fail at any time, causing costly emergency repairs. The storm sewer does not

extend to many of the buildings downtown; eight to ten of the buildings currently have their roof drains connected to the sanitary sewer system which adds 50,000 gallons of clear water to the wastewater treatment system for every inch of rain the area gets. These issues will no longer be a roadblock with the completion of this project and will allow building owners to make the improvements on their buildings necessary to better adapt to changing markets. Further, the comfort that property and business owners will have that these basic health, safety and welfare building blocks are in place and reliable will encourage private investment in Downtown Brainerd.

Private investment in the community will be further encouraged by the improved streetscape that will promote more pedestrian activities thereby increasing commerce and health while decreasing pollution.

This street and utility reconstruction is not simply important for the buildings or for Brainerd, but for the entire Brainerd Lakes Area. Downtown Brainerd should be the economic engine for the region and needs to be strong if the economic health of the region as a whole is to continue. The Twin Cities area governments, non-profits, and businesses learned over the last few decades that the economic health of a region is dependent upon that of its center – its Downtown. Even if the outer suburbs are booming, if the central City is in decline, that decline will spread. Minneapolis has been quite successful in rejuvenating its Downtown and the metro area has continued to see prosperity as a result. Downtown Brainerd is the Minneapolis for the Brainerd Lakes Area and must be strong in order for the entire region to continue to prosper. Where the Downtown goes, the region follows. Though this street and utility reconstruction project is not the only part of Downtown's renewal, it does create the foundation on which to build it and help sustain the region as a whole.

20. Project contact person, title, and contact information:

Daniel J. Vogt, City Administrator  
501 Laurel Street  
Brainerd, MN 56401  
Phone: 218-828-2307  
Fax: 218-828-2316  
Email: [dvogt@ci.brainerd.mn.us](mailto:dvogt@ci.brainerd.mn.us)

1. Local government submitting the request: **City of Buckman**
2. Project title: Tornado Siren, Park Improvements, and Pump House Repair
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$95		

9. Project description and rationale:

This request is for \$95,000 in state funding for multiple projects to be located in the city of Buckman, in Morrison county.

- Project 1: Siren for tornado and storm awareness
- Project 2: Water pump house repair
- Project 3: Park improvements, including block warming house

The above projects have local significance as they are located in the city of Buckman.

20. Project contact person, title, and contact information:  
 Tom Lutzke, Councilman and Park Supervisor  
 27222 93<sup>rd</sup> Street  
 Pierz, MN 56364  
 Phone 320-468-6391

1. Local government submitting the request: **City of Burnsville**
2. Project title: Burnsville Performing Arts Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$10,000		

9. Project description and rationale:

This request is for \$10 million in state funding to design, construct, furnish and equip a new performing arts center facility located in Burnsville, Minnesota. The facility will be located in Burnsville's Heart of the City, which has received award-winning recognition for its mixed-use design and redevelopment standards. Constructing the Performing Arts Center will complete the multi-year, multi-million dollar Heart of the City area redevelopment. The Center will include an approximately 63,000 square foot facility with a 1,000 seat main theatre and a 150 seat black box theatre. The Center will also include space for visual arts displays, banquet space, rehearsal, class and meeting rooms in addition to office and support spaces.

The Burnsville Performing Arts Center would help to fulfill an important state mission by providing accessibility to arts and cultural activities. This project also supports the preservation of diverse cultural heritages and organizations through the accessibility of the facility to local, regional and national arts groups. In addition, through the wide variety of programming, performing spaces and multiple artistic uses of this facility the Performing Arts Center supports the mission of the Minnesota State Arts Board by fostering broad public participation in, and support for, the arts.

The Performing Art Center would help to fulfill other important state missions by generating local economy: expanding business opportunities, creating jobs, generating revenue and serving as a cornerstone for tourism, economic development and community development. The 2006 statewide report *The Arts: A Driving Force in Minnesota's Economy*, compiled by the Minnesota Citizens for the Arts, revealed "the excellence, scope and diversity of cultural activity in every corner of the state go beyond contributing to Minnesota's quality of life: the arts and culture make a significant contribution to the state's economy. Each legislative dollar invested is matched by local dollars. There is a return on investment to the state of nearly \$11 for every state dollar invested."

In early 2006 the City of Burnsville hired a theatre consultant to produce a business plan and feasibility study. Results of their research, which included a competitive analysis of similar types of facilities in the region and the state, found that Burnsville's Performing Arts Center would be a subset of the Minneapolis and St. Paul market. It would draw patrons from "south of the river" suburbs and would also provide a venue for younger, up-and-comer type performers.

The business plan concluded that having a main theatre of less than 500 or over 1250 seats would put the Burnsville Performing Arts Center in too competitive a position with Minneapolis and St. Paul theater districts. Instead of competing with other similar venues, plans are already in place to provide expanded or satellite programming and performances for the Children's Theatre Company. There is a need for these types of programs "south of the river" and the City of Burnsville would continue to foster this partnership as well as search for other similar partnerships in the future. The Burnsville Performing Arts Center would not place similar facilities at a disadvantage, but would provide a significant contribution to the thriving and successful arts and culture industry in Minnesota.

20. Project contact person, title, and contact information:

Craig Ebeling, City Manager  
City of Burnsville  
100 Civic Center Parkway  
Burnsville, MN 55337  
Phone: 952.895.4465  
Fax: 952.895.4464  
Email: craig.ebeling@ci.burnsville.mn.us

1. Local government submitting the request: **City of Cambridge**
2. Project title: Cambridge-Isanti Bike/Walk Trail
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$545		

9. Project description and rationale:

This request is for \$545,000 in state funding to construct the Cambridge-Isanti Bike/Walk Trail that is proposed to be a separated, ADA compliant bicycle/pedestrian trail connecting the cities of Cambridge and Isanti in Isanti County. This request has local, regional and state significance in the following ways:

Local Significance:

The local significance of the Cambridge-Isanti Bike/Walk Trail System is that it will provide an alternative mode of transportation in the Central Minnesota region, and health and recreational benefits for users. Once completed, the Cambridge-Isanti Bike/Walk Trail will connect Cambridge, Isanti and Isanti Township – the fastest growing area in Isanti County. This will decrease reliance on automobiles and allow young and old to bike or walk from one city to another – to the schools, business districts, and points of interest that each community has to offer. The trail will also be used for health and recreational benefits.

This project will improve existing trail conditions by 100% as there is currently no safe route to walk or bike between Cambridge and Isanti. A very busy State Highway 65 is the main corridor connecting the cities; there are two paved township roads that also connect the cities. However, those have no shoulders and are increasingly busy and dangerous. Residents are thusly forced to use their vehicles to get from one place to another. A separated trail will provide them with the option of bicycling or walking to their destination.

Regional Significance:

This will be a regional trail and usage will go beyond the residents of the two cities and township. Connections from the Cambridge-Isanti Bike/Walk Trail to existing and future trail systems in the region will be relatively easy. It is envisioned that this trail will:

- Extend northward to Braham.
- Extend southward to Anoka County, Rum River Trail.
- Connect to Sunrise Prairie Trail in Chisago County, Willard Munger Trail, Mille Lacs Soo Line Trail, Sherburne National Wildlife Refuge.

State Significance:

As mentioned above, the vision is that the Cambridge-Isanti Bike/Walk Trail will become part of the state's larger trail systems. Isanti County currently has no state or regional trails but is eager to help facilitate such systems. The Cambridge-Isanti Bike/Walk Trail is a starting point for creating a network of trail systems within Isanti County and outwards to neighboring counties and beyond. The corridor proposed for the Cambridge-Isanti Bike/Walk Trail (see enclosures for map) maximizes the environment for enjoyment and education. The trail is proposed to pass over an extensive wetland for approximately 1,900 feet and cross Isanti Brook. The wetland is listed in the Isanti County Biological Survey as significant in being a shrub swamp, a poor fen and a tamarack swamp containing Blanding's turtles. The wetlands traversed by the trail will be treated with sensitivity and the crossing will be an opportunity for environmental education and enjoyment. The suspended trail way over the wetland will be modeled after the walkway used at the Harriet Alexander Nature Center in Roseville, MN. Steel pipes are pounded down into the hardpan below and wood stringers and planking are attached to them at a height above the

high water line. There will be informational signs along the trail identifying the plants, animals and birds that are native to the environment and suggestions for ways people can help the environment.

20. Project contact person, title, and contact information:

Tyler Sinclair, City Planner/Economic Dev. Assistant  
City of Cambridge  
300 3rd Avenue NE  
Cambridge, Minnesota 55008  
Phone (763) 552-3214  
Fax (763) 689-6801  
tsinclair@ci.cambridge.mn.us

1. Local government submitting the request: **City of Canby**
2. Project title: Replacement of the Canby Custer Creek Bridge
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$125		

9. Project description and rationale:

The request of \$125,000 in state funding will provide the City of Canby with funding to supplement local financing for the replacement of the Canby Custer Creek Bridge.

The Yellow Medicine County Engineer has reviewed the existing timber bridge and determined that replacement is necessary due to structural deficiencies. In addition to the structural deficiencies, the existing bridge is narrow and creates a hazardous traffic situation when opposing vehicles meet or when pedestrian traffic is present on the bridge.

The City plans to replace the existing structure with a concrete box culvert bridge. The new bridge will be wider, thus reducing the traffic hazard. The Canby Custer Creek Bridge is unique in that it is owned by the City. Therefore, the bridge is not eligible for other roadway and bridge improvement funding sources.

This bridge has local significance in providing access for emergency vehicles to the surrounding residential area. Two streets provide access to the southeast residential area. Loss of access, due to failure of the Canby Custer Creek Bridge, would require emergency vehicles to backtrack and detour, increasing the response time for emergency vehicles.

20. Project contact person, title, and contact information:

Andy Sander  
Yellow Medicine County Engineer  
1320 13th Street  
Granite Falls, MN 56241  
320.564.3331  
320.564.2140 Fax  
andy.sander@co.yellow-medicine.mn.us

Secondary contact:  
Jerry Boulton  
Qually, Boulton & Vinberg  
137 St. Olaf Ave. N  
Canby, MN 56220  
507.223.7201  
507.223.7501 Fax  
geraldboulton@frontiernet.net

1. Local government submitting the request: **City of Canby**
2. Project title: Canby Industrial Park Development



3. Project priority number (if the applicant is submitting multiple requests): 2 of 2

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$762		

9. Project description and rationale:

This request is for \$761,835 in State funding. The funding will provide the City of Canby with gap funds to supplement local financing to complete infrastructure improvements for the development of an Industrial Park. The improvements include installation of municipal water and sewer, storm water control, roads with curb and gutter. The property is owned by the City and is strategically located adjacent to the Canby Regional Airport. The State funding will allow the City to initiate the Industrial Park project and have developable land, build ready and available, for new business/industry. The City submitted a pre-application for DEED Business Development Public Infrastructure Grant Program funding to finance the proposed improvements in 2006. The City was not invited to participate in the second round of applications.

As recently as 2000 the City of Canby had added 77 persons, an increase of 4% over the past decade. However, this population trend has slowly begun to reverse as area workers leave Canby and the surrounding region to find employment opportunities. In 2004 the City established an Economic Development Authority for the purposes of enhancing economic development opportunities within the City and to facilitate negotiations, financing and to create employment opportunities in Canby.

As evidenced by the recent action of the Suzlon Rotor Corporation locating a major manufacturing facility in the region, the Canby EDA and the Canby Campus of Minnesota West Community and Technical College (MNWEST) recognized the growing demand for employees in the Wind Energy field and increased opportunities for new business growth. The Canby EDA is confident that Wind Energy industrial and business opportunities will increase exponentially in the Buffalo Ridge region in the near future.

MNWEST has a variety of educational programs included electrician, dental assisting, automotive technology, and diesel technology. Recently the campus initiated a Wind Energy Technology program for Wind Energy Technicians. Having 16 acres of zoned industrial land build ready, combined with the educated future employees in the Wind Energy field, will position Canby in the forefront to compete for Wind Energy related industry and business opportunities as they arise.

As recent as this year, the EDA has had informal, preliminary discussions with interested parties for potential expansion of an industry in the Canby area. Completion of the project will provide the City with available lands; build ready, for industrial expansion.

20. Project contact person, title, and contact information:

Steve Robinson, P.E.  
Consulting City Engineer  
225 6th Street  
Worthington, MN 56187-2368  
Phone: 507.376.5888 fax: 507.376.3310  
srobinson@sehinc.com

1. Local government submitting the request: **City of Carlton, Minnesota**
2. Project title: Carlton Municipal Supply Well No. 4 Construction Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$125		

9. Project description and rationale:

This request is for \$125,000 in state funding to design and construct a new municipal supply well to serve the City of Carlton, Carlton County, Minnesota.

The City of Carlton completed a Water System Evaluation and Feasibility Study in December 2001 to assess the current condition and future flows for the Carlton area. The conclusion of the study was the recommendation of several future improvement projects to be made to the existing City of Carlton water system. Several recommendations of the study have already been implemented by the City including a new connection to provide water to the City of Thomson (a neighboring community) and the Jay Cooke State Park. The City of Carlton is currently engaged in a contract to construct a new-elevated water tower that will be able to serve the Carlton Regional Water Service Area. The new, regional water system is capable of serving the City of Carlton, City of Thomson, Township of Twin Lakes, as well as Jay Cooke State Park.

This request will address water supply issues and the recommendation to construct a new-municipal water supply well to serve the Carlton area. The City of Carlton system is currently drawing water from two supply wells located in close proximity to the water treatment plant. These wells while serving the City faithfully all these years are now reaching the end of their design life. One of the existing wells is scheduled for rehabilitation work, however, this well cannot be taken out of service for repair until the City has another suitable well available to provide water to the system users. The City has also been actively involved in wellhead protection planning with the Minnesota Department of Health. The new supply well is a necessary and important step in providing well head protection for the community.

Due to the overall age and condition of the existing water supply wells serving the City of Carlton, it is obvious that a new well must be constructed and the existing wells be made available for maintenance/rehabilitation in the very near future. Based upon these concerns and the Study recommendations, the City is requesting to be included in the 2008 Capital Budget Bonding Bill to help finance a portion of the project.

This project has both local and regional significance as it affects the public safety, health and welfare of all those living in the regional water service area.

20. Project contact person, title, and contact information:  
 Christopher Rousseau, P.E. – Carlton City Engineer  
 Office#: 218.722.3915 x220  
 Cell#: 218.393.5585

1. Local government submitting the request: **City of Centerville**
2. Project title: Main Street Improvements (Anoka County CSAH 14)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,227		

9. Project description and rationale:

This request is for \$1,227,000 in state funding to design and reconstruct Main Street (Anoka County CSAH 14) in Centerville Minnesota. County Road 14 provides an important east-west connection between Lino Lakes, Centerville and other area communities, as well as providing access to I-35E and I-35W. This connection will also serve as the vital transportation route for access to the proposed economic developments in Eastern Anoka County. County Road 14 runs east-west for 22 miles from Trunk Highway (TH) 10 on the west to TH 61 on the east. The eastern end of the County Road 14 corridor between I-35W and I-35E is the current subject for consideration of proposed improvements. It is currently an undivided two-lane roadway with gravel shoulders in the rural areas, and a two-lane street through downtown Centerville. Over 6,000 vehicles per day travel on County Road 14 near I-35W. Near I-35E and downtown Centerville, County Road 14 carries 12,000 vehicles per day. The importance of County Road 14 as a regional connection will only grow as the dramatic growth in the area continues. The population of the surrounding communities doubled between 1990 and 2000, and will double again before 2030. Recent residential and commercial development along County Road 14 and County Road 21 has occurred more quickly than anticipated and points to the explosive growth that is anticipated in this area in the next 30 years. However, geographical and environmental constraints, as well as limitations to interstate access may limit opportunities to address accompanying traffic needs.

20. Project contact person, title, and contact information:

John Meyer  
 Finance Director  
 City of Centerville  
 1880 Main Street  
 Centerville, MN 55038  
 Phone: 651-429-3232  
 Fax: 651-429-8629  
 Email: jmeyer@centervillemn.com

1. Local government submitting the request: **City of Chisholm**
2. Project title: 6<sup>th</sup> Street SW / SE Improvements Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,300		

9. Project description and rationale:

The City of Chisholm is requesting \$1,300,000 for the 6<sup>th</sup> Street SW / SE Improvements project. This funding will be used for construction to complete the project.

The 6<sup>th</sup> Street SW portion of the project is a designated MSAS route planned for reconstruction in the next five years. With this road reconstruction the City will need to replace the water and sewer infrastructure due to its age and poor condition. The 6<sup>th</sup> Street SE portion of the project is included to provide a seamless continuation of the utility infrastructure replacement. This portion of the project also includes construction of a new sanitary sewer lift station, interconnecting piping and discharge force main piping to replace an existing lift station. The purpose of the lift station replacement is to increase the pumping capacity to meet the needs of the St. Louis County Fairgrounds proposed sanitary sewer connection in this area.

20. Project contact person, title, and contact information:

The Honorable Michael Jugovich  
 Mayor, City of Chisholm  
 316 West Lake Street, Chisholm, MN 55719  
 Phone: (218) 254-7900  
 FAX: (218) 254-7955  
 Email: [mayor@ci.chisholm.mn.us](mailto:mayor@ci.chisholm.mn.us)

1. Local government submitting the request: **City of Cold Spring**
2. Project title: Cold Spring Downtown Riverfront Redevelopment Project
3. Project priority number (if the applicant is submitting multiple requests): This request represents the only request solely of the City of Cold Spring. Cold Spring is also supporting, jointly with the city of Richmond, a request for the Rocori Trail project, officially submitted by the city of Rockville.
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,118		

9. Project description and rationale:

This request is for \$2,117,500 in state funding to acquire land, predesign, design, construct and (to some extent) furnish several public facilities located in downtown Cold Spring. There is a very large industrial site (30 acres in size) that has been vacated by the Cold Spring Granite Company, located in the heart of Cold Spring's downtown. City officials are working with company owners to develop a plan for the removal of that blight, and construction of new riverfront development consisting of retail and office. There are several concept drawings that have been supplied with this request to illustrate probable design concepts. This project includes the following elements.

1. **Enlarged docking facilities at Lion's Park.** The docking facilities at Lion's Park will be expanded to enable people from throughout the Sauk River Chain of Lakes to have access by boat to services in downtown Cold Spring.
2. **Pedestrian Traffic Control Light.** This light system was a suggestion by Mn/DOT as a way to provide pedestrians with a safe way to cross Highway 23 when walking on the riverfront.
3. **Cold Spring Community Center.** To date, a total of \$82,522 has been raised to establish a community center that is expected to house the Cold Spring public library (a branch in the GRRL system), the Cold Spring History Museum and the senior center. Along with public meeting rooms and other public facilities.
4. **Riverfront Promenade.** Currently the public has limited access to the Sauk River. A promenade is proposed immediately adjacent to the Sauk River, and will stretch for about one mile, connecting Lions Park to Frogtown Park. Currently the entire shoreline between the two parks is private property. The spillway below the Cold Spring dam is a favorite location for fishing and photography. An important link for this project is the construction of a pedestrian bridge spanning Brewery Creek, connecting Frogtown Park with Lions Park.
5. **Regional Trail Head Park.** Up to twelve feet of fill would be removed from the opalescent granite quarry (abandoned and filled in the 1980s), and converted into a public park. This will serve as a regional trailhead for the Rocori Trail, and will be adjacent to the community center.
6. **Regional Trail Head Shelter.** A shelter will be constructed in the trailhead park for those utilizing the Rocori Trail.
7. **Canoe Portage at State Owned Park.** Presently the use of the Sauk River by individuals desiring to canoe the Sauk River requires an exit of the river at Lion's Park and a carry of the canoe approximately 12 city blocks. The portage route requires crossing highway 23, BNSF railroad tracks and Main Street in downtown Cold Spring. It is proposed that a new portage route be created allowing individuals to exit the river at the DNR operated boat landing, travel one block along Mill Street and reenter the river below the dam.

**Local Significance:**

The success of the proposed project will determine whether this property will become blight for the community that impedes further commercial growth, or whether it becomes an unprecedented opportunity for progressive growth of the Central Minnesota region. Virtually all of the smaller communities that exist in the shadows of the St. Cloud metropolitan area suffer a loss of commercial activity to this larger retail hub. They find difficulty in attracting new business opportunities, as businesses are drawn to the labor pool and support services that are offered in the larger community. The City's ultimate mission for this project is "to ensure the sustainability and viability of the community and to maximize community assets."

**Regional Significance:**

Cold Spring is at the beginning of the "Horseshoe Chain of Lakes", a system of twelve lakes connected by the Sauk River, and home to thousands of permanent residents and visitors recreating on the lakes. Hundreds of small, independent businesses in the small communities near the Horseshoe Chain of Lakes are dependant upon this resort traffic, and keeping these resorts occupied requires public amenities and retail businesses. Even the industry in the Central Minnesota region is oriented to the resort tourism here.

**State significance:**

The most significant statewide impact is the tourism amenity that this project will add for Minnesota. In pursuit of this objective, Cold Spring will help fulfill the mission of the Explore Minnesota Tourism, which is to promote and facilitate travel to and within the state of Minnesota. This increased tourism leverages the state's tourism investment with increased involvement by the private sector. The Cold Spring Area Chamber of Commerce estimates that there are already more than 100 tour buses alone that have Cold Spring as their destination. The Chamber also estimates that there are thousands of visitors to the area that travel to see many of these same sights. There are several sites that are most commonly visited; Assumption Chapel, Gluek Brewing Company and the renowned Cold Spring Bakery. All the amenities in the project proposed in this request are expected to greatly enhance the tourism opportunities for this region.

The second objective is the promotion of economic development. The project not only provides for the clean up of a blighted property, but also will increase the commercial opportunities for both business owners and consumers for the Central Minnesota Region. In so doing, Cold Spring will help fulfill the mission of the Minnesota Department of Employment and Economic Development, which is to support the economic success of individuals, businesses, and communities by improving opportunities for growth.

20. Project contact person, title, and contact information:

Larry Lahr, City Administrator  
City of Cold Spring  
27 Red River Avenue South  
Cold Spring, MN 56320-2536  
320.685.3653 phone  
320.685.8551 fax  
LLahr@ColdSpring.govoffice.com

1. Local government submitting the request: **City of Coleraine**
2. Project title: Coleraine Downtown Redevelopment Project/Roosevelt Street Reconstruction
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$860		

9. Project description and rationale:

This request is for \$860,000 in state funding to assist the City of Coleraine with the redevelopment of the communities downtown corridor. The City of Coleraine has identified a need to revitalize the downtown central business district.

**Local Significance:**

Downtowns are the economic hub of a city's viability in providing goods and services to residents of the community. The redevelopment of the Coleraine downtown core will generate private sector investment, and improve the economic viability of the downtown businesses.

**Regional Significance:**

Redevelopment of a community's downtown has demonstrated that the economic benefits of the improvements have generated regional economic development in the form of increased tax base and new job creation. In the case of Coleraine, and its proximity to the extensive tourist industry in northeast Minnesota, the opportunity to capture the economic benefit of tourism will increase.

**State significance:**

The increase in economic activity in Minnesota as a result of the public/private investments to redeveloping downtowns, meets state goals related to increasing economic development opportunities and the creation of healthy and sustainable communities.

20. Project contact person, title, and contact information:

Sandy Bluntach  
City of Coleraine  
302 Roosevelt Street  
Coleraine, MN. 55722  
Phone: 218.245.2112  
Fax: 218.245.2123  
Colerain@lcp2.net

1. Local government submitting the request: **City of Columbia Heights**
2. Project title: 49<sup>th</sup> Avenue Pedestrian Bridge
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,672		

9. Project description and rationale:

This request is for \$1,672,000 in state funding to acquire land, pre-design, design, and construct a new pedestrian and bicycle bridge for the purpose of providing an ADA compliant facility that offers safe access to destinations within the City of Columbia Heights (including schools, parks, retail centers) as well as connecting to regional destinations such as the metro transit Hub on Central Avenue and existing and planned bike and pedestrian facilities providing direct access to downtown Minneapolis, regional parks, and regional retail destinations such as Rosedale Mall. The bridge would be constructed in the City of Columbia Heights in Anoka County.

This structure would replace an existing pedestrian / bicycle bridge over Central Ave NE at 49<sup>th</sup> Ave NE. The existing bridge is a concrete structure built in 1970 that is not ADA compliant. The concrete steps require ongoing maintenance to repair chipping and erosion. The bridge is often not accessible at all in the winter, due to ice and snow pack. The bridge steps do include a steel "rail" to accommodate a rolling bicycle, but it is very difficult for many people including most children to maneuver their bikes within the rail as they walk it up or down the steps. Pedestrians with limited mobility must cross the busy, 4-lane TH 65 at grade, which is unsafe because there is presently no pedestrian crossing facility at grade at this location.

Central Avenue is a principal transit corridor serving the Central Ave retail corridor through Columbia Heights and into the City of Minneapolis, and also serving the Minneapolis downtown business district. There is a nearby Metro Transit "Transit Center" at Central Ave and 40<sup>th</sup> Ave N.E. The new ADA compliant pedestrian bridge will provide direct access by bus to the Metro Transit Hub, including direct access to Routes 10, 11, 809, and 821 which serve Central Avenue, Rosedale, and downtown Minneapolis. (The Minneapolis Central Business District is just a mile or so from the city's south border, and Rosedale Center is just a couple miles from the city's east border.)

The reconstructed pedestrian/ bike bridge will provide direct access and access to transit to many key employment centers. Columbia Heights principal employers are Medtronic (an R&D facility is located within the city, and corporate headquarters is located just outside the city limits in Fridley) with hundreds of employees. An industrial district employing a significant number of workers is also located just outside the city's west border in Fridley. In addition, the bridge would provide access to bicyclists and pedestrians to a multitude of existing recreational facilities including 14 city parks, (largest is 28 acre Huset Park); Silverwood Park at Silver Lake (Three Rivers Park District), access to key regional trails (St. Anthony Parkway, Mississippi River Corridor, Grand Rounds; and the planned Northeast Diagonal Regional Trail and Twin Lakes Regional Trail. The proposed ADA compliant bike / pedestrian bridge will be a key component of the planned city wide trail network providing access to these facilities.

The new bridge would be constructed with ADA compliant ramps and decking that would meet all state design standards.



20. Project contact person, title, and contact information:

Kevin Hansen, P.E..  
Director of Public Works, City Engineer  
City of Columbia Heights  
637 38<sup>th</sup> Avenue N.E.  
Columbia Heights, Minnesota 55421  
Office: (763) 706-3705  
Fax: (763) 706-3701  
Cell: (612) 719-9910  
Email: [Kevin.hansen@ci.columbia-heights.mn.us](mailto:Kevin.hansen@ci.columbia-heights.mn.us)

1. Local government submitting the request: **City of Cottage Grove**
2. Project title: Cottage Grove - Gateway Corridor Enhancement Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000	\$750	\$750

9. Project description and rationale:

This request is for \$2,500,000 in state funding, to complete pre-design, design and construction of planned improvements in the Cottage Grove Gateway Corridor which consists of all publicly owned areas adjacent to and within one half mile to the north and south sides of State Trunk Highway 10 and 61 between the 70<sup>th</sup> Street overpass, and Jamaica Avenue underpass.

The Cottage Grove Gateway Corridor serves as the gateway to the City, the Region and the State. The project will benefit the region and state by serving the portions of the population who utilize the State Highway 10 & 61 transportation corridor. By the year 2020 over 25 million vehicles per year will pass through the Cottage Grove Gateway Corridor. When vehicle occupant estimates are factored in, the impacts and benefits from the Gateway Corridor improvements completed in conjunction with a successful State Capital Bonding request are significant.

The major regional transportation construction project occurring in the City of Newport have greatly improved transportation options and travel times for the area, but has negatively affected the image of Cottage Grove and the region. The transportation project has created an expansive amount of concrete and associated hardscape in the area. In order to remedy the situation, the city of Cottage Grove has identified the need to enhance the vistas and current open space amenities along the Cottage Grove Gateway Corridor.

The planned improvements would create a coordinated soft transition between the extensive roadway hardscape and the natural environment. Regionally the environment would benefit through additional surface water management enhancements. In addition, the project would also consolidate 204 acres of park and open space as a regional amenity operated and managed by a local community.

The plans for the enhancement include the creation of a scenic overlook, picnic shelters, landscaping, pedestrian bridge, trailways, interpretive signage, information signage, ornamental fencing, banners, safety lighting, decorative, park and open space improvements, exotic specie management and major surface water management improvements. A formal study has been completed to gather pre-design information on the enhancement project which is planned for completion between 2008 and 2012.

A successful funding request will increase the City's ability to enhance the Gateway Corridor which serves to enhance existing state investments to the benefit of commuters, bus and rail transit users, and state and regional tourism.

20. Project contact person, title, and contact information:

John M. Burbank, AICP  
 Senior Planner  
 City of Cottage Grove  
 Phone 651-458-2825  
 Facsimile 651-458-2881  
 E-mail [jburbank@cottage-grove.org](mailto:jburbank@cottage-grove.org)  
 City Web Page <http://www.cottage-grove.org>

1. Local government submitting the request: **City of Crookston**
2. Project title: City of Crookston Flood Control Project: Ice Arena Relocation
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$12,889	N/A	N/A

9. Project description and rationale:

This request is for \$12,888,624 in state funding to design, construct, furnish and equip a new ice arena complex to replace an existing facility that is being relocated in order to accommodate a planned flood control project in 2010 within Polk County and the City of Crookston.

More specifically, a 12 foot dike will be constructed through the present location of our Depression era arena with its early 1970's annex. Beyond the flood control objectives, the project allows for the replacement of this complex, which has by far exceeded its design life and is functionally obsolete.

Our concept envisions a complex housing an event facility capable of accommodating up to 1500 spectators, and would include two practice sheets of ice. Our youth hockey program; youth figure skating program; the Crookston High School Boy's Varsity and Junior Varsity Hockey teams, and the Crookston High School Girls Varsity and Junior Varsity Hockey teams will be primary users of the complex. The new facility will remain the Home of the University of Minnesota-Crookston Golden Eagles Men's Hockey program.

#### *Project Rationale and State Policy Objectives Accomplished*

Several significant policy objectives will be accomplished and addressed with the funding and successful completion of the project:

First and foremost, allowing for the construction of the dike through the current facility will provide flood protection to a neighborhood in Crookston and ensure the preservation of 162 homes and businesses. Based on the County's estimate of assessed valuation, the average home value in the neighborhood is \$42,900. Relocating this facility and providing effective flood control protection will ensure that an important part of the region's affordable housing stock is preserved.

Second, providing strong state funding support for this project builds on the core principles valued in the continuation of a strong state-local fiscal partnership. Aside from accomplishing the aforementioned policy objectives, this project presents the opportunity to provide equity in the facilities and services offered from community to community. Having the *second lowest tax base per capita* in the State of Minnesota for communities over 2500 residents, conventional local financing methods are not a viable option for this project. Nonetheless, the need remains the same.

Finally, the project has regional and statewide significance. As home ice for the University of Minnesota-Crookston Golden Eagle Hockey Program, the facility supports an important part of the University of Minnesota-Crookston's Division II athletic program. Additional locker rooms and related support facilities have been incorporated into the design in order to accommodate the needs of the program.

In addition to supporting an important state institution, approximately 20% of the program participants in the 2006-2007 program year did not live in the City of Crookston, demonstrating that the programs attract participants from a broader area.

20. Project contact person, title, and contact information:

Aaron Parrish, City Administrator  
City of Crookston  
124 North Broadway  
Crookston, Minnesota 56716  
Phone: (218) 281-1232  
Fax: (218) 281-5609  
E-mail: [aparrish@crookston.mn.us](mailto:aparrish@crookston.mn.us)

1. Local government submitting the request: **Dakota county**
2. Project title: Cedar Avenue Transitway, Phase I
3. Project priority number (if the applicant is submitting multiple requests): 1 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$22,000		

9. Project description and rationale:

This request in the amount of \$22,000,000 is for continued predesign, environmental documentation, and station development to support the Cedar Avenue Transitway, a tier 1 transitway identified in the Metropolitan Council's 2020 Master Transit Plan. The Cedar Avenue Transitway project will involve development of Bus Rapid Transit in the Cedar Avenue Corridor south from the Mall of America in the City of Bloomington (Hennepin County) to the City of Lakeville (Dakota County). The Cedar Avenue Transitway is a key to maintaining mobility in Dakota County and maintaining commuting times at acceptable levels.

With the support of the Legislature, preliminary environmental studies and development of a short-term improvement program for the project are proceeding. The \$22 million request will address cost increases from the 2003 implementation plan and will advance station work identified in phase II.

20. Project contact person, title, and contact information:

Dan Krom, Transit Manager  
Dakota County Western Service Center  
14955 Galaxie Avenue  
Apple Valley, Minnesota 55124  
952-891-7146 (office)  
952-891-7031 ( fax )  
daniel.krom@co.dakota.mn.us

1. Local government submitting the request: **Dakota county**
2. Project title: Dakota Public Safety Technology and Support Center
3. Project priority number (if the applicant is submitting multiple requests): 2 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,650		

9. Project description and rationale:

This request is for \$ 6,650,000 in state funding to complete pre-design and design requirements and construct a new Public Safety Technology and Support Center in Dakota County to create greater efficiency, higher cost-effectiveness, and enhanced services through shared public safety technology, regional training and coordination in the use of public safety technology, and logistical support for public

safety operations. The total cost of the proposed Center is \$13,300,000, one-half of which will be shared by Dakota County. The proposed Center will be located in Empire Township in Dakota County.

The Dakota Public Safety Technology and Support Center (PSTSC) in Dakota County is designed to be a center for coordinated services, partnerships, and training that will function to enhance the public safety and security of the citizens of Dakota County and the region. In addition to providing a central location for key services for law enforcement serving Dakota County and its cities, information sharing through advanced technology will be at the core of the provision of services to create critical linkages among law enforcement agencies in the region. The proposed project is one result of the High Performance Partnership (HiPP) project, an ongoing analysis by the 11 major cities in Dakota County and Dakota County government of ways that local governments can work in partnership to better provide services in Dakota County. It builds on the successful development of the multi-jurisdictional Dakota Communications Center (DCC), which has combined six Public Safety Answering Points (PSAPs) into one center that will become operational later in 2007. (The PSTSC will be located on the same site as the DCC.)

The proposed project will result in the construction of an approximately 43,300 square foot facility on the northeast corner of the Empire Transportation Facility property owned by Dakota County. As currently envisioned, the primary components of the proposed project are:

- Approximately 1,300 square feet of space for the County's Criminal Justice Information Integration Network (CJIN) and support services for the 800 MHz communications system used by law enforcement agencies in Dakota County and the regional communication system.
- Approximately 1,300 square feet of space for a computer forensics laboratory designed to assist law enforcement in dealing with white-collar crime, envisioned as a regional (or, statewide) resource.
- Approximately 2,800 square feet of training and classroom space for use in cooperative programs, such as space for a potential joint training initiative with the Metropolitan Emergency Services Board.
- Approximately 4,450 square feet of space for the Drug Task Force, including office space and garage/vestibule space.
- Approximately 18,000 square feet of space for the Parks, Trails, and Waterways section of the Dakota County Sheriff's Department and the Dakota County SWAT team.
- Approximately 5,500 additional square feet of common and general office space.

Remaining space in the facility includes the allowances for common staff and building areas, circulation space (20% allowance), a construction contingency, and other construction space factors. Dakota County continues to search for partnerships and projects that will expand coordination of law enforcement in the region (e.g., the Department of Public Safety) through application of technology, training and support for public safety technology, and improve regional sharing of information to enhance public safety in the Dakota county and region.

The Public Safety Technology and Support Center will house the information technology staff and infrastructure dedicated to a regional approach to upgrade, consolidate, implement, and support advanced technical solutions for law enforcement. Dakota County has served as a pilot county for development of new applications for sharing criminal justice information among local law enforcement and criminal justice agencies and for improved methods of sharing information between local law enforcement agencies and the State of Minnesota. A criminal justice integration hub for law enforcement and criminal justice systems – a key outcome of the pilot project – will facilitate electronic access to information by law enforcement agencies, courts, Community Corrections, the County Attorney's Office, and others. It will facilitate the deployment of applications for faster and better sharing of information between local law enforcement agencies and the State of Minnesota.

The Public Safety Technology and Support Center will provide a direct interface with the 800 MHz communication system in the region, as well as with the CriMNet and other regional systems. The Center will derive synergies from its co-location with the new Dakota Communications Center and with the County's fleet management center. It is being planned as a resource for use by the MESB and as a potential regional resource for computer forensics.

20. Project contact person, title, and contact information:

Jack Ditmore, Director  
Operations, Management, and Budget  
Dakota County Administration Center  
1590 Highway 55  
Hastings, Minnesota 55033  
(651) 438-4432 (office)  
(651) 438-4405 ( fax )  
jack.ditmore@co.dakota.mn.us

1. Local government submitting the request: **Dakota county**

2. Project title: Reconstruction of County State Aid Highway 42 interchange at US Highway 52 in the City of Rosemount

3. Project priority number (if the applicant is submitting multiple requests): 3 of 7

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$25,000		

9. Project description and rationale:

This request is for \$25,000,000 in state funding for the reconstruction of the interchange of US Highway 52 and County State Aid Highway 42 in Rosemount, Minnesota.

Interchanges are the nodes that interconnect the most important, heavily traveled principal and minor arterial segments of the transportation system. As traffic volumes increase, the need for an interchange or the reconstruction of an existing interchange to provide safe and efficient operation of opposing traffic grows in importance. The existing underpass at the interchange is limited to one lane in each direction. This creates safety and capacity concerns for the interchange that require correction to accommodate projected traffic volumes at the interchange.

TH 52 is the major connection between major points in southeastern Minnesota (e.g., the City of Rochester) and the Twin Cities Metropolitan Area. Rosemount is one of the most rapidly developing cities in Dakota County and the Metropolitan Region, expected to grow by 145% from 2000 to 2030. There is the strong potential for major commercial and industrial development near the interchange, with the potential for the Rosemount air cargo facility and the University of Minnesota's UMore Park as examples.

20. Project contact person, title, and contact information:

Mark Krebsbach  
Dakota County Engineer/Transportation Director  
Dakota County Western Service Center  
14955 Galaxie Ave  
Apple Valley, Minnesota 55124  
(952) 891-7102 (office)  
(952) 891-7031 ( fax )  
mark.krebsbach@co.dakota.mn.us

1. Local government submitting the request: **Dakota county**
2. Project title: Robert Street Corridor Transitway
3. Project priority number (if the applicant is submitting multiple requests): 4 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,000		

9. Project description and rationale:

This request is for \$6 million, of which \$2 million would be used for an FTA compliant alternatives analysis and draft environmental impact statement, the next steps in project development.

Based on the feasibility study recommendations, the \$4 million would be used for several base level improvement options to support enhanced bus service connecting major generators with "branded" vehicles along Robert Street; a pilot transit/express commuter bus project along the TH 55/TH 52 corridor; and development of a "signature" park-and-ride lot/station in the Inver Grove Heights/West St. Paul area.

The project will address increasing transportation impacts to the communities in the corridor study area and the transportation needs of the regional commuter travel shed to the south, including Cannon Falls Northfield and Rochester.

20. Project contact person, title, and contact information:

Dan Krom, Transit Manager  
Dakota County Western Service Center  
14955 Galaxie Avenue  
Apple Valley, Minnesota 55124  
952-891-7146 (office)  
952-891-7031 ( fax )  
daniel.krom@co.dakota.mn.us

1. Local government submitting the request: **Dakota county**
2. Project title: Construction of frontage road on the east and west side of US Highway 52 in the City of Inver Grove Heights, Dakota County
3. Project priority number (if the applicant is submitting multiple requests): 5 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,250		



9. Project description and rationale:

This request is for \$5,250,000 in state funding to convert the section of Highway 52 from 111th Street to Concord Boulevard/CSAH 56 in Inver Grove Heights into a limited-access freeway by providing a frontage road system so all existing accesses can be removed from the main roadway.

All of the current accesses onto Highway 52 through this segment will be consolidated to Concord Boulevard and/or 117th Street interchanges. According to the 2002 Highway 52 Interregional Corridor Study MN/Dot conducted with community support, this segment ranks high for access closures, with several intersections in the top 25 priority intersections, based on crash/volume criteria along the high priority interregional corridor.

20. Project contact person, title, and contact information:

Mark Krebsbach  
Dakota County Engineer/Transportation Director  
Dakota County Western Service Center  
14955 Galaxie Avenue  
Apple Valley, Minnesota 55124  
(952) 891-7102 (office)  
(952) 891-7031 ( fax )  
mark.krebsbach@co.dakota.mn.us

1. Local government submitting the request: **Dakota county**

2. Project title: Construction of an interchange at the intersection of Trunk Highway 13 and County State Aid Highway 5 in the City of Burnsville

3. Project priority number (if the applicant is submitting multiple requests): 6 of 7

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$22,120		

9. Project description and rationale:

This request is for \$22,120,000 in state funding for construction of an interchange at Trunk Highway 13 and County State Aid Highway 5 in Burnsville, Minnesota. Interchanges are the nodes that interconnect the most important, heavily traveled principal and minor arterial segments of the transportation system. As traffic volumes increase, the need for interchanges to provide safe and efficient operation of opposing traffic grows in importance. This intersection currently experiences heavy levels of congestion during peak periods and has a higher number of crashes than would be expected.

This segment of TH 13 is part of the east/west principal arterial route connecting TH 169, I-35W and I-35E in the southern metropolitan area. In 2000, MnDOT, Dakota and Scott Counties, and the Cities of Savage and Burnsville completed a study of the TH 13 corridor. The study recommended that an interchange be installed at the intersection of County State Aid 5 and identified it as the top priority for improvements along the corridor.

TH 13 also plays a large role in serving the needs of critical freight movements in the area, in that highway access to the Ports of Savage is exclusively provided by TH 13. The Ports of Savage are a nationally prominent point for the shipment of grain and other commodities from Minnesota to the rest of

the world. On an annual basis, the Ports of Savage handle at least 5% of the total United States' grain traffic. Related to this, TH 13 also carries the highest percentage of truck traffic in the metro area.

20. Project contact person, title, and contact information:

Mark Krebsbach  
Dakota County Engineer/Transportation Director  
14955 Galaxie Ave  
Apple Valley Minnesota 55124  
(952) 891-7102 – phone  
(952) 891-7031 – fax  
mark.krebsbach@co.dakota.mn.us

1. Local government submitting the request: **Dakota county**
2. Project title: Cannon River Bicycle/Pedestrian Bridge, Lake Byllesby Regional Park
3. Project priority number (if the applicant is submitting multiple requests): 7 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,500		

9. Project description and rationale:

\$1,500,000 is requested to construct a pedestrian bridge over the Cannon River at Lake Byllesby Regional Park. The bridge would provide a key river crossing for the Mill Towns State Trail for uses such as hiking, biking, rollerblading, and other uses.

The trail bridge will cross the Cannon River to connect Lake Byllesby Regional Park in Dakota County on the north side of the River and Lake Byllesby County Park in Goodhue County on the south side. A bridge crossing below the Lake Byllesby dam has been identified in Goodhue County's park master plan, the Dakota County Park Master Plan, and the Mill Towns State Trail Draft Master Plan.

The Mill Towns State Trail will connect the Sakatah Singing Hills Trail and the Cannon Valley Trail. It will be approximately 25 miles in length, connecting the towns of Cannon Falls, Randolph, Waterford, Northfield, Dundas, and Fairbault. The trail will pass through Goodhue, Dakota, and Rice Counties. The proposed bridge will become a key component of the trail system.

The proposal is based on a partnership among the Minnesota Department of Natural Resources, Goodhue County, and Dakota County.

20. Project contact person, title, and contact information:

Steve Sullivan, Director  
Parks Department  
Dakota County Western Service Center  
14955 Galaxie Ave  
Apple Valley, Minnesota 55124  
(952) 891-7088 (office)  
(952) 891-7031 (fax)  
steve.sullivan@co.dakota.mn.us

1. Local government submitting the request: **City of Dassel, Minnesota**
2. Project title: Elevated Water Storage Tank Improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$635		

9. Project description and rationale:

This request is for \$634,500 in state funding to design and construct a new elevated water storage tank to adequately supply water to developing commercial and industrial areas in the City of Dassel, Meeker County, Minnesota. There is currently land available for commercial and industrial development in the west portion of the City; however, the City's existing water storage facility is not able to provide adequate water pressure to supply this area. The City completed a feasibility report to study the options available to solve this problem and the most cost-effective option was to construct a new elevated water storage tank and demolish the existing tank, which is in excess of 75-years old. The City of Dassel already has land available to construct a new tower, which would allow for the expansion of City water service to these new areas.

The City of Dassel just updated their Comprehensive Plan. The plan identifies areas that are targeted for commercial and industrial development. Most of the prime area identified was to the west of the City. The elevation of these areas is relatively high in reference to the rest of the City and, therefore, water pressure and available fire flow for new businesses will be an issue. The City is actively pursuing businesses to come to Dassel and they want to make sure that they have the facilities to support the development.

There is currently land for sale for development at the intersection of TH 12 and TH 15 that has attracted interest from a variety of businesses. At this point in time, there is an existing business in Dassel that is considering the possibility of relocating to this location since they have outgrown their existing property and would like to expand. The City wants to insure the business that they should stay in Dassel rather than relocate to a different region or state. A new elevated water storage tank is crucial to the potential development for both keeping businesses in the area as well as attracting new businesses to the region and state. Dassel offers a centralized location in the state as well as access to two major highway corridors (TH 12 & TH 15).

20. Project contact person, title, and contact information:

Chuck DeWolf  
Bolton & Menk  
(320) 231-3956

1. Local government submitting the request: **City of Deer River**
2. Project title: Deer River Wastewater Treatment Facility Rehabilitation
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$700		

9. Project description and rationale:

This request is for \$700,000 in state funding to provide needed rehabilitation to the Deer River Waste Water Treatment Facility. The facility has reached its design capacity and is restricting growth in the community.

**Local Significance:**

The wastewater treatment facility has reached its design capacity and is adversely affecting growth opportunities in the city. At the same time, Deer River officials feel that they have reached their debt capacity and cannot incur new debt without adversely impacting overall city operations. With State bonding assistance, Deer River can address the growth pressures that have emerged and entertain new residential and economic development projects.

**Regional Significance:**

If State bonding funds are awarded, Deer River can aggressively pursue new growth opportunities that will increase the cities residential and economic development opportunities. This will result in a regional benefit to the area by creating new housing developments, new jobs, and increased tax base.

**State significance:**

By increasing the capacity of Deer River's public infrastructure, new housing and economic development will occur that meets state goals for creating sustainable communities that maintain healthy community concepts.

20. Project contact person, title, and contact information:

Victor R Williams, City Clerk/Treasurer  
 City of Deer River  
 208 2nd Street SE  
 Deer River, MN 56636  
 Phone: 218.246.8195  
 Fax; 218.246.9540  
 drcity@paulbunyan.net

1. Local government submitting the request: **City of Detroit Lakes**
2. Project title: Detroit Lakes Conference Center Project
3. Project priority number (if the applicant is submitting multiple requests): 1
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$4,483		

9. Project description and rationale:

This request is for \$4,482,500 in State Bonding for land acquisition, pre-design, design and to construct a 21,300 square foot Conference Center in Detroit Lakes, Minnesota. The facility will encourage meetings and conferences in this region of Minnesota which will be a benefit to area businesses and the region's economy.

The \$4,482,500 in State Funding will be matched with \$4,482,500 in local funding in order to complete the project which has an estimated project cost of \$8,965,000.

20. Project contact person, title, and contact information:

Larry Remmen  
Community Development Director, City of Detroit Lakes  
PO Box 647  
Detroit Lakes, Minnesota 56502  
Telephone: 218-847-5658  
Fax: 218-847-8969  
E-Mail: lremmen@lakesnet.net

1. Local government submitting the request: **City of Detroit Lakes**
2. Project title: Heartland Multi-use Trail Extension
3. Project priority number (if the applicant is submitting multiple requests): not prioritized
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$20,430		

9. Project description and rationale:

This request is for \$20,430,000.00 in state funding for predesign, design, project management and construction of a multi-use trail connecting Park Rapids (Hubbard County), Detroit Lakes (Becker County) and Moorhead (Clay County). There is the possibility of some land acquisition. DNR and Mn/DOT calculate an administration/construction cost of \$243,600.00/mile for the 39 miles of Park Rapids/Detroit Lakes Trail and 45 miles of Detroit Lakes/Moorhead Trail.

The trail will generally follow Trunk Highway 34 (the Lake Country Scenic Byway) between Park Rapids and Detroit Lakes, and generally follow Trunk Highway 10 between Detroit Lakes and Moorhead. "Multi-use" anticipates bicycles, inline skates, walkers and runners, among others.

This project has the support of area local governments and organizations.

This Trail also has the support of the Department of Natural Resources. A Capital Appropriation of \$250,000 went to the Minnesota Department of Natural Resources for this Trail in the 2006 bonding bill. Laurie Young, Trails Planning Supervisor, Division of Trails and Waterways, Department of Natural Resources, has offered input and support for this bonding bill request, and is actively working on the Master Planning process.

The trail will be an extension of the Heartland Trail that currently connects Bemidji, Walker and Park Rapids. This extension will build upon the successful construction, maintenance, public use, and positive economic impact of the existing stretch of Heartland Trail. The extension will integrate with the Paul Bunyan Trail to create continuous trails between Detroit Lakes and Brainerd.

This multi-use trail will boost tourism in the region. A 1998 State Trail Use Survey by DNR showed 63% use by tourists and 28% use by locals. Tourists spent \$747,000 of the \$823,000 spent that summer associated with use of the Heartland Trail. A 2004 Explore Minnesota online survey showed that 92% of visitors were attracted to the Heartland Trail for the same reasons cited by users of Scenic Byways - the peaceful scenery and wildlife. This trail is also a crucial link in Mn/DOT's idea of eventually connecting to existing multi-use trails – the Lake Wobegon Trail and Central Lakes Trail between St. Cloud and Fergus Falls.

20. Project contact person, title, and contact information:

Larry Remmen  
Community Development Director, City of Detroit Lakes  
PO Box 647  
Detroit Lakes, Minnesota 56502  
Telephone: 218-847-5658  
Fax: 218-847-8969  
E-Mail: lremmen@lakesnet.net

1. Local government submitting the request: **Dodge county**
2. Project title: Legislatively Authorized Stagecoach State Trail
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,028	\$4,728	\$1,304

9. Project description and rationale:

This Dodge County request is for \$9,058,000 in state funding to acquire land, predesign and design, and construct the Legislatively Authorized Stagecoach State Trail; a 40-mile primarily non-motorized recreational trail which will connect the proposed Prairie Wildflower Trail in Steele County to the existing Douglas State Trail in Olmsted County via three counties, five cities, and seven townships\*\*.

The Stagecoach State Trail represents a significant section of the eleven county regional trail plan as designed by Southeastern Minnesota Association of Regional Trails (SMART) and is another step towards fulfilling the trail development goals of the DNR.

The Stagecoach State Trail will provide a safe, alternate multi-use mode of transportation within a regional state trail system. In addition, it will provide health, recreational, and economic benefits to several communities. Tourists and visitors will be encouraged to use the trail because of the historical aspects on the trail routes such as the scenic parks, rivers, streams, forests, lake, wetlands, farmlands, and rest stops that are on the National Register of Historic Sites and Places. All these factors will greatly enhance the quality of life in these rural communities.

\*\* Counties of Dodge, Olmsted and Steele; Cities of Kasson, Mantorville, Byron, Rochester & Owatonna; Townships of Mantorville, Wasioja, Claremont, Kalmar, Havana, Cascade, and Owatonna.

20. Project contact person, title, and contact information:

Duane Johnson, Dodge County Planning Director  
 22 6th Street East  
 Mantorville, MN 55955  
 (phone) 507-635-6272  
 (fax) 507-635-6193  
 (e-mail) duane.m.johnson@co.dodge.mn.us

1. Local government submitting the request: **Dodge County 4 Seasons Joint Powers Board**
2. Project title: Four Seasons Arena Parking Lot Blacktop paving
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$150		

9. Project description and rationale:

This request is for \$150,000 in state funding is for paving the parking lot at the Dodge County Four Seasons Arena in Kasson. This money will cover the excavating, the base structure and the actual blacktop pavement. This parking lot is used for many different occasions by a number of different fair ground users. All of these users help in the economic development for the surrounding areas.

This project will have local, regional and statewide significance because of the many different users. The arena is used 11 months out of the year for youth and high school hockey. The parking lot is also the only way to get to the pit area of the Dodge County Speedway. The Dodge County free fair utilizes the area for many of their vendors and is a major walking traffic area. The parking lot also hosts the Big Iron Truck show, which brings in over 400 trucks from all over the United States.

20. Project contact person, title, and contact information:

Steve Howarth, Dodge County Four Seasons Arena Manager  
 100 11th Street NE  
 Kasson, MN 55944  
 (507) 634-2222  
 Email: SHOW148802@aol.com



1. Local government submitting the request: **City of Duluth**
2. Project title: Sanitary Sewer Overflow (SSO) Storage
3. Project priority number (if the applicant is submitting multiple requests): 1 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$12,750		

9. Project description and rationale:

This request is for \$12,750,000 in state funding to proceed with construction of Sanitary Sewer Overflow (SSO) storage facilities at selected locations in the City of Duluth. These facilities would serve as storage sites for sanitary sewer system flows that increase significantly in volume during precipitation runoff or other similar events – thereby reducing the incidents of sanitary sewer system overflows that historically occur during these events, as well as related public safety and health concerns.

The City's sanitary sewer system consists of approximately 400 miles of mains, and serves approximately 27,000 connections. Over 55% of the City's sanitary sewer system was installed prior to 1950, with 35% of the system over 80 years old. The City of Duluth and the Western Lake Superior Sanitary District (WLSSD) are under both a state and federal mandates to eliminate the overflows of sewage from pump stations and sewer lines within their systems. As co-permittees in a five –year permit issued in 2002 by the Minnesota Pollution Control Agency (MPCA) both are required to "control or eliminate" all overflows in eighteen locations. Despite the expenditure of \$48 million in funds in the past four years – eliminating fourteen of these overflows – in early January, 2004, the Environmental Protection Agency issued an Administrative Order (U.S. EPA Docket No. V-W- 04 – AO) which demanded that a plan and time schedule from Duluth and WLSSD be submitted which completely eliminates all sanitary sewer overflows (SSO) from their respective systems. On February 22, 2007 the U.S. Department of Justice gave the proposed Consent Decree to the City of Duluth outlining penalties, stipulated penalties, accelerated compliance schedule and other terms for response.

Since receipt of the Administrative Order and submission of the required Plan of Action, the City of Duluth and WLSSD have constructed three sanitary sewer overflow basins with a fourth currently under construction, all of which are adjacent to overflow locations. These basins are designed to eliminate five of the overflow locations. Overflows are of particular concern as Lake Superior is designated as an "Outstand Resource Valued Water" by the Minnesota legislature under the Great Lake Water Quality Initiative.

In great part due to these expenditure levels, sanitary sewer rates within the City have risen more than 60% over the last eight years, resulting in sewer service charges of approximately \$38.00 per month for an average residential property –the highest in the Upper Midwest.

In addition to the efforts undertaken to date, the City is constantly looking to new programs and technologies to further reduce system I&I – including possible modifications/improvements to the drain disconnection program and implementation of a sewer lateral rehabilitation program. However, and despite these efforts, the inflow and infiltration of surface and/or groundwater – especially during precipitation/runoff events – continues to add significant volumes of relatively clear water to the City's sanitary sewer system. Given the finite capacity of the system, these increased I&I volumes result in sanitary sewer overflows (or SSO's) at various locations during these peak flow periods. As a result, there is now a need for the City to incorporate SSO storage facilities into the system at select locations.

This project has local, regional and statewide significance in that (a) it will directly reduce the incidents of sanitary sewer overflows within the City of Duluth, (b) it will assist in ongoing efforts to improve the overall water quality in the region's natural watersheds – most notably the St. Louis River and Lake Superior, and (c) it will allow for the continued operation and expansion of public infrastructure system necessary to meet the economic vitality and growth of this area of the State of Minnesota – an area with historical state-wide, national and global economic significance.

20. Project contact person, title, and contact information:

David J. Prusak  
Chief Engineer of Utilities, Public Works & Utilities  
City of Duluth  
411 W 1st Street – Room 211  
Duluth, MN 55802  
Phone: (218) 730-5072  
Fax: (218) 730-5907  
dprusak@ci.duluth.mn.us

1. Local government submitting the request: **City of Duluth**
2. Project title: Expanded Polar Bear Exhibit at the Lake Superior Zoological Gardens
3. Project priority number (if the applicant is submitting multiple requests): 2 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,180		

9. Project description and rationale:

The Lake Superior Zoological Gardens is proposing that the current polar bear facility be expanded to encompass a much larger footprint. A new proposed expansion would accomplish the following in order to preserve this asset and improve the lives of the polar bears at the zoo and increase public awareness as to the plight of the polar bear in the wild:

- The land space would be increased dramatically adding as much as 23,000 square feet to the existing yard. The new yard would include natural substrate such as grass and dirt. The current facility has acceptable standards for water quality and volume so the new facility will only include a small water feature.
- Two new viewing spaces would be added so that the public can better view the bears. A “training wall” and amphitheater would be included to assist in the zoos conservation and education mission.
- Interactive elements will assist in creating elements where zoo guests will be allowed to view the bears from a perspective not normally utilized.
- As shaded area will be incorporated to allow the bears to remove themselves from the heat during warmer months.
- A snow making machine will be included to produce piles of snow for enrichment when there is no natural snow on the ground.
- It will allow for the zoo to become a potential breeding site for future bears allowing the zoo to play a role in the genetic and demographic management of bears in zoos.

The zoo staff realizes that without these needed improvements the zoo may not be able to acquire polar bears in the future. Because polar bears are a fixture at the zoo and in the community and region, and because of the status of polar bears in the wild, the Lake Superior Zoological Gardens would like to make a long term commitment to exhibiting polar bears. The exhibit is now and will always be the centerpiece of the zoo.

In addition to the efforts undertaken to date, the City and local Zoo Society are constantly looking to new programs and exhibits to further enhance the existing assets and improve attendance at this facility. However, and despite the quality efforts, given previous legislative commitments and financial support allocated to the other metropolitan zoos, for the Duluth Zoo to remain competitive, current and relative to local visitors and tourists alike, all the while increasing efforts to expand its programs, attendance and exhibit enhancement, it continues to be difficult without on-going State of Minnesota operating assistance at this facility. The existing Polar Shore exhibit will benefit greatly from this proposed expansion, as would the overall zoo, its other exhibits, the community, the region and the state as a whole.

20. Project contact person, title, and contact information:

Terry L. Groshong, AIA  
Interim City Architect, City of Duluth  
411 W 1st Street – Room 208  
Duluth, MN 55802  
Phone: (218) 730-5730  
Fax: (218) 730-5920  
tgroshong@ci.duluth.mn.us

1. Local government submitting the request: **City of Duluth and Duluth Airport Authority**
2. Project title: Duluth International Airport New Terminal Building, Terminal Area, and Apron Improvements
3. Project priority number (if the applicant is submitting multiple requests): 3 of 3 from the City and 1 of 1 from the Airport Authority
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,725		

9. Project description and rationale:

This project has local, regional and statewide significance as the Duluth International Airport is the second largest airport in Minnesota and serves a regional population in Northeastern Minnesota and Northwestern Wisconsin of over 500,000. The current Duluth Airport Terminal was constructed in the early 1970's and is no longer capable of accommodating modern air travel requirements and the current passenger demand experienced at the airport. Airport terminal hold rooms are too small and cannot adequately accommodate passengers on the MD-80, A-320, and DC-9 aircraft which are using the facility multiple times each day. The terminal does not have secure-side hold room restrooms or concessions, and ground-level operations are very inconvenient and hazardous during certain times of the year to airline passengers. It is well documented with the Federal Aviation Administration that the existing building is too close to the adjacent taxiway and primary runway as the tails of the aircraft parked at the terminal gates protrude into restricted airspace.

Additionally, the events of September 11, 2001 have completely changed airport security requirements adversely impacting passenger flow and making the existing facility dysfunctional. Over the past two years, the Duluth International Airport has recruited additional airline service to the community resulting in record passenger numbers. The current facility has outlived its useful life and can no longer accommodate the space needs of the increasing airline and passenger traffic. The current facility cannot be expanded due to the proximity of the building to the taxiway and runway environment.

The project consists of constructing a new terminal facility to accommodate current and future passenger growth, enhance security, consolidate baggage and passenger screening functions in order to meet current and long-term needs to accommodate airline services and passengers at the Duluth International Airport. Additionally, the improvements are required in order to safely, securely and efficiently move expanding numbers of passengers through the terminal complex. The project goals are as follows:

1. Construct a new terminal building to provide an efficient, modern and functional airport terminal complex, economically appropriate to the needs and resources of the regional community, Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) through new construction.
2. Provide security and safety improvements to the terminal complex and surrounding environs to meet current and planned requirements of the TSA and the Federal Aviation Administration (FAA).
3. Accommodate the projected growth in passenger demand to adequately service the Northeast Minnesota and Northwest Wisconsin regions.
4. Provide a terminal and support areas to meet the current and future needs of the aviation and airline industries.

The Duluth Airport Authority is requesting \$5,725,000 in state funding to assist with pre-design, design, and phase 1 construction of new terminal facilities at the Duluth International Airport.

20. Project contact person, title, and contact information:

Mr. Brian D. Ryks, Executive Director  
Duluth Airport Authority  
4701 Grinden Drive  
Duluth, MN 55811  
218-727-2968

1. Local government submitting the request: **Duluth Entertainment and Convention Center Authority (DECC)**

2. Project title: DECC/UMD Arena

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 40,283		

9. Project description and rationale:

The Duluth Entertainment and Convention Center Authority (DECC) is requesting \$40,283,154 in state funding for Capital Improvements including the design and construction of a new Duluth Arena.

The Authority Board, which consists of four governor and seven mayoral appointments, oversees Duluth's Auditorium, Duluth OMNIMAX® Theatre, City Side and Harbor Side Convention Centers and the retired ore carrier, the S. S. William A. Irvin, Tug Lake Superior and the Coast Guard Cutter Sundew.

The Authority also manages the existing Duluth Arena, which will be over 40 years old in 2007. The Arena will provide a new home for UMD Hockey and attracts more and larger events to Northern Minnesota. The new Arena will be located on the existing DECC footprint located on Duluth's waterfront.

The new facility will provide UMD Hockey with

- A larger 200 x 85 foot rink
- Increased seating capacity from 5,100 to 6,630
- State of the art locker and training facilities
- A facility with modern spectator facilities – suites, club seats, concessions
- Accessible and expanded media space

The DECC and UMD has over a 40 year partnership showcasing Division 1 College Hockey in downtown Duluth. The new Arena will allow the UMD Women's and Men's Hockey programs to be competitive well into the future.

### Concerts & Tradeshows

The new Arena will attract more and larger concerts to Northern Minnesota, provide much needed tradeshow space and give the DECC even more flexibility to host multiple events.

*Concerts* – Seating capacity will increase from 5,100 – 6,100 to 6,587 – 8,207, depending on stage lay out. Also included in the project is a state of the art acoustic shell to be used by artists and the Duluth Symphony

*Tradeshows* – The rink floor will provide an additional 19,650 square feet of tradeshow spaced immediately adjacent on the same level in the existing trade floor space providing a minimum of 82 additional 10' x 10' booths. The space will allow existing tradeshows to expand (i.e. Home and Sports Show, Grandma's Marathon, Quilters) and attract larger shows to Northern Minnesota.

**Pre-Design**

The DECC Board of Directors retained architects to design the new Arena in January, 2005. The teams of HOK, nationally acclaimed sports venue designer and Stanius Johnson Architects have completed the pre-design, scheduling and with UMD staff and coaches, input from other users and community representatives.

20. Project contact person, title, and contact information:

Daniel J. Russell, Executive Director  
DECC  
350 Harbor Drive  
Duluth, MN 55802-2698  
Ph: 218-722-5573, ext. 203  
Fax: 218-722-4247  
Email: drussell@decc.org

1. Local government submitting the request: **City of Eden Prairie, Minnesota**
2. Project title: Camp Eden Wood Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,210		

9. Project description and rationale:

The City of Eden Prairie requests \$6,210,000 to improve the buildings and grounds at Camp Eden Wood to serve the recreational and educational needs of Minnesota's disabled adults and children. Camp Eden Wood is owned by the City of Eden Prairie and operated by Friendship Ventures, a 501(c)(3) non-profit organization that provides short-term, direct care services for adults and children with developmental disabilities. The project is of statewide significance because it serves Minnesota residents from all over the state. The project involves the acquisition of land; demolition and removal of substandard buildings; design and construction of new residential dormitory facilities; design and construction of landscape improvements; appropriate renovations to historically significant buildings at the site; and furniture/fixture/equipment for the new facilities. The new facilities will provide an "Up North" camp experience for the clients of Friendship Ventures that is unparalleled in the Twin Cities metro area. Please see the attached supplemental materials for additional information about the proposed project and also about Friendship Ventures.

20. Project contact person, title, and contact information:

Scott Neal, City Manager; City of Eden Prairie; 8080 Mitchell Road; Eden Prairie, Minnesota 55344; 952.949.8410; sneal@edenprairie.org

1. Local government submitting the request: **City Of Ellendale**
2. Project title: Ellendale Water System / Distribution Improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$653		

9. Project description and rationale:

This request is for \$653,000 in state funds to reconstruct critical elements of a failing water distribution system in the City of Ellendale. In 2007, the City has undertaken substantial improvements to the water system including: new 150,000 gallon water storage, new water filtration plant and treatment facility , two new wells and new water metering of the entire community. The total investment by the City for these improvements is \$1,931,000. The City utilized the Public Facilities Authority and a local Bond to finance 100% of these improvements. The existing water distribution system consists of mostly 4 and 6 inch diameter, lead-jointed, cast iron (CIP) water mains installed in the 1930's and 1940's. There are also several blocks of 1-1/4 and 1-1/2 inch water lines. Today the minimum size recommended is 6 inch. Because of the numerous blocks of small diameter water main, there are a number of areas throughout the system that experience very low flow during daily use activities. These conditions and the significant deterioration of the water lines, have also lead to frequent water line breaks. With the improved water treatment and storage, the city will have resolved part of the water needs. However, the improved pressure will also present additional problems since the undersized and poor condition of the existing lines will only lead to more frequent and larger water line failures. The need to replace the water lines is now more important to provide an adequate distribution system to the residents of the city.

The project has been requested to be placed on the Project Priority List and the Intended Use Plan for 2008. In 2007 this project was ranked at 71st on the PPL and received 12 points. The project was not in the fundable range in 2007 and the City began to pursue Rural Development funding for a loan and grant combination.

With the increasing costs, the monthly average user fee without State assistance will approach \$66.50. Even with State assistance of \$653,000 the average monthly user charge will exceed 55.00 per month. This exceeds the Rural Development definition of affordability of 1.7% of the Median Household Income. The city is facing the water storage

This project has local significance to the Ellendale community since the impact on residents with limited income (MHI of only \$37,750) is significant. This impact is not only economic but also without the improvement, residents will not be provided with adequate water distribution after making an investment in the City's water well, treatment and storage capacity.

20. Project contact person, title, and contact information:

Doug Flugum, Mayor  
City of Ellendale  
PO Box 68  
Ellendale , Mn 56026  
507 – 688-3003 Home  
507-684-9487 City Office



1. Local government submitting the request: **City of Ely**
2. Project title: Ely Regional Hospital Access and Utility Improvements Project
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,564		

9. Project description and rationale:

The City of Ely is requesting \$1,564,000 for the Ely Hospital Access and West End Infrastructure Improvements project. This money will be used for construction and professional services to complete the project.

The St. Louis County Public Works Department has scheduled the Central Avenue Roadway Improvement project for 2009. In conjunction with this project, the City of Ely will replace the deteriorating infrastructure in this area. To improve access to the hospital campus, realignment of a three-block section of Pattison Street is required. Along with the realignment, utilities will be extended to serve a 900-acre parcel that the City of Ely and the Town of Morse are working to develop. The City and the Township have been working over the past year on the details of the annexation agreement.

The realignment of Pattison Street will also open up the redevelopment of the City of Ely's Public Works Garage site. The City of Ely, along with St. Louis County and Lake County have completed construction of the new Joint Public Works Facility on the east end of town. This project totaled \$7 million and combined the existing Ely and St. Louis County Public Works Departments, allowing for the redevelopment of their old facilities within the City of Ely. The City of Ely's portion of this project totaled approximately \$3 million.

The realignment of Pattison Street will allow for improved access to the hospital campus. Current access is limited to narrow residential streets, which are in poor condition. The new alignment will improve delivery access to the campus and remove delivery vehicles from residential streets, improving safety in this area of Ely. The realignment will also improve access to the helicopter pad at the hospital for emergency vehicles.

This project has local, regional and statewide significance. The project will improve County Highway 21, which is a heavily traveled highway entering Ely. With Ely being a major tourist destination, improvements to the roadway will benefit the local economy and the many visitors to Ely. The City of Ely and Town of Morse are also working together to develop a 900-acre parcel of property in this area. Roadway improvements and utility extensions are required to complete this work. This will provide regional significance. This project is planned to provide for housing and recreational opportunities, which will support the many economic development projects.

Improving access to the hospital campus also will result in regional impact. The Ely Hospital is the primary care facility for a very large geographical area. The hospital is also currently working to add an assisted living facility to their campus. Realignment of Pattison Street and utility upgrades in both Central Avenue and Pattison Street are required for these projects.

20. Project contact person, title, and contact information:

The Honorable Charles Novak  
 Mayor, City of Ely  
 209 East Chapman Street, Ely, MN 55731  
 Phone: (218) 365-3224  
 FAX: (218) 365-7811

1. Local government submitting the request: **City of Ely**
2. Project title: 17th Avenue East Roadway and Utility Improvements Project
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$500		

9. Project description and rationale:

The City of Ely is requesting \$500,000 for the 17th Avenue East Roadway and Utility Improvement project. This money will be used for construction and professional services to complete the project.

This roadway is used to access student housing and recreational facilities on the Vermilion Community College campus. It is also a truck route used to access an industrial park and the Ely Business Park.

The existing roadway is gravel with a very poor roadbed, which is nearly impassible in the spring and after heavy rain. A large drainage ditch is also in the area that collects a very large drainage area including State Highway 1 and 169. Due to the large drainage area, the ditch often overflows and causes flooding. As part of this project, the drainage system will be improved and the culverts replaced.

The roadway also provides access to student housing and recreation facilities on the Vermilion Community College campus. Due to the current conditions of the roadway, lack of sidewalks and overall narrow width, there are safety concerns. By reconstructing and widening the roadway, a sidewalk will be provided for the safety of the students and other pedestrians. The roadway will also be widened to provide for parking along the recreation facilities.

Improvements to the existing utilities in the area are also required. The current water main does not provide adequate volume to the college and the current sanitary sewer serving the college also requires upgrading.

Vermilion Community College is part of the state education system and is an important educational facility for the region and the State of Minnesota. Improvements to 17th Avenue East will result in increased safety and a reliable infrastructure system for the college.

20. Project contact person, title, and contact information:

The Honorable Charles Novak  
 Mayor, City of Ely  
 209 East Chapman Street, Ely, MN 55731  
 Phone: (218) 365-3224  
 FAX: (218) 365-7811

1. Local government submitting the request: **City of Fairmont**
2. Project title: Winnebago Avenue Sports Complex
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 500		

9. Project description and rationale:

This request is for \$500,000 in State funding to build a multi-field sports complex on property owned by the City of Fairmont.

The City of Fairmont currently owns a small four acre softball complex on Winnebago Avenue. The facility does not have regulation fields, restrooms, or concessions. Approximately four years ago, an additional 15 acres came available for sale adjacent to the existing facility. Through the City's Park Board and City Council, public input was solicited on the needs of recreational facilities in the community. Three areas of deficiency were addressed:

1. lack of regulation ball fields to help attract regional tournaments to the area and accommodate the need of area participants;
2. the need for a safe place to roller blade along with skate park features for more advanced skaters, and
3. soccer fields.

The City Council concluded a strategic planning and goal setting session at the end of December, first part of January, 2001. These three projects became priorities for Fairmont's overall recreation plan.

In the Spring/Summer of 2001, construction of the skate park was completed. This project is on the same property (see project map). Cost of the project was \$150,000. On Monday, February 26, 2001, City Council meeting, the Council outlined plans for an eight field soccer complex in the southeast part of the community close to the City's new aquatic park. Over 50 residents attended the meeting to provide input. These fields are complete with paved parking, restrooms and concessions. Once again completed totally with City funds.

The Complete rehabilitation of the *Winnebago Avenue Sports Complex* will help to enhance the overall recreational opportunities in the community and surrounding 35 to 50-mile radius. While these ball diamonds will be constructed for adult regulation softball, the City anticipates having portable fencing that will allow for younger children to play baseball at different age levels. Therefore, the project targets participants of all ages.

The City of Fairmont is situated around five lakes. Recreational activity is very high in the summer time. Fairmont is a regional recreation center for a surrounding 35-50 mile radius. The rehabilitation and expansion of the softball complex would assist the community in meeting regional needs in the area while at the same time boost tourism in Fairmont with the ability to hold more regional and state wide tournaments. Combining the skate park and ball fields make for a large recreational complex serving all ages, through a large regional sports complex. The project also goes along way toward some neighborhood revitalization. The City has spent in excess of \$750,000 on housing rehabilitation in the north part of the community. The park complex will enhance and support this endeavor.

20. Project contact person, title, and contact information:

Mike Humpal, CEcD  
Assistant City Administrator  
100 Downtown Plaza, PO Box 751  
Fairmont, MN 56031  
FAX (507) 238-9469  
PH# (507) 238-9461, ext. 2236  
E-Mail: [ecodevo@fairmont.org](mailto:ecodevo@fairmont.org)

1. Local government submitting the request: **City of Faribault**
2. Project title: Faribault Water Reclamation Facility
3. Project priority number (if the applicant is submitting multiple requests): 1
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$8,676		

9. Project description and rationale:

This request is for \$8,676,000 in state funding for pre-design, design, equipment, and construction for a \$17,490,000 water reclamation facility upgrade. The upgrade is required as part of a mediated agreement between the Minnesota Pollution Control Agency (MPCA) and Minnesota Center for Environmental Advocacy requiring the City of Faribault to meet a 1 mg/L phosphorus discharge by December 31, 2010. In addition, the City has been notified that the MPCA intends to mandate that the city meet an ammonia discharge limit and will likely see significantly more stringent phosphorus discharge limits because of the Lake Byllesby Total Maximum Daily Load (TMDL) and potentially later in the Lake Pepin TMDL. Regional and statewide pollution problems (unfunded mandates) are being addressed by the facility upgrade.

20. Project contact person, title, and contact information:

Timothy C. Madigan, City Administrator  
City Hall  
208 NW 1st Avenue  
Faribault, MN 55021  
(507) 333-0355  
(507) 333-0399  
tmadigan@ci.faribault.mn.us

1. Local government submitting the request: **City of Faribault**
2. Project title: Highway 60 Reconstruction
3. Project priority number (if the applicant is submitting multiple requests): 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,750		

9. Project description and rationale:

This request is for \$1,750,000 to reconstruct and widen TH #60 from I-35 to Canby Avenue to four lane divided highway with a new signalized intersection at 38th Avenue. Project will result in creation of North & South Service Drives allowing elimination of direct access to TH 60 improving safety and mobility of trunk highway. Project will also facilitate commercial development. Project costs include design, permitting and construction of highway improvements and 38th Avenue crossover between proposed service drives. TH 60 currently carries 9,900 vehicles per day and traffic is expected to double with

commercial development and continued growth in the I-35 corridor. Project is consistent with Rice County Transportation Plan and City of Faribault Comprehensive Land Use Plan. Also allows for consolidation of commercial development in one area rather than scattered development at multiple I-35 Interchanges slowing growth of local traffic using I-35 for shopping. Improvements to TH 60 will facilitate traffic between Faribault and Mankato, two regional trade centers as well as commuters who live in the Faribault lakes area. Providing additional concentration of shopping alternatives locally will reduce the congestion on I-35 & TH 60. Consequently, project should be considered to have regional significance.

20. Project contact person, title, and contact information:

Timothy Madigan, City Administrator  
City Hall  
208 1st Avenue NW  
Faribault, MN 55021  
507/333-0399  
Email Tmadigan@ci.faribault.mn.us

1. Local government submitting the request: **City of Faribault**
2. Project title: Mill Towns State Trail
3. Project priority number (if the applicant is submitting multiple requests): 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000		

9. Project description and rationale:

This request is for \$1,000,000 in state funding for the construction of the Mill Towns State Trail, for the purpose of providing transportation and recreation. The construction of the State Trail was designated by the Minnesota Legislature in 2000, as a recreational trail extending in the City of Faribault from the connection with the Sakatah Singing Hills Trail to the cities of Dundas, Northfield and extending to Cannon Falls for the Cannon Valley Recreational Trail. This will create a State recreational trail system, extending from the City of Mankato to the City of Red Wing. The project ties to the State recreational trails system for the southeastern Minnesota and has been approved by the Department of Natural Resources through a master plan adopted in 2005.

20. Project contact person, title, and contact information:

Timothy C. Madigan, City Administrator  
City Hall  
208 NW 1st Avenue  
Faribault, MN 55021  
(507) 333-0355  
(507) 333-0399  
tmadigan@ci.faribault.mn.us

1. Local government submitting the request: **City of Fridley**
2. Project title: Springbrook Nature Center SPRING (Sanctuary Protection & Renewal Into the Next Generation) Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,815		

9. Project description and rationale:

This request is for \$2,815,000 in state funding to predesign, design, construct, furnish, and equip a redeveloped and expanded interpretive center and surrounding landscaped and natural area at Springbrook Nature Center, in Fridley, MN. The purpose of the SPRING project is to enhance Springbrook Nature Center as a learning center and as a destination and gathering place for people from the metropolitan area, the state, and Fridley, while managing the site's social carrying capacity to allow sustainable growth in use, as well as preservation of the natural beauty and habitat of the site's wildlife sanctuary.

This project will upgrade and expand diverse environmental education capacity, visitor viewing, and exhibit space. It will provide expanded community celebration and memorial areas, as well as outdoor classrooms, circular pathways, wellness areas, picnic and pavilion space, and expanded parking.

The Springbrook project will be a public demonstration of environmental and energy stewardship and will create the following smart growth and high performance building practice areas:

- Inspirational indoor theatre/teaching/day meeting space (12,000+sq ft)
- Interpretive exhibits on environmental responsibility
- Outdoor classrooms (1 ½ acres)
- Accommodations for outdoor community events and gatherings (amphitheatre, electrical, event vendor pads, circular path/road, seating, lighting, rest rooms)
- Memorial garden/plaza (1 ½ acres)
- Pavilions, shelters, and picnic areas (3,000 sq ft--2 acres)
- Expanded demonstration parking areas that are water permeable and minimize or eliminate water run-off (1 ½ acre)

Springbrook Nature Center has been in operation for over 25 years with use increasing exponentially in that time to approximately 180,000 visits per year. The Metropolitan Council's Regional Parks Policy Plan 2005 projects that by 2030 the number of households within a sixteen minute drive of Springbrook Nature Center will increase by 25% to 250,000. This project will focus existing and projected high impact visitor use into the interpretive center building and improved areas around it which will significantly reduce the overuse impact on Springbrook's 127 acres.

Springbrook Nature Center impacts the local, regional, and state community in diverse areas. It preserves open space in an increasingly urban inner ring suburb. It is an attraction for businesses and families to locate and live in the north metro area, having an economic impact on property values. The National Audubon Society in November 2004 designated Springbrook Nature Center one of the first eight "Important Bird Areas" in Minnesota. The Blanding's turtle, a state threatened species, is found in Springbrook's wetlands. Improving the quality of Springbrook's impacted wetlands has recently been the focus of a multi-city six year Clean Water Partnership Grant project. This project improves water quality

before the water leaves Springbrook Nature Center and enters the Mississippi River, just upstream from the St. Paul and Minneapolis city water intakes.

Schools and other groups from over 35 communities participate in environmental education programming at Springbrook each year. A TEA-21 funded trail corridor to be constructed during the winter of 2005-2006 will travel through Springbrook's northern boundary and main entrance. This trail will connect Springbrook with a nearby mass transit hub and existing regional bike trails. Guest book signatures in recent years show visitors from over 300 Minnesota communities, all 50 states, and 60 foreign countries.

This project will not compete with any other nature center programs in the area. It will allow Springbrook Nature Center to improve its services to the greater community and assure the sustainability of its well recognized natural resource base in the face of long term increasing intense use. The resulting programs, spaces, and demonstration areas will serve a diverse cross section of community, business, family, and individual needs.

An application for pre-design approval from the Department of Administration is being completed at this time. After a recent telephone conversation with that department it appears that the City of Fridley has the materials and work completed that pre-design approval requires.

In the appendices of this application is a summary from the architect that prepared a master plan for this project. It includes proposed square foot space designations and cost estimates for the project that have been prepared and updated by the architect.

20. Project contact person, title, and contact information:

Siah St. Clair, Springbrook Nature Center Director, Springbrook Nature Center, City of Fridley, 6431 University Avenue, Fridley, MN 55432, 763-572-3588, Fax: 763-571-1287, stclairs@ci.fridley.mn.us



1. Local government submitting the request: **City of Gaylord**
2. Project title: Gaylord City Hall
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$225		

9. Project description and rationale:

This request is for \$225,000 in state funding to rehabilitate the current library into the Gaylord City Hall located in the City of Gaylord, MN. This project has local and regional significance because of the following reasons:

Local Significance:

Located only 60 miles west of the Twin Cities' area, Gaylord has experienced considerable growth recently and is projected to continue modest growth in the future. Population figures below are from the U.S. Census Bureau and the Minnesota Demographer's office (projections).

Year	Gaylord's Population	Percent Change
1990	1,935	-
2000	2,279	17.8%
2010	2,536 projection	11.3%

Gaylord's Hispanic population grew to 17.4% in 2000. This is higher than the national percentage of 12.5% and much higher than Minnesota's percentage of 2.9%.

Because of the population growth and changing demographics, it is increasingly difficult for the library to fulfill its mission in its current location – only 3,300 square feet. A Library Needs Assessment showed that in order to adequately serve the population and demographics it should be 7,300 square feet – more than double existing size. It is inaccessible to those who have physical disabilities, the limited space inhibits expanding its collection, including increasing Spanish-language and children's materials, and inadequate space for functional services and staff operations. The library sees high levels of use, especially by children and Hispanic residents.

The proposed project will allow the library and the city hall to swap buildings. Each will have to be renovated to accommodate the new use. The city hall conversion into the new library received a Construction Library Grant from the Minnesota Department of Education in 2006. The City of Gaylord needs assistance in converting the old library into the new city hall. The main reason for the swap is to better accommodate the needs of the library and its users. City hall does not have needs for its existing 7,300 sq. ft. and can fit well into the current library's space of 3,300.

Regional Significance:

Gaylord is the largest city in Sibley County and is the county seat. For all practical purposes it is the regional hub of this area and providing services to this growing region is taxing for this rural community. The Gaylord Library provides service to the City of Gaylord and the surrounding area. The Gaylord Public Library is part of the Traverse des Sioux (TdS) Regional Library System. The Gaylord Public Library started providing services in November 1976. Since 1985, it has been in the 3,300 square foot former Citizen State Bank building, which was built in 1920. The proposed project includes a building swap – the city hall will become the new library and the library will become the new city hall.

This request is to assist in financing for rehabilitating the existing library into the new city hall so that the existing library can be renovated to be the new library. The Minnesota Department of Education found this project to be significant enough that it provided a Library Construction Grant to renovate city hall into the library. This project – turning the library into the city hall – will bring both projects to fruition.

20. Project contact person, title, and contact information:

Lonny Johnson, City Administrator  
City of Gaylord  
428 Main Ave.  
Gaylord, MN 55334-0987  
Phone: (507) 237-2338  
Fax: (507) 237-5121  
E-mail: [lljohnson@gaylord.govoffice.com](mailto:lljohnson@gaylord.govoffice.com)

1. Local government submitting the request: **City of Gilbert**
2. Project title: Gilbert Wastewater Treatment Facility Improvements Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$861		

9. Project description and rationale:

The City of Gilbert is requesting \$860,600 for the Wastewater Treatment Facility Improvements project. This funding will be used for construction to complete the project.

The improvements planned for the Gilbert Wastewater Facility are based on the January 2004 Wastewater Facility Plan and recommendations from the City of Gilbert operators in 2005.

20. Project contact person, title, and contact information:

The Honorable Donald Bellerud  
 Mayor, City of Gilbert  
 P.O. Box 548, Gilbert, MN 55741  
 Phone: (218) 748-2232  
 FAX: (218) 748-2234  
 Email: N/A

1. Local government submitting the request: **City of Glencoe**
2. Project title: Morningside Avenue Upgrade to County State Aid Highway
3. Project priority number (if the applicant is submitting multiple requests): N/A
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,135		

9. Project description and rationale:

This request is for \$1,135,000 in state funding to acquire nine single-family residential units in order to make improvements to Morningside Avenue that will upgrade this roadway to County State Aid Highway (CSAH) status. This project has local, regional and statewide significance because of the following reasons:

#### **Local Significance:**

The Morningside Avenue corridor will be burdened by increasing amounts of local and regional traffic with a new crossing of Buffalo Creek and planned commercial developments. The current corridor is deficient to accommodate these future needs. North of Highway 212, two major commercial tenants are moving to the Morningside Avenue and 11th Street intersection. South of Highway 212, the new Buffalo Creek crossing is expected to attract additional trips to Morningside Avenue since there is only one other local crossing of the creek in this area. An immediate need for infrastructure improvements is emerging on the Morningside corridor considering these developments. Morningside Avenue needs to be able to handle the increased traffic demands and structurally support truck traffic, which it is not subjected to today.

In order to successfully bring the Morningside project to fruition, nine single-family residential homes need to be purchased – these nine driveways need to be eliminated in order to carry out the long range plan for the Morningside Avenue corridor. Glencoe conducted a public meeting regarding the plans for this area and approximately 60 people attended and about half of the nine single-family home owners attended. Comments heard from these property owners were that they did not want to remain living on this increasingly busy road. They mentioned forming an association in order to sell their homes in one “block.” They appear to be willing sellers. They want honest and open communication, which is what the city has been providing.

#### **Regional and State Significance:**

Glencoe is the county seat of McLeod County and has seen steady population growth in the last 15 years. Glencoe and McLeod County commissioned a traffic study to analyze current and future traffic conditions of the Morningside Avenue corridor and other adjacent roadways. The study concluded that the long-range plan for Morningside, in order to accommodate increased traffic and function well with neighboring Trunk Highway 212 and CSAH 15, is ultimately to convert Morningside into a 4-lane divided CSAH. This will be constructed in stages (please see enclosed Morningside Avenue Study). TH 212 is a major transportation corridor in this region, with Annual Average Daily Traffic westbound of 10,700 and eastbound of 5,300 (MN DOT's 2006 Traffic Volume Map).

Part of the project, as described in the study, includes changes to TH 212 frontage road. The frontage road south of TH 212 needs to be converted to have right in/right out access to/from Morningside Avenue. The southbound queue in the left lane will have an average of 3 vehicles waiting for a gap and a maximum queue of 9-10 vehicles, which will have an impact on the traffic operations of the TH 212 and Morningside intersection. The northbound approach to TH 212 will have a greater impact on the frontage road access; the northbound queue has an average of 10-12 cars in each of the two through lanes with the queue routinely extending beyond the frontage road creating major delay times and a safety concern.

Without the proposed infrastructure improvements, the negative impacts on TH 212 are great – creating congestion and a major safety concern. TH 212 is a major regional corridor that effectively gets people and products to their destinations. If nothing is done in this corridor, TH 212's effectiveness greatly diminishes, adding time and money to trips in this area. As well as in increase in pollution and emissions as cars line up waiting to make movements at the Morningside/TH 212 intersection.

This project furthers the 2003 Transportation Partnership Study. Representatives from the City of Glencoe, McLeod County, Mn/DOT and TC & W Railroad participated in that study. Again, the nine homes need to be purchased in order to make this project happen and maintain the effectiveness of State Trunk Highway 212.

20. Project contact person, title, and contact information:

Mark Larson, City Administrator	mlarson@ci.glencoe.mn.us	320.864.5586 phone
630 10th Street East	Glencoe, MN 55336-2137	320.864.6405 fax

1. Local government submitting the request: **City of Gonvick, MN**
2. Project title: Northern Emergency Training Administration Center (NETAC) of Gonvick
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,000		

9. Project description and rationale:

This request is for two million dollars (\$2,000,000) in state funding to design, construct, furnish, and equip an emergency training administration center in Gonvick, MN for emergency first responders (i.e. law enforcement, hazardous materials/bio-chemical threats, fire departments, emergency medical services, and communications/technology). The center shall provide a collective unit of emergency information, expertise, and simulation whose purpose shall be to provide instruction per prevention, intervention, response, mitigation, and recovery due to natural disasters or terrorist acts, and its purpose in particular is to encourage, stimulate, and maintain excellence in first responder performance. Gonvick's Northern Emergency Training Administration Center program (NETAC) shall assist first responders serving 26 northern counties in Minnesota, and other localities as deemed appropriate, to enhance their professional knowledge and to improve their skills and abilities to meet current "Minnesota Homeland Security" guidelines and recommendations.

Everyday terrorism takes its toll through violence, injury, and death. Natural disasters are of equal threat. And, illicit drugs, such as methamphetamine manufactured in Mexico, are smuggled into the United States via the U.S./Canadian border. In northern Minnesota, due to limited first responder training and support, our defenses and domestic preparedness may be in question. This region remains one of the most vulnerable opportunities to threat in our state. NETAC of Gonvick, MN, which is centrally located within the 26 county areas, is needed more in northern Minnesota than any other part of our state or for that matter our northern U.S. region.

Per the State of Minnesota Homeland Security Strategy and Assessment of January 2004, "State and local levels of government have primary responsibility for organizing, preparing, and operating the emergency services that would respond in the event of a terrorist attack. Local units of government are the first to respond, and the last to leave the scene. All incidents are ultimately local events!" With primary responsibility of emergency services, state and local governments are also accountable to transmit information, expertise, simulation, and to enhance maintenance of excellence in emergency first responder performance. Training in prevention, intervention, response, mitigation, and recovery, due to natural disasters or terrorist acts is essential.

However, for the northern 26 counties of Minnesota, first responders do not have access to a regional, full-service, centrally located training facility. For the most part, these northern Minnesota counties must rely on training facilities well beyond their local counties. Small-town budget factors in northern Minnesota, as well as the issue of travel time, impair extended-distance training and support. Accordingly, this problem or crisis per limited first responder training begs the question "Is the northern region of Minnesota adequately prepared to meet any natural disaster and/or act of terrorism that may occur?" Or, is this observable weakness in our defenses and our preparedness vulnerable to exploitation?

In accordance with its operational plan, NETAC will help train emergency first responders to meet and exceed the concept of 'domestic preparedness' for its 26 northern Minnesota counties! In support of said plan, the City of Gonvick shall provide city real estate property (lots #14 ~ #19) to construct one four-story

fire tower and a single one-story complex totaling about 20,000 square feet. The facilities shall accommodate NETAC's proposed classroom training, simulation, and field experience programs and activities. Per its vision and mission, the organization is dedicated to producing and training a highly qualified and motivated emergency first responder committed to the protection of citizens and property from the impact of natural disasters or terrorist acts. As recommended by the findings of the Minnesota Homeland Security Strategy and Assessment of 2004, instruction and training in prevention, intervention, response, mitigation, and recovery, due to natural disasters or terrorist acts, is essential to emergency first responders quality performance.

20. Project contact person, title, and contact information:

Wayne Hotchkiss, LSW  
Project Contact Person  
57568 County Highway #58  
New York Mills, MN 56567

Telephone: (218)385-3675  
E-Fax: (815)3772111  
Mail: hotchkiss@arvig.net

1. Local government submitting the request: **City of Grand Marais**
2. Project title: Creechville Utility Extension Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$428		

9. Project description and rationale:

This request is for \$428,158, which represents 50% of the estimated cost to provide municipal utilities to an annexed area of Grand Marais referred to as the Creechville project area. The Creechville area is comprised of 21 households. The estimated cost per household to provide municipal utilities is estimated to be \$40,777 per household. Individual property owners cannot afford the cost of improvements without funding assistance from state or federal sources.

Local Significance:

The local significance of providing municipal utilities to the Creechville project area would be to eliminate health and safety issues associated with existing failing or non-conforming individual sewer treatment systems (ISTS). Additional significance results from the adverse economic impact of the improvements to project area residents – an estimated \$40,777 per household. Due to the geology of the area, costs are significantly higher to extend services to the area. The project area is located in the Lake Superior watershed and poses adverse environmental impacts to the area.

Regional Significance:

The regional significance of providing municipal to the Creechville project area is the mitigation of health and safety issues associated with failing or non-conforming ISTS's. The project area is located in the Lake Superior watershed and poses adverse environmental impacts to the area.

State Significance:

As mentioned above, the extension of municipal water and sewer utilities to the project area eliminates health and safety issues associated with failing or non-conforming ISTS's. The Creechville project area is located contiguous to Lake Superior, a valued local, regional, state and national resource. Each entity has a stake in preserving the environmental quality of this resource.

20. Project contact person, title, and contact information:

Mike Roth, City Administrator  
 City of Grand Marais  
 15 North Broadway  
 Grand Marais, MN 55804-0600  
 218.387.1848  
 218.387.1966  
[cityhall@boreal.org](mailto:cityhall@boreal.org)



1. Local government submitting the request: **City of Grand Rapids**
2. Project title: Northern Minnesota Regional Training Facility
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,452		

9. Project description and rationale:

This request is for \$1,451,800 in State funding for the pre-design, design, construction, furnishing and equipping of a new Northern Minnesota training facility within the City of Grand Rapids. The Purpose of this project is to provide a state of the art training facility for all emergency service providers in Northern Minnesota that is more economically and more efficiently located for agencies in Northern Minnesota.

The Grand Rapids Fire Department as a State Contracted provider of Chemical Assessment mitigation has determined a need for a Northern Minnesota Training Facility for all emergency response agencies in Northern Minnesota.

This project has become a higher priority item for the emergency service providers of Northern Minnesota as the potential for disastrous events continue to grow. With major highways and railroads passing through Northern Minnesota, the potential for major emergency disasters is high. Major waterways such as the Mississippi River pose great targets for chemical disasters that could greatly affect the environmentally sound areas of Minnesota.

The planning process has determined that the Northern Minnesota Regional Training Facility should be located at the Itasca County Seat, City of Grand Rapids. This is the central location of Northern Minnesota from the western border to the eastern border of Minnesota, and the northern border of Minnesota & Canada. The planning process also determined that the local hotels and food establishments would be sufficient to support the needs in this area to provide large training or emergency events hosted by this training facility.

The facility will have a three-fold mission:

- To provide a venue for various emergency response agency training from a State, Regional, County & Local perspective, sponsored by the State and City emergency response agencies.
- To address the response risk of Northern Minnesota in the areas of Chemical Assessment Mitigation, Environmental Emergencies and fire protection.
- To provide the increased space needs of the fire service and State funded Chemical Assessment Team of Minnesota and the equipment acquisitions for these services. The building will house the State Chemical Assessment Haz-Mat Truck and Trailer, the River Defense Trailer, and all the mitigation equipment & supplies for mitigation and training. The building will also house the mobile training props such as: Fire & Inclement Weather Safety House, Fire Burn Training Trailer, Mobile Air Training Trailer, and Swift Water Rescue Equipment with a Rescue Deployment Craft (RDC) & accessories.
- The project has State, County and local significance due to the following reasons:
- State: Contract commitment to the State of Minnesota for the housing of the Chemical Assessment Team and equipment for mitigation and containment of hazardous material accidents in the State of Minnesota. More importantly, the training that this team can provide to all the emergency agencies of Northern Minnesota on their roles as emergency responders to Hazardous Chemical events.

- County/Regional: Commitment to the Itasca County Chief's Association Mutual Aid Agreement between 16 Itasca County Departments and 2 Aitkin County Departments, as well as contract fire protection agreements with townships of Itasca County. Also, commitment to provide emergency response services for the Grand Rapids/Itasca County Airport.
- City/Local: Address the facility deficiencies needed to provide the expected training desires of emergency service agencies of Minnesota.

The facility will be managed by the Grand Rapids Fire Department, a department of the City of Grand Rapids, with the assistance of the State funded Chemical Assessment Team, as long as the team is in existence. The operating costs will be borne by the City of Grand Rapids and offset by contract service fees.

20. Project contact person, title, and contact information:

Mr. Ron Edminister  
Facilities Maintenance Lead  
420 North Pokegama Avenue  
Grand Rapids, Minnesota 55744  
Phone: 218-326-7628  
Fax: 218-326-7608  
email: redminister@ci.grand-rapids.mn.us

1. Local government submitting the request: **City of Grand Rapids**
2. Project title: CP 2003-6 Railroad Crossing Closures/Improvements
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$900		

9. Project description and rationale:

The City of Grand Rapids is seeking \$900,000 in State funding to improve safety and reduce the closure times of its existing at-grade railroad crossings, including the at-grade crossing of Trunk Highway 169. The most feasible option is to reduce the closure times of these intersections and to increase the head-end speed of the train. The average closure time with a train speed of 12 miles per hour (mph) is 2 minutes. By increasing the train speed to 25 mph, the closure will be reduced to 58 seconds. There are currently three at-grade crossings that do not have signals and cross arms. The options for improving safety at these intersections are to either close the crossings, or have signals and cross arms implemented. In addition the City desires to complete preliminary design of an underpass of the railroad at the intersection of 7th Avenue NE.

The City is proposing to close the three at-grade crossings that currently do not have signals and cross arms, and they plan to up-grade the fourth crossing with a new turn lane and cross arms. Due to the street closures at 3rd Avenue East and 5th Avenue East, 3rd Street SE will need to be re-aligned to connect to 7th Avenue SE. This will require the acquisition of two properties. State funding is critical and necessary to accomplishing the project goals.

These railroad improvements are necessary to improve safety and traffic flow within the City of Grand Rapids. It will become more apparent that these crossings have specific issues when the Mesaba Energy

project and the Minnesota Steel project move forward. Earlier in this application it was stated that the average time of closure with a train speed of 12 mph was 2 minutes. With these new industries the closure time would increase to 8 minutes, 4 seconds with an 8,000 foot long train. By closing crossings and increasing train speeds to 25 mph, the closure times would reduce to 4 minutes, 8 seconds.

The proposed improvements have the most impact on safety and traffic flows throughout the community and the entire region, including State Trunk Highway 169 and Trunk Highway 2. The project proposes to close or upgrade three non-signalized crossings, and close an additional signalized crossing. By removing and upgrading these intersections, the safety of these crossings will be greatly improved. In addition, the project would include preliminary design of an underpass of the BNSF railroad at the intersection of 7th Avenue NE. When constructed, it would provide uninterrupted traffic flow when trains passed through the community.

Seventy five point five percent (73.3%) of the total project cost has been secured with commitments from the City of Grand Rapids, Federal Government, Iron Range Resources, and Burlington Northern Santa Fe.

20. Project contact person, title, and contact information:

Tom Pagel, P.E., City Engineer  
420 North Pokegama Avenue  
Grand Rapids, MN 55744  
218.326.7626  
218.326.7621 (fax)  
tpagel@ci.grand-rapids.mn.us

1. Local government submitting the request: **Grand Rapids Economic Development Authority (GREDA)**

2. Project title: North Central Technology Laboratory (NCTL)

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,165		

9. Project description and rationale:

The purpose of this initiative is to create the North Central Technology Laboratories (NCTL), a world-class collaborative research and technology innovation program and center located in the heart of north central Minnesota. Its purpose is to improve the competitive position of the region's natural resource products industry by facilitating growth through training and research; boosting business growth by advancing bio-based innovations; and stimulating partnerships between local industry, state academic and research institutions, and government entities. The primary focus of activities at this facility will be in support of next-generation biofuels research and development, and workforce training and education for natural resource based industry. Prospective collaborators exploring feasibility include UPM-Blandin Paper Company (UPM), Itasca Community College (ICC), the University of Minnesota (U of M), Itasca Technology Exchange (ITE), Itasca County, and the City of Grand Rapids.

The initiative seeks to create a program with facilities to:

- Expand emerging workforce development programs.
- Provide pilot-scale, early commercialization facilities for biofuels development.
- Provide incubation space and support services for companies developing innovations in biofuels and other natural-resource-based research.
- Encourage and facilitate collaborative research with other institutions.
- Establish a regional economic development hub.
- Establish the Grand Rapids area as a national or regional Forest Policy and Planning Center.

The NCTL facility and program has the potential to dramatically impact the economic vitality of north central Minnesota by:

- Enabling innovative research and product development.
- Diversifying the economic base through the creation of new industries and companies.
- Increasing the utilization of renewable natural resources.
- Enabling the creation of better paying jobs (i.e. research, development, production, and administrative positions that require bachelor's and advanced degrees).

20. Project contact person, title, and contact information:

Kirk Bustrom, Project Coordinator  
 NCTL Steering Group  
 201 NW Fourth Street  
 Grand Rapids, MN 55744  
 Email: kbustrom@itascatech.com  
 Voice: (218) 326-5828  
 Fax: (218) 327-8879  
 Mobile: (218) 259-8416

1. Local government submitting the request: **Grand Rapids Public Utilities Commission (GRPUC)**
2. Project title: Wastewater Treatment Facilities (WWTF) Reconstruction
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$8,750		

9. Project description and rationale:

The GRPUC requests \$8,750,000 in state funding for the reconstruction of its WWTF. The funds will be used in conjunction with expected outside federal funding (USACE and EPA) to add new sludge dewatering facilities, a new flow equalization basin, aeration enhancements to include upgrade to fine-bubble diffusion and selector technology, and primary and secondary clarifier improvements.

This project has local, state, national and international significance as described below

The WWTF are owned and operated by the GRPUC. The WWTF are currently treating industrial wastewaters from UPM/Blandin Paper Company and domestic/commercial waste from the cities of Grand Rapids, La Prairie and Cohasset, and approximately 40 million gallons of septage per year from the counties of Itasca, Cass and Aitkin. The WWTF consist of three separate and distinct facilities. The first is a 1963 Domestic WWTF which was decommissioned in 1976 and its flow diverted to the Secondary WWTP. The second is an Industrial Primary WWTF built in 1969. The third is a Secondary WWTF built in 1975. Throughout the 1980s, 1990s and into the 2000s these facilities have been continuously operational and have been maintained or upgraded to stay in compliance with their NPDES operating permit. In general, these facilities had an original design life of 20 years and the GRPUC is proud to have been able to extend their useful life an average of 10 years longer.

UPM/Blandin Paper Company (Headquarters in Helsinki, Finland) is preparing to add a new complete paper manufacturing line and modify another existing paper manufacturing line at its Grand Rapids, Minnesota, Paper Mill (Mill). This expansion is known locally as the Thunderhawk Project. The paper processing capacity at the existing Mill will increase by more than 50 percent, from approximately 446,605 tons per year to an estimated 761,000 tons per year. Anticipated construction costs for the Thunderhawk Project are in the \$700-800 million range.

This Project is required for a number of reasons including (1) the Thunderhawk Project, (2) the age and useful life of some process equipment and buildings, (3) the lack of redundancy of critical treatment units, (4) the existing WWTF's inability to continue to meet NPDES imposed mass loading discharge limits and (5) expected new water quality requirements being placed on its upper Mississippi River discharge. Regardless of the outcome of the Thunderhawk Project, over 50% of the proposed WWTF improvements will be required to provide a reasonable level of treatment process reliability and redundancy to sustain current operations at the mill and to extend the WWTF useful life for another 20 years. The current WWTF has been rated as Minnesota's fifth largest, and Minnesota's second largest biosolids generator.

20. Project contact person, title, and contact information:

Anthony T. Ward, General Manager  
Grand Rapids Public Utilities Commission  
500 SE 4th Street  
(218) 326-7024  
atward@grpuc.org

1. Local government submitting the request: **Grove City**
2. Project title: Grove City Wastewater Treatment Facility
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,140		

9. Project description and rationale:

This request is for \$2,140,000 of state funding for the construction of a new wastewater treatment facility for Grove City, Minnesota. The total project cost of \$4,280,000 will be used to construct a new mechanical treatment facility, complete with lab equipment, process piping, controls, generator and sludge treatment and storage. Within that total is also \$700,000 for necessary collection system upgrades.

This project has exceptional local significance, and there are two categories of need for state assistance with this project. They are: a) Physical Need; and b) Financial Need.

**Physical Need:** The current Grove City wastewater treatment facility is over 40 years old, and has doubled its design life expectancy. The facility is still treating sewage to meet state standards, but the physical infrastructure is crumbling. Major components of the current facility include Bar Screen, Oxidation Ditch, Clarifier, Drying Beds, Disinfection and Collection System.

**Financial Need:** Without additional assistance, the high cost for the chosen alternative for the current system will place an extreme financial burden on the citizens of Grove City. As the following shows, this project will force the average household in the city to be responsible for \$116 per month, for the next 20 years, just for this new wastewater treatment system. Even with 50% assistance, the additional per household cost will be \$58 per month:

Combined Total Capital Cost:	\$4,280,000
Annual Debt Service:	\$275,000 (Assumes 2.5% over 20-years)
Annual O, M&R:	\$114,000
Total Annual Cost:	\$389,000
Total Annual Cost:	\$389,000
Divided by 280 EDU' equals:	\$1,389
Divided by 12 months equals:	\$116 per EDU per month

20. Project contact person, title, and contact information:

Janell Johnson, City Administrator-Clerk  
City Hall  
PO Box 98  
Grove City, MN 56243-0098  
PH: 320-857-2322  
FX: 320-857-2322  
E-mail: cityofgrovecity@earthlink.net

John Graupman, Project Engineer  
Bolton & Menk, Inc.  
1960 Premier Drive  
Mankato, MN 56001-5900  
PH: 507-625-4171  
FX: 507-625-4177  
E-mail: johngr@bolton-menk.com

1. Local government submitting the request: **Grove City**
2. Project title: Grove City New Water Treatment Facility
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$910		

9. Project description and rationale:

This request is for \$910,000 in state funding for a total project price of \$1,821,000 to design, construct, furnish and equip a new water treatment facility, water production well, and critical watermain replacement for the City of Grove City. The City currently has no iron and manganese treatment causing the water to be frequently discolored and unusable for household purposes. The background iron concentrations in the water exceed the Environmental Protection Agency (EPA) National Secondary Drinking Water Contaminant Standards of 0.30 mg/L by nearly 8 times at 2.3 mg/L. The City will be raising the monthly water bills to cover the annual operation and loan share of this project.

This project is to be constructed simultaneously with an extensive wastewater treatment facility project. The combined water and wastewater monthly user fee is currently estimated at \$156 per user. This is significantly greater than the combined affordability of \$80 per month determined by State and Federal finance agency calculations.

These are very important projects to the continued economic viability of the City of Grove City.

20. Project contact person, title, and contact information:

Janell Johnson, City Administrator-Clerk  
City Hall  
PO Box 98  
Grove City, MN 56243-0098  
PH: 320-857-2322  
FX: 320-857-2322  
E-mail: cityofgrovecity@earthlink.net

John Graupman, Project Engineer  
Bolton & Menk, Inc.  
1960 Premier Drive  
Mankato, MN 56001-5900  
PH: 507-625-4171  
FX: 507-625-4177  
E-mail: johngr@bolton-menk.com

1. Local government submitting the request: **City of Hamburg**
2. Project title: Sanitary Sewer I&I Abatement Program
3. Project priority number (if the applicant is submitting multiple requests): N/A
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$340		

9. Project description and rationale:

This request is for \$339,900 in state funding to provide the City of Hamburg with supplemental financing, leveraged with local funds to correct an immediate, serious sanitary sewer inflow and infiltration (I&I) problem. Hamburg's current wastewater treatment facility is near capacity and may have the need for immediate repairs. Hamburg, in the near future, may need to make a substantial investment in alternative wastewater treatment options (new local treatment or regionalization), or complete substantial rehabilitation to the existing wastewater treatment stabilization ponds.

The MPCA has previously issued Special Requirements upon the re-issuance of the City's National Pollution Discharge Elimination Permit (NPDS) in July 2005.

One Special Requirement, reduce the I & I. The MPCA stated that reduction of the I & I is necessary prior to any regionalization of wastewater treatment. Excess flows cause capacity issues and could affect Norwood Young America's phosphorus loading limits, potentially exceeding the TMDL for the Minnesota River. Due to the excess I & I, the option of regionalization wastewater treatment with Norwood Young America has been put on hold. Also, residential development within the City is at a standstill. Another Special Requirement, notify the MPCA of the City's intent to regionalize in writing, and provide plans and specifications for a regionalization project by August 2007 or conduct a water balance test. The City is in the process of completing a water balance test of it's wastewater ponds.

Clear water is leaking into the City's sanitary sewer system though cracks, poor service connections, and defective joints in the sewer mains. The City has initiated a televising program to identify and remove direct plumbing connections to the system and identify other problem areas. The State funding will allow Hamburg to initiate the project to replace and repair the defective, sanitary sewer lines segments. The City's current proposal is to replace the sewer mains and some sewer services in an area located east of Brad Street between Park and Kim Avenues. In addition, storm sewer pipe segments would need to be extended to drain excess groundwater that was previously removed by the defective sanitary sewer pipes.

This project has both regional and local significance. Further negotiations with Norwood Young America concerning regionalization of wastewater treatment cannot proceed until the I & I problem is corrected. Locally, residential development within the City is stymied.

20. Project contact person, title, and contact information:

Douglas Parrott, P.E.  
Consulting City Engineer  
310 Main Avenue West  
P.O. Box 776  
Gaylord, MN 55334-0776  
507.237.2924  
fax: 507.237.5516  
[dparrott@sehinc.com](mailto:dparrott@sehinc.com)



1. Local government submitting the request: **Hennepin county**
2. Project title: Lowry Avenue Bridge Replacement
3. Project priority number (if the applicant is submitting multiple requests): 1 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$24,167	0	0

9. Project description and rationale:

This request is for \$24,167,000 in 2008 state funding for the replacement of the Lowry Avenue Bridge spanning the Mississippi River on County State Aid Highway (CSAH) 153 - in Minneapolis. The project is part of larger corridor project that has a western terminus of Xerxes Avenue and easterly limit of Stinson Boulevard. Bridge engineers have identified significant structural deficiencies requiring immediate repair. In 2004 the bridge was closed to traffic when it was discovered that a bridge pier located in the Mississippi River tilted out of alignment, causing the bridge to slip off its base at the top of the pier. The bridge was opened to traffic after new base assemblies were manufactured and installed. The bridge is nearly 100 years old with an obsolete design that allows salt and other contaminants to drop directly into the river. It is the largest bridge replacement project that remains under Hennepin County jurisdiction, with a replacement cost exceeding twice the county's annual transportation construction budget.

The bridge location provides a valuable link between a heavy industrial/commercial and residential area. The replacement structure will address the environmental concern of the existing structure "open surface" that allows materials, such as salt laden snow and spilled liquids (fuel, paints, etc.) to fall directly into the Mississippi River below. As a major river crossing in the Metropolitan area, the project is considered of regional importance.

20. Project contact person, title, and contact information:

James Grube, Director of Transportation and County Engineer  
1600 Prairie Drive  
Medina, MN. 55340  
Office (612) 596-0307  
Fax (763) 478-4000  
James.Grube@co.hennepin.mn.us

1. Local government submitting the request: **Hennepin county**
2. Project title: Heading Home Opportunity Center
3. Project priority number (if the applicant is submitting multiple requests): 2 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,500	0	0

9. Project description and rationale:

This request is for \$2.5 million in State funding for site acquisition, design, and development of a Heading Home Opportunity Center to provide a one-stop shop connecting people experiencing homelessness or at-risk of becoming homeless to the continuum of services needed to secure safe and stable housing. Development of such an Opportunity Center is one of the central recommendations of Heading Home Hennepin—the Hennepin County and City of Minneapolis 10-year plan to end homelessness. One-half of the long term homeless in Minnesota reside in Hennepin County and the Heading Home Hennepin plan is aligned with the goals of the State of Minnesota Business Plan to end homelessness.

In addition to the requested \$2.5 million in State funding, other sources of funding identified include \$2,000,000 in County funding and \$5,500,000 from the Family Housing Fund, the City of Minneapolis and other public and private partners. The identified County funding is part of the County's 2007-2011 capital improvement plan. The Family Housing Fund has established a separate Project Fund to raise private capital specifically for implementation of the state and local ten-year plans to end homelessness. No state funds are to be requested for subsequent project costs/phases in 2010 or 2012, nor are any state operating funds requested. Construction is anticipated to begin in 2008 with completion in 2009.

While the State of Minnesota, Hennepin County and the City of Minneapolis have a wide array of services available to people experiencing homelessness, the Opportunity Center will be a central access point, linking people to mainstream services and providing a more efficient and integrated delivery system to break the cycle of homelessness within our community. The Opportunity Center will connect people experiencing homelessness to a range of co-located services including employment training and assistance, housing referrals, veterans services, medical and mental health care, substance abuse treatment, benefits assistance, and other specialized services for women and children. The Opportunity Center is proposed to be a public, private, non-profit partnership both in funding and operations, modeled after the successful Minneapolis and St. Paul Project Homeless Connect events of the past year. In effect, the Opportunity Center would be Project Homeless Connect on an on-going basis.

20. Project contact person, title, and contact information:

Phil Eckhert, Director of Housing, Community Works & Transit  
Environmental Services Building  
417 N. 5th Street  
Minneapolis, MN. 55401  
Phone (612) 348-6445  
Phil.Eckhert@co.hennepin.mn.us

1. Local government submitting the request: **Hennepin county**
2. Project title: Hennepin County Medical Center Outpatient Clinic and Health Education Facility
3. Project priority number (if the applicant is submitting multiple requests): 3 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$28,217		

9. Project description and rationale:

Hennepin County Medical Center is owned by Hennepin County and is recognized for it's mission as a safety net health care provider and for the role it plays in the education of physicians and other health

professionals. Hennepin County requests that the Hennepin County Medical Center Outpatient Clinic and Health Education Facility project be included in the 2008 State capital appropriations in the amount of \$28,217,000.

Total Project Cost Summary:

Land	\$10,000,000
Building	\$151,750,000
Parking	\$8,750,000
Skyway	\$4,600,000
Total	\$175,100,000

Funding for the project:

State Bonding	\$28,217,000
County/HHS	\$146,883,000
Total	\$175,100,000

HCMC is a primary teaching affiliate hospital of the University of Minnesota, with more than 280 resident physicians in training, 90 medical students in clinical rotations, and the training site for more than 50 other health professions. Through the teaching clinics, HCMC provides access to health care for a substantial plurality of the State's uninsured and public program patients.

The outpatient/teaching clinics are and have been operating near capacity in recent years. Meanwhile, the educational space necessary for the teaching program (conference and auditorium space for didactic teaching sessions) is inadequate, and has recently been reduced (Pillsbury Auditorium) out of the necessity to provide additional space for patient service (e.g. the Acute Psychiatric Service). The square footage footprint for the Medical Center has not increased since the acquisition of the MMC facility in 1992, and the newest buildings on the HCMC campus are now 30 years old.

This project is important to the general welfare of the state. Giving the importance of health to our quality of life and the comparative shortage of physicians and other health professionals in the state, continuing to train physicians and other health professionals at HCMC is of vital importance. The ambulatory care/teaching clinics and educational facilities at HCMC are important to this effort. We have developed the concept for an ambulatory care building which is being designed to include space and configuration concepts adequate for teaching clinics. This requires an estimated 15 to 20% more space than is found in the private practice office setting. The portion of the total project that is fundamentally dedicated for teaching purposes is \$28,217,000. The \$28,217,000 is specifically related to the education of physicians and other health professionals as follows:

Teaching Clinics	\$27,117,000
Education Center	1,100,000
	\$28,217,000

20. Project contact person, title, and contact information:

Lynn Abrahamsen, Administrator, Hennepin Healthcare System  
Hennepin County Medical Center  
701 Park Avenue  
(612) 973-2343  
Lynn.Abrahamsen@co.hennepin.mn.us

1. Local government submitting the request: **Hennepin County Regional Railroad Authority (HCRRA)**
2. Project title: Southwest Transitway Corridor Preliminary Engineering & Final Environmental Impact Statement
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$10,000		

9. Project description and rationale:

The Hennepin County Regional Railroad Authority (HCRRA) as the local governmental entity leading the development of the proposed Southwest Light Rail Transit (LRT) line requests that the **Southwest Transitway Corridor Preliminary Engineering & Final Environmental Impact Statement** be included in the 2008 State capital appropriations in the amount of \$10,000,000.

The Southwest Transitway is a proposed LRT line from Eden Prairie in southwest Hennepin County to downtown Minneapolis providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis. It will also connect downtown Minneapolis to the system of existing and proposed transitways including the Hiawatha LRT line, Northstar Commuter Rail line, and the Central LRT line. The Southwest Corridor line is forecast to carry 23,500 to 28,000 passengers per day in year 2030. The estimated federal Cost-Effectiveness Index is \$30, which makes the Southwest Corridor project likely to qualify for federal New Starts funding.

The overall Southwest Corridor project has a total estimated capital of approximately \$1.2 billion (2015 dollars). It is assumed that the capital costs for the Southwest LRT line will be funded based upon the rail transitways funding formula established by the Metropolitan Council and the Metro Area county regional railroad authorities wherein the costs would be split as follows: 50% federal, 33% state, 17% local.

The HCRRA recently completed an Alternatives Analysis (AA), which resulted in a recommendation to proceed into the Draft Environmental Impact Statement (DEIS) process in order to narrow the three candidate LRT routes to one. Once a single LRT route is selected it will be named the Locally Preferred Alternative (LPA) and the project will move into Preliminary Engineering. The HCRRA anticipates that the DEIS will be completed by the end of 2008 and the project will be ready to enter Preliminary Engineering in early 2009. What is being requested at this time is \$10,000,000 in State bonding to cover the State's share of the estimated \$30 to \$40 million cost to conduct Preliminary Engineering and prepare the Final Environmental Impact Statement (FEIS) for the overall project.

20. Project contact person, title, and contact information:

Katie Walker, Transit Project Manager  
 417 North 5<sup>th</sup> Street  
 Minneapolis, MN. 55410  
 Office (612) 348-2190  
 Fax (612) 348-9710  
 Katie.walker@co.hennepin.mn.us

1. Local government submitting the request: **Houston County Commissioners, Houston County EDA**

2. Project title: Extension of Root River State Trail

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,641	\$1,246	\$950

9. Project description and rationale:

This request is for \$1,641,000 in state funding to acquire land, design and build the next section of the legislatively authorized Root River Trail.

The purpose is to extend the existing Root River Trail from its terminus at the Houston Nature Center east to the village of Mound Prairie, through the scenic river valley. In the future, continue to city of Hokah and then connect to the Wisconsin trail system at La Crescent.

The existing length of the Root River Trail is nationally known. The new section parallels Minnesota Highway 16, a National Scenic Byway. Once connected to the trail system at La Crosse, Wisconsin and La Crescent, Minnesota, the two states' trail systems will be even more attractive to visitors because of their variety of scenery and amenities, length and scenic beauty. This trail can also connect to the planned national Mississippi River Trail running alongside the Great River Road.

20. Project contact person, title, and contact information:

Tom van der Linden  
Chairman, Houston County Trails  
30585 County Road 1  
La Crescent, MN 55947  
(507) 643-6209  
koksetna@acegroup.cc

1. Local government submitting the request: **City Of Hoyt Lakes and Town Of White**
2. Project title: Laskin Energy Park, Rail and Infrastructure Improvements Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$881		

9. Project description and rationale:

The City of Hoyt Lakes and the Town of White are requesting \$881,267 in state funding in 2008 to complete the Laskin Energy Park Rail and Infrastructure Improvements Project.

The major public infrastructure component requiring state funding assistance is the construction of a 7,700 lineal foot railroad spur (1.46 miles) from the Canadian National main line just outside of Laskin Energy Park near the northwest corner of the park to Lot 1, Blocks 1 and 2 of the park. Initially, the spur will be designed to serve Lot 1, Block 2 but will have the ability to serve another six sites (approximately 105 acres) in Lot 1, Blocks 1 and 2.

The City of Hoyt Lakes and Town of White will prepare a 15 acre site for construction of a new 55,000 sq. ft. publicly owned manufacturing building, and are seeking state funds to extend existing municipal water and sewer utilities to the building, provide for storm water management and add a new business park interior access road that will serve the property. These infrastructure improvements will also be able to be extended to provide access and connections to public utilities to the neighboring six sites which include approximately 105 acres.

Construction of the spur will cost an estimated \$3.18 million dollars. The total projected cost for the supporting utility, storm water management and road infrastructure is \$581,386.00.

This is an important community project that will support the continued development, expansion and positioning of the Laskin Energy Park, the premier heavy industrial business park on the East Iron Range, and Tundra Particles Technologies (TIPCO), a new high tech manufacturing company. A state funding investment will leverage and support the development of a new rail spur providing siding access for TIPCO, which requires the rail for heavy shipments of tungsten to support its manufacturing process. In addition, a new access road and public utility extensions will allow us to take advantage of the opportunity for a new industry cluster based on outputs of this new company. TIPCO is projected to spur \$25 million in new private investment and create 80 new living wage jobs within the next five years. The proposed infrastructure will support this new business and open the undeveloped north park area for other new growth that can take advantage of rail and the other existing amenities at Laskin Energy Park. We are excited about this new opportunity and the interest by state and regional funders to help make this park expansion and the addition of TIPCO a reality. We are ideally situated to create a whole new industry cluster for the East Iron Range and Northeast Minnesota. State funding assistance is a critical part of this renewed effort to replace the jobs we have lost over the past five years and to support new job opportunities for residents of our surrounding distressed counties

20. Project contact person, title, and contact information:

Richard Bradford  
City Administrator  
206 Kennedy Memorial Drive  
Hoyt Lakes, MN 55750  
Telephone: 218-225-2344  
FAX: 218-225-2485  
E-Mail: clerk@hoytlakes.com

1. Local government submitting the request: **City of International Falls**
2. Project title: The International Falls Voyageurs Heritage Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,487		

9. Project description and rationale:

This request is for \$6,487,386 in state funding to be allocated for design, construction, furnishing and equipment for the proposed International Falls Voyageurs Heritage Center and Voyageurs National Park Headquarters.

This project is originally the idea of State Representative Irv Anderson. The State of Minnesota provided pre-design funding for this project in 1997. The availability of federal funding is the result of the willingness of the National Park Service to partner on this project through a long-term lease of the new facility space for the Voyageur National Park Service headquarters and the use of Centennial Initiative Signature Project Program funding makes this project financially feasible at this time.

This new shared facility will be strategically located along the Rainy River within the City of International Falls on a reclaimed industrial property with a historical connection to the past of the Voyageurs North American trade route. This project is an effort to increase awareness of the National State Park system through the Centennial Initiative Signature Project Program “to engage all Americans in preserving our heritage, history and natural resources through philanthropy and partnerships, to reconnect people with their parks, and build capacity for critical park operations and facilities, and sustain them through the next century.” This creation of a multi-partner Voyageurs Heritage Center will become an information hub for sites along the Voyageur Highway and provide state-of-the-art exhibits to interpret the Voyageur history and significance, including the American Indian / First Nations peoples living in the region.

This signature project hails the efforts of past State Representative, Irv Anderson, in creating a gateway to the Voyageurs National Park; as well as providing the opportunity for the economic benefit to the local area in both tourism and sustainable job opportunities. In addition, the continued pre-design efforts have rallied the support and vision of both local and state government, the National Park Service, and the local community and business district.

This project boasts a partnership which visions a sustainable, joint-use facility to become the focus for this site, and which will also become the impetus for the riverfront re-development of the adjacent riverfront sites which are currently under developer ownership. The new facility will become a model of sustainable design for an extreme northern location and will boast a building design which will provide a low-maintenance highly efficient facility.

The local and regional economic growth spurred from this facility development and the increased tourism traffic will enhance the local business community, as well as provide the opportunity for many National State Park jobs to remain in the region.

Through the collaborative efforts of the City of International Falls and the National Park Service, the goal is to provide an awareness and increased access to this local historical amenity and encourage visitor involvement at both the Voyageur National Park, the City of International Falls as well as the entire regional and state area.



20. Project contact person, title, and contact information:

Rodney Otterness  
City Administrator  
600 Fourth Street  
International Falls, MN 56649  
(218) 283-9484  
rodneyo@ci.international-falls.mn.us

1. Local government submitting the request: **City of Inver Grove Heights**
2. Project title: Heritage Village Park on the Mississippi River
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$4,600		

9. Project description and rationale:

The City of Inver Grove Heights is seeking \$4,600,000 in funds for the development of Heritage Village Park on the Mississippi River; a park with regional, ecological and historical significance. The 50 - 80 acre Heritage Village Park on the Mississippi River has begun and the park will provide a major public access to the Mississippi River; access to regional and national trails; space with ample parking to accommodate festivals and private celebrations; and interpretive opportunities highlighting the natural, cultural and transportation history of the site.

The Dakota County Mississippi River Regional Trail (MRRT) will run through the park. The property is well positioned to accommodate the MRRT, providing links to the river, recreational facilities (marinas and parks); existing local and regional bikeways and trails; and nearby transit lines. The MRRT will serve as the National Great River Road's Mississippi River Trail in Dakota County. The Great River Road extends from the Mississippi's headwaters in Itasca State Park to the Gulf of Mexico and is expected to draw local, regional, national and international visitors. Dakota County estimates that over 100,000 users could ride on the trail annually. The park location provides for easy access by road, trail, river or transit from major population centers.

The Mississippi River corridor provides significant wildlife habitat. It is used by 40% of the migratory waterfowl and over 60% of all migratory bird species in North America. A portion of the park lies within the Mississippi River flood plain. Though portions of it have been degraded by past railroad uses, the Heritage Village Park site offers a tremendous opportunity for habitat restoration. Restored native habitat is critical to the long-term health of the river ecosystem. This property was identified as a high priority site in the Northern Dakota Greenway Plan. It received the highest possible score from the DNR "regionally significant ecological areas", and is located within the identified Lower Mississippi Wildlife Corridor. Restoration of the park will add to the protected corridor of native habitat along the river and will be connected by the Mississippi River Regional Trail (MRRT) to the Scientific and Natural Area in southern Inver Grove Heights. The park design focuses on protecting and enhancing the natural resources represented by the river and the floodplain, while reconnecting the public to the Mississippi River.

Heritage Village Park is the site of the old "Village" settlement, and rail yard transportation hub. A multi-use Railroad Historic Center is proposed on the site of the former rail shop, providing space for historic displays, outdoor education and picnicking. The remains of the roundhouse foundation are nearby. The proximity of the historic double deck Swing Bridge and Old Village Hall add to the area's historical significance and providing abundant opportunities for interpretation and education.

20. Project contact person, title, and contact information:

Eric Carlson, Park and Recreation Director  
8055 Barbara Ave.  
Inver Grove Heights, MN 55077  
Phone: 651-450-2587; Fax: 651-450-2490  
E-mail: ecarlson@ci.inver-grove-heights.mn.us

1. Local government submitting the request: **City of Iron Junction**
2. Project title: Iron Junction Sewer Expansion Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$200		

9. Project description and rationale:

This request is for \$200,000 will write down the cost of new sewer service to an annexed area of the community that comprises 17 homes. The total cost of the project - \$909,437 - is not affordable to this community of 88 people representing 48 households.

Local Significance:

The local significance of the Iron Junction Sewer Project is the resulting upgrade of the existing system to meet ongoing demand and to connect 17 households to the system. The 17 households have been annexed to the community and the Annexation Agreement identifies the need to connect these households to the existing wastewater treatment plant. It is estimated that all 17 individual sewer treatment systems (ISTS's) are failing or non-conforming systems. Connecting these households to the Iron Junction sewer system is locally significant and will alleviate serious health and safety concerns.

Regional Significance:

The project is regionally significant because the connection of 17 failing or non-conforming ISTS' will have a significant impact on the region's environment and quality of life.

State Significance:

The project will be significant to the State because the resulting elimination of health and safety concerns related to the existence of failing or non-conforming ISTS's meet State goals that assure the quality of life in Minnesota's and the States commitment to healthy, sustainable communities.

20. Project contact person, title, and contact information:

Van Rioux, City Clerk  
City of Iron Junction  
P.O. Box 38  
Iron Junction, MN 55751  
218.744.1412 - phone  
cityofiron@cpinternet.com

1. Local government submitting the request: **Itasca County, MN**
2. Project title: Itasca County Public Infrastructure Program to Support Minnesota Steel Industries
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$67,000		

9. Project description and rationale:

This request is for \$67,000,000 in state funding to acquire land, predesign, design, construct, furnish and equip the public infrastructure to support development of Minnesota Steel Industries new taconite mine, pellet plant, direct reduction iron (DRI) plant, and steel mill to be located in the City of Nashwauk, Minnesota.

Public infrastructure to be developed includes roadways, railroad, gas pipeline, water, sewer, electrical substation, and high voltage transmission lines all to be owned and operated by local governmental units.

The project will require over 2,000 construction workers over a 36 month construction schedule, with 700 permanent employees and an annual payroll of over \$60 million. In addition, there will be 1,400 – 2,100 spin off jobs to support the facility.

This project will have a significant positive local, state and regional impact and will stabilize and expand the economy of Northeastern Minnesota.

20. Project contact person, title, and contact information:

Mr. David T. Christy  
 Itasca County Engineer  
 123 NE 4th Street  
 Grand Rapids, MN 55744  
 Phone: 218.327.7387  
 Fax: 218.327.0688  
 Email: dave.christy@co.itasca.mn.us

1. Local government submitting the request: **Jackson County**
2. Project title: Prairie Ecology Regional Environmental and Science Education Center with Interpretive Trails
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,500		

9. Project description and rationale:

This request is for \$2,500,000 in state funding to assist with the design, construction, furnishing and equipping of a new regional environmental science and nature education center with interpretive trails to serve southwest Minnesota to be located in Jackson County in the city of Lakefield which will provide science-based training on environmental topics to youth educators, natural resource professionals, business professionals, and the general public of the region.

The Prairie Ecology Bus Center is a non-profit environmental learning center serving 25 counties in southern and western Minnesota since 1994. The PEBC provides educational programming about our region's natural resources to pre-school audiences through adult learners. Utilizing the Ecology Bus, a mobile laboratory and classroom, the PEBC brings the capability of providing outdoor educational programs to people where they live – essentially in their own backyards. In addition to the Ecology Bus programs, the PEBC provides large-group, assembly programs, community education classes, educator training workshops, adult seminars, public education programs and more. The PEBC reaches over 10,000 youth and adults with its programming each year.

The PEBC operates from a small house owned by Jackson County Parks and located in Sparks County Park, Jackson County. In PEBC's 13 years of growth, it has outgrown its space and the building is deteriorating. While the building space can be repaired, it still will not be able to accommodate the organizational operations and expanded programming delivered from this site. The proposed project entails building a new regional nature/environmental education center that will house the PEBC operations and provide for greatly expanded on-site programming targeted to the residents of southern Minnesota. The facility will highlight our agricultural roots by remodeling an existing barn on the property into the primary classroom space on the main floor and a lecture/seminar hall on the second floor. (Note: this facility will not at all look like the former Prairie Expo building!) A new addition to the building will replicate the look of the existing barn and will extend out from the west side of the barn. It will include an exhibit hall with interactive displays and activities, auxiliary classroom space in the great room with additional education space on the exterior deck, PEBC offices, workroom space for staff, interns and volunteers, a conference room for modest-size meetings, storage allocations for program equipment and supplies and a small gift shop and reception desk area. We will be seeking a LEED designation for this facility.

Not only will the new building house the PEBC, but program capabilities will be greatly enhanced and expanded to allow space and facilities for on-site regional educator training workshops, provide a means of hosting adult seminars and retreats on topics including natural resources, renewable energies, ag-related subjects, land stewardship, intergenerational programming, etc. and also allowing for adequate facilities to host fundraising events to support the educational programs offered and the center. Such a facility can also be rented out as meeting and reception space, providing another source of revenue to support the facility. The new facility will also allow for youth and adult volunteer involvement in educational programming, building, grounds and exhibit maintenance. Currently, the PEBC office cannot

provide for these types of activities and such programs have to be located elsewhere. No other environmental learning centers exist in this capacity in southwestern Minnesota.

The new 11,000 square foot facility will be designed to provide a working example of the organization's environmental philosophy and will be an accessible role model for other organizations, individuals and businesses seeking to incorporate sustainable building principles into their own construction projects. The building will be designed to use very little energy, maximize the use of natural day-lighting and ventilation, apply creative use of recycled materials and sustainably grown products, incorporate geothermal heating/cooling systems, provide a composting toilet for an exterior public restroom, harvest rainwater in catchment systems for landscaping irrigation, implement the use of raingardens and other strategies, and we are exploring wind and solar energy systems to power the center. It is planned to have seminars during the construction phase to show people the process of installing some of the green features mentioned previously.

The proposed facility is the first phase of a broader project involving the development of the Sparks County Park to include interpretive trails throughout the park and education support features to enhance programs. Such park development will serve to educate people about the types of flora and fauna, and their ecologies, that are often seen throughout our southwestern region of Minnesota. People can come to the park, not only to learn about the natural world, but also to cultivate an understanding of the resources that sustain us, develop an appreciation for those resources and create a sense of stewardship in that people are part of the natural system and need to be informed caretakers of our land, water and air. Such an educational facility and subsequent improvement to the public land within the park will serve to make the PEBC facility and the Sparks County Park a destination site for the region. No other such public facility exists in the region whose complete focus is on educating the public about the environment and natural resources of our southern region. The development of the new program and training center will also provide a tremendous means of facilitating awareness of the educational programs available to residents throughout our 25-county region, thereby supporting the outreach programs that are also provided via the Ecology Bus.

20. Project contact person, title, and contact information:

Chrystal Dunker  
PEBC Director  
PO Box 429  
Lakefield, MN 56150  
Phone: 507-662-5064  
Email: [ecologybus@ecologybus.org](mailto:ecologybus@ecologybus.org)  
Web: [www.ecologybus.org](http://www.ecologybus.org).

1. Local government submitting the request: **City of Kasson, MN**
2. Project title: 16th Street Bridge and Road Improvement Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$4,963		

9. Project description and rationale:

This request for \$4,963,445 in State funding for the 16th Street Bridge and Road Improvement project that will allow the City of Kasson to design and construct a 10-ton, all weather road from Highway 57 in the City of Kasson to the County Line Road that forms the boundary between Dodge and Olmsted Counties. The request will also fund the replacement of a one-lane bridge over Masten Creek with a modern structure appropriate for this type of roadway.

At this time, because only two improved roadways go east from Kasson, all traffic from the north and/or west of Kasson is forced to travel the entire north-south length of Kasson to enter either Highway 14 or County Road 34 and travel to Rochester. This puts enormous pressure on a single city street (Highway 57/Mantorville Ave.). In fact, recent Kasson traffic counts show more trips per day on Mantorville Ave. than on US Highway 14.

Creating this alternative route on the north edge of Kasson would relieve the pressure on a city street to handle the growing commuter traffic that moves between Dodge County and Rochester.

20. Project contact person, title, and contact information:

Michael Martin  
 Planner  
 City of Kasson  
 401 5th St. SE  
 Kasson, MN 55944  
 Phone: (507) 634-6328  
 Fax: (507) 634-4737  
 Email: [planning\\_eda@cityofkasson.com](mailto:planning_eda@cityofkasson.com)

1. Local government submitting the request: **Koochiching County**
2. Project title: Renewable Energy Clean Air Project (RECAP)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$7,500		

9. Project description and rationale:

This request is for \$7.5 million in state funding to supplement the 2006 \$2.5 million state funding to design, construct and equip a new Plasma Torch Gasification facility to be located in International Falls, Koochiching County, Minnesota for the purpose of converting Municipal Solid Wastes (MSW) that would otherwise go to landfills into energy in the form of syn-gas, biofuels, steam or electricity and a non-leachable slag to be use for road aggregate, tile or rock wool. This waste-to-energy conversion process is without any adverse environmental consequences.

Even though Minnesota is one of the leading states in recycling its MSW, the state is still dumping over 2 million tons a year of MSW into landfills throughout Minnesota, Iowa, and Wisconsin. The rate of recycling appears to have reached a plateau in the range of 45 to 50% of Minnesota's total MSW. The percentage of the total MSW going into landfills has increased from 18% ten years ago to 36% today. This cannot be sustained. Minnesota landfills will reach capacity in about 15 years and any new ones will be opposed due to increasing stress on the existing landfill infrastructure through out the state.

A solution is needed to eliminate MSW from going into landfills while using the MSW as an energy source without harming the environment. The solution is Plasma Torch technology.

Plasma Torch technology will convert the MSW that is not recycled into a renewable energy resource. This process has regional and statewide significance in that the process is scalable and can be reproduced in various areas of the state. The solution will help fulfill the state mission to increase by 2011 the amount of MSW to be used for waste-to-energy conversion from presently 20% to 35% of the total MSW generated in the state. Regions within the state can pool their MSW together to provide the feedstock quantity needed for each Plasma Torch facility.

A Plasma Torch Gasification facility subjects MSW within a reaction chamber using one or more torches to a heat source that is hotter than the surface of the sun. At these high temperatures the organic materials in the MSW gasify into basic gases such as hydrogen and carbon monoxide, and the inorganic materials in the MSW are vitrified into a molten slag or igneous rock. The gas can be used as an alternative to natural gas, or to produce biofuels, steam or electricity and the molten slag can produce products such as road aggregate, tile, road pavers or rock wool.

The key to the technology is the Plasma Torch. The torch produces controlled lightning. Lightning is a form of plasma found in nature that is very hot. When MSW is exposed to temperatures above 7,000 C° it quickly gasifies or produces a vitrified material. This process all occurs within an oxygen starved environment inside the gasification reactor chamber. It is important to note that there is no burning involved in the Plasma gasification process. This simple fact provides an emission advantage over traditional thermal pyrolytic processes. In the plasma gasification process there are no furans and dioxins produced. Furans and dioxins are pollutants that are produced in low temperature thermal waste to energy processes like incineration. As a result of the elevated temperatures of the plasma process fewer pollutants are formed.



The result is the environment is protected, nothing goes into the landfill, and energy is extracted from the MSW as a renewable fuel.

Plasma Torch facilities using MSW as a fuel source are operating in Japan. The facilities are modular and scalable from 100 to 1,000 tons of MSW per day. The project will not expand the state's role in a new policy area but rather enhances Minnesota active role in waste-to-energy systems. Minnesota has 12 active waste-to-energy facilities using incineration technology. This project will not compete with this existing waste-to-energy infrastructure. Instead it will expand the state's waste-to-energy capacity.

The RECAP project in Koochiching County, using the county's waste and waste from surrounding counties, will process approximately 100 tons of MSW per day. The facility will be designed to run 24 hours per day and 7 days a week with scheduled maintenance for the plasma torch every 1500 to 2000 hours of operation. The facility will generate about 40 MMBtu/hr of syn-gas, or approximately 40,000 lbs/hr of steam for industrial use or alternatively the steam can be used to drive a steam turbine to produce an approximate net 3MW of electrical capacity. Biofuels can be produced from the syn-gas.

20. Project contact person, title, and contact information:

Teresa Jaksa, Koochiching County Coordinator  
715 Fourth Street  
International Falls, MN 56649  
Phone: 218-283-1152  
Fax: 218-283-1151  
Email: [teresa.jaksa@co.koochiching.mn.us](mailto:teresa.jaksa@co.koochiching.mn.us)

1. Local government submitting the request: **City of La Crescent**
2. Project title: Wagon Wheel Trail, Phase 1
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$249.1		

9. Project description and rationale:

This request is for \$249,100 in state funding to design and build the Wagon Wheel recreational and commuter trail in the City of La Crescent.

This trail would serve three purposes: 1) Provide a safe commuting trail between La Crescent and La Crosse, Wisconsin, which are part of the same metropolitan area. 2) Provide access to the Upper Mississippi River Fish and Wildlife Refuge within the city limits, offering outdoor recreation and educational opportunities to adults, children and people with disabilities. 3) This trail will be a vital link between the Root River Trail system in Minnesota and Wisconsin's trail system, joining together at La Crescent-La Crosse.

The existing length of the Root River Trail is nationally known. The new section parallels Minnesota Highway 16, a National Scenic Byway. Once connected to the trail system at La Crosse, Wisconsin and La Crescent, Minnesota, the two states' trail systems will be even more attractive to visitors because of their variety of scenery and amenities, length and scenic beauty. This trail can also connect to the planned national Mississippi River Trail running alongside the Great River Road. The trail has local and regional significance because it will allow people to ride to work off busy Highway 14/16/61, and provide recreational opportunities on the federal refuge.

20. Project contact person, title, and contact information:

Tom van der Linden  
Chairman, Houston County Trails  
30585 County Road 1  
La Crescent, MN 55947  
(507) 643-6209  
koksetna@acegroup.cc

1. Local government submitting the request: **City of Lindstrom**
2. Project title: State Highway 8 Bridge Replacement--Lindstrom
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$780		

9. Project description and rationale:

This request is for \$780,000 in state funding to design and construct a replacement bridge for State Highway 8 over the water channel between South and North Lindstrom Lakes in Lindstrom. The bridge will be an attractive amenity to the city with vehicular travel lanes as well as a bicycle and pedestrian path on each side, a bike/pedestrian underpass with stairs and accessible ramps, an observation platform overlooking the lake, a fishing platform at the waters edge, street lights to match the ones downtown, and construction materials that reflect the character of Lindstrom's downtown.

Concept development for major road improvements by MnDOT on State Trunk Highway 8 began in July 2005 for the 2.5-mile Lindstrom segment. The \$5.76 million in federal funding is inadequate to cover the costs of a complete, multi-modal roadway and bridge. This bridge project is one component of the larger Lindstrom T.H. 8 project. It is urgent that additional funding be secured for the bridge project so that the overall Hwy 8 project stays on schedule. Economies of scale can be realized by designing and constructing the bridge replacement with the rest of the highway.

High volumes of traffic travel through Lindstrom's lively downtown "main street", which is Hwy. 8. The existing bridge over the Lindstrom lake channel is on the edge of the downtown, and serves as the gateway to the city. MnDOT has determined that the bridge must be replaced, and has proposed a concrete box culvert due to funding limitations. The City of Lindstrom has worked hard to develop an active downtown, with restaurants, businesses and community life; Lindstrom strives to retain the "Main Street" character of Hwy 8 as it passes through town, and the city's small town appeal. The City wants to ensure that improvements to Highway 8 not only relieve the traffic congestion and increase travel times of through-traffic (MnDOT's primary goal), but that this project does not end up having a negative impact on the economic vitality and appealing character of the city. The bridge as proposed should instead have a positive impact on the city's economy, character and quality of life.

20. Project contact person, title, and contact information:

John Olinger, City Administrator  
Lindstrom City Hall  
13292 Sylvan Ave.  
Lindstrom, MN 55045  
651-257-0625

1. Local government submitting the request: **City of Lindstrom**
2. Project title: Reconnecting Lindstrom Lakes-Dredging--Lindstrom
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2

## 7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$50		

## 9. Project description and rationale:

This request is for \$50,000 in state funding to dredge the channel under a new bridge for State Highway 8 between South and North Lindstrom Lakes in Lindstrom.

Boating is a vital part of Lindstrom's history, present community life and economic livelihood. It is important to reopen the channel to restore the historical condition of "Kichi Saga" the "Big Lake". The major reconstruction work by the Minnesota Department of Transportation (MnDOT) on State Highway 8 in Chisago County provides a great opportunity to restore the historic navigation channel between North and South Lindstrom Lakes. Originally, steamships plied their way through these lakes delivering goods between diverse communities. When the railroad and highways were built the once large bays and deep connections were filled to accommodate bridges. Over the years silting has continued and now what once was one large lake is a series of loosely connected lake and the connection between the lakes was lost.

The City proposes to dredge a 25'x270' channel between North and South Lindstrom Lakes to

- Serve as an attractive, functional gateway to the City
- Provide an economic benefit to the businesses in the downtown
- Reconnect the lakes and provide access for canoes, pontoons and fisherman to access several lakes in the Chain of Lakes

The City of Lindstrom has worked hard to retain the "Small Town Main Street" character of Hwy 8 as it passes through town. Highway 8 crosses over the North South Lindstrom Lake connection at the west end of the small downtown. The City has done a lot to retain its small town appeal for residents and tourists. To add to its appeal, the City and community groups have installed its landmark coffeepot shaped water tower, historic statues, a veteran's memorial, decorative signs and lamp posts, and a visitor center, all along Hwy. 8. With its amenities, it is arguably one of the most appealing small City downtowns in Minnesota. The City wants to ensure that improvements to our area enhance our ability to attract tourists and provide services to our local residents. If connected the waterway will be a positive addition to the City that would increase its economic vitality by increasing its appeal for tourists and increasing opportunities and livability for residents.

This channel and the bridge over it also tell an important tale of Minnesota history. Many of the early Swedish and other early immigrants traveled to Taylors Falls by boat, then traveled overland through this area to start farms on the prairies. The first major bridge was a 1880s-era high railroad bridge crossing the then-wide channel. Steamships worked these waters delivering people and goods to various spots along this large peninsula.

With its many lakes, Lindstrom and Chisago County have been a tourist destination since the late 1800's. North and South Lindstrom Lake, which connect via this narrow, un-navigable but natural channel, are an important part of the City's character and appeal. Restaurants, boating operations, tourist accommodations and residential homes line the lakes, and have for 100 years. Hwy. 8 now crosses this channel with a bridge. The main street/Hwy 8 is lively, with restaurants and shops lining both sides.

The City has made the difficult decision to change the configuration of Hwy 8 through the downtown to one-way pairs on the current Hwy 8 and parallel 1st Street, even though it will mean losing some viable, long-time businesses, and will be a major impact to adjacent businesses and residents. This is a concession to improve the traffic flow through the downtown. The City is concerned about the effects of this change for local businesses and residents. Connecting the lakes will help to offset any negative aspects of the road reconfiguration in downtown.

20. Project contact person, title, and contact information:

John Olinger, City Administrator  
City of Lindstrom  
13292 Sylvan Ave.  
Lindstrom, MN 55045  
651-257-0620

1. Local government submitting the request: **City of Litchfield, MN**
2. Project title: Wastewater Treatment Facility Improvements, Litchfield, MN
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$7,150		

9. Project description and rationale:

This request is for \$7,150,000 in state funding to predesign, design, construct and equip necessary improvements to the Litchfield Wastewater Treatment Facility (WWTF) for the treatment and disposal of wastewater from the collection system in Litchfield, MN.

The City of Litchfield is the county seat of Meeker County. The community of approximately 6,600 is home to several industries including First District Association, an independent dairy cooperative which processes milk from the regions dairy farmers located in 35 Minnesota Counties, including; Anoka, Benton, Brown, Carlton, Carver, Chippewa, Cottonwood, Crow Wing, Douglas, Freeborn, Grant, Isanti, Kanabec, Kandiyohi, Lac Qui Parle, Lincoln, Lyon, Mcleod, Meeker, Mille Lacs, Morrison, Nicollet, Otter Tail, Pine, Pope, Redwood, Renville, Sherburne, Sibley, Stearns, Swift, Todd, Wadena, Watonwan, Wright and Yellow Medicine.

First District Association sells cheese, milk and whey products to food manufacturers and directly to a retail market. Dairy product manufacturing at the Litchfield creamery creates potent wastewater that is discharged to the WWTF. There it is treated to standards set forth by the Minnesota Pollution Control Agency (MPCA) in place to protect the Waters of the State.

The MPCA conducted a scheduled 5-year National Pollution Discharge Elimination System (NPDES) permit review and renewal for the WWTF. This process yielded more stringent effluent requirements due to conditions of the receiving stream, Jewitts Creek, which flows to the North Fork of the Crow River the Crow River and into the Mississippi River. At a similar time to the MPCA review of the discharge permit, the City of Litchfield approached First District Association regarding future plans of the dairy. First District Association expressed a desire to investigate an expansion with significant impacts in flows and loads to the WWTF. The City contracted with Bolton & Menk Engineering to conduct a facility assessment and draft a facility plan to meet the needs of the expanding creamery and meet the more stringent effluent limits.

Bolton & Menk considered several treatment options. Recommendations are outlined in the 2008 Litchfield Wastewater Treatment Facility Plan and include the following; trickling filter modifications, new intermediate clarifiers, new tertiary filters, new disinfection, new biogas storage facilities and new biosolids storage.

20. Project contact person, title, and contact information:

Mr. Bradley C. DeWolf, P.E.  
City Engineer/Project Manager  
7533 Sunwood Dr. Ste. 206  
Ramsey, MN 55303  
(612) 756-1032  
bradde@bolton-menk.com

1. Local government submitting the request: **City of Mankato, Minnesota**
2. Project title: Expansion and renovation of the Mankato Civic Center/Arena and the development of Southern Minnesota Women's Hockey Exposition Center for Minnesota State University, Mankato.
3. Project priority number (if the applicant is submitting multiple requests): Comprehensive request will be developed in stages.
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,200	\$10,000	\$5,000

9. Project description and rationale:

The \$17.5 million capital request from the State of Minnesota will be utilized for the predesign, design, construction, furnish and equipment for the addition of a Women's Hockey Exposition Center to be utilized by Minnesota State University, Mankato Division I Hockey Program, as a practice facility for the University's Men's Program and as intermittent exposition space by the City's Civic Center. In addition, the City will renovate the Civic Center and Arena space so as to be competitive with the State funded upgrades of other civic center, convention, and campus hockey arenas in Minnesota.

The statewide significance of the project is as follows:

- a. The existing Mankato Civic Center and Arena serves a market area in Southern Minnesota and Northern Iowa of over 500,000 people for conventions, major events, concerts, and sporting events with a \$20 million annual economic impact. Unlike most of the convention centers and events centers in Minnesota, Mankato's building was totally funded with local resources.
- b. The 5,000 seat arena serves as home ice for Minnesota State University, Mankato Mavericks Hockey Team. The arena was constructed and operated without support of the State of Minnesota. All other WCHA teams and Bemidji State receive capital support for their arenas and institutional financial support in the operations thereof.
- c. The Minnesota State Mavericks Division I Women's Team plays their games and practices in a significantly substandard facility that is owned and operated by the community. The Men's program plays their games in the Civic Center raising concerns and questions regarding gender equity.
- d. Because Minnesota State University, Mankato leases the practice facility and the Civic Center Arena from the City, they do not receive operational support from the State of Minnesota or MnSCU. St. Cloud State, Bemidji State, University of Minnesota and University of Minnesota Duluth all receive operational support directly from MnSCU or institutional support from the university system. Accordingly, Minnesota State University, Mankato operates their hockey program at a significant financial disadvantage as compared to the other WCHA programs and Bemidji State.

20. Project contact person, title, and contact information:

Patrick W. Hentges, City Manager, City of Mankato, 10 Civic Center Plaza, P.O. Box 3368, Mankato, Minnesota, 56002-3368, Phone: (507) 387-8695, Fax: (507) 388-7530, phentges@city.mankato.mn.us.

1. Local government submitting the request: **City of Marshall, Minnesota**
2. Project title: Minnesota Emergency Response and Industrial Training (M.E.R.I.T.) Regional Center (SF:2227/HF 2420)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$12,501	\$7,925	\$5,239

9. Project description and rationale:

This 2008 request is for \$12,501,099 in state funding to acquire additional land, predesign, design, construct, furnish, and equip the Minnesota Emergency Response and Industrial Training (MERIT) regional training facility serving Southwest and West Central Minnesota for completion of Phase II and Phase III. The regional training facility is located in Marshall, MN and serves the nineteen counties in Southwest and West Central Minnesota. The 2008 request would be to acquire additional land, predesign, design, and construct a driving range and an office/classroom facility. This would provide modern and comprehensive driving and driving simulator experience for all emergency responders, first responders, industrial/commercial driver's and new or novice drivers.

Federal funding is also being requested for the center to compliment the state funding for this same time period to fund agricultural emergency response training primarily to train first responders and emergency response personnel on safe and effective response tactics to ethanol plant emergency events and ethanol transportation emergency events as well as for confined space rescue in agricultural settings.

The second funding request of \$7,924,500 in 2010 is to facilitate a driving and firing simulator for first responders and law enforcement personnel and to fully develop the EVOC training center. In addition the request of \$5,239,250 in 2012 is to predesign, design, construct, and equip the outdoor law enforcement administrative/classroom and maintenance building for the driving range.

20. Project contact person, title, and contact information:

Robert A. Yant, Director of Public Safety, 611 W. Main Street, Marshall, MN 56258, 507-537-6032 phone, 507-537-6034 fax.



1. Local government submitting the request: **City of Medford, MN**
2. Project title: Wastewater Treatment Facility and Water System Improvements.
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$7,500		

9. Project description and rationale:

This request is for \$7,500,000 in state funding to acquire land, predesign, design, construct, furnish and equip a major upgrade to the Wastewater Treatment Facility as per the agreement with the Minnesota Pollution Control Agency and construct Water System Improvements as per the agreement with the Minnesota Department of Health to address water quality issues. The facilities will be located in the City of Medford and/or the City of Owatonna (water project) all in Steele County, Minnesota.

This project has local, regional and statewide significance due to employment, housing, industrial and retail implications for present and future growth considerations. This project affects the two major retail centers along the I-35 corridor.

20. Project contact person, title, and contact information:

Bruce R. Bullert, P.E.  
Community Partners Designs, Inc.  
1900 Cardinal Lane  
Faribault, MN 55021  
Phone: (507) 334-4120  
Fax: (507) 334-3453  
e-mail: brbcpi@hickorytech.net

1. Local government submitting the request: **Minnesota Valley Regional Rail Authority as organized and defined in MS 398A.01-398A.09**

2. Project title: Railroad Rehabilitation – Phase V

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$15,000	\$15,000	

9. Project description and rationale:

This request is for a total bonding request of \$30,000,000 (\$15M in 2008 and \$15M in 2010) to rehabilitate railroad track from 3 miles west of Hamburg to Hanley Falls with 115 pound rail.

This project is:

- Not only local in nature but is regional in that it is a portion of a 94.4 mile short line railroad traversing 5 counties – Carver, Sibley, Renville, Redwood, and Yellow Medicine.
- Of state-wide significance because it will provide transportation to move agricultural products including biodiesel and ethanol from farm to factory to market in south central and southwest Minnesota.
  - Specifically, this will provide the needed upgraded track to transport ethanol from an existing facility located in Winthrop, MN which has expanded to a 100 million gallons of ethanol production per year.
- An expansion that will help fulfill the increase from 10% to 20% blended fuel usage in Minnesota passed during the 2005 Legislative Session as initiated by Governor Pawlenty.
- Provides transmission of renewable energies to help meet the 25 x '25 Initiative.
- Expected to provide for transport of the following commodities from this Winthrop site (Heartland Corn Products) alone, not including balance of shipments on the line:
  - 2500 cars of DDGs (dried distillers grains) – outbound
  - 2500 cars of Ethanol – outbound
  - 150 cars of denatured alcohol – inbound
  - 1500 cars of corn – inbound
  - This alone will reduce truck traffic by four times that amount. This will also result in reducing highway deterioration on not only CSAH highways but state trunk highways as well.
- This will be achieved and as of this date, five unit trains of ethanol have been shipped to California (150 million gallons) plus 4 unit trains of DDGs
- Agreements are in place with Home Farms Technologies of Brandon, Manitoba, Canada and Central Bi-Products in Redwood Falls to process 5,000 tons per day of municipal solid waste. The energy derived will provide steam, electricity to the plant, and reduce their need for natural gas dependency thus a savings of \$10 million per year in non-renewables. Additional by-products will be generated for use in the agricultural communities, anhydrous ammonia, ethanol, etc. The ash generated from gasification of municipal solid waste can be used for the production of cement. Negotiations are underway in the formation of a company to manufacture cement products.

- This necessary rehab will result in a safer and secure transportation route and allow the incorporation of unit-train shipments.
- Key for further economic development projects which are located along the rail line as well as future JOBZ development in the 15 communities along the rail. The increase in speed will provide the ability to haul higher volumes of grain, kaolin clay, aggregate, cannery goods, and other bulky or large volume goods at competitive cartage prices.
- MVRRA along with Region 9 and TC&W completed a rail study in 2005 which identified potential additional shippers who would use the line for inputs and outputs when the line is brought up to speed and able to move cars at 25mph. We can provide this report to you at your request.

20. Project contact person, title, and contact information:

Julie Rath, MVRRA Administrator  
PO Box 481 – 200 S. Mill Street  
Redwood Falls, MN 56283  
507-637-4084  
507-637-4082 - fax  
Julie@redwoodfalls.org

Alternate contact:

Gene Short, MVRRA Vice-Chair/Redwood County Commissioner  
25050 400<sup>th</sup> Street  
Belview, MN 56214  
507-938-4366  
507-829-4597 – cell  
Egene2001@yahoo.com

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Target Center Debt Reduction
3. Project priority number (if the applicant is submitting multiple requests): 1 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$62,000	0	0

9. Project description and rationale:

The city is requesting the principal amount of the outstanding bonds be paid by the state. The Target Center is a public entertainment venue of regional and state significance. In addition to professional sports and performances by national and international entertainers, the Target Center plays host to state high school league sanctioned games and tournaments. The Target Center also hosts some University of Minnesota athletic events (wrestling). The facility was built with private funds but in 1995 the legislature authorized the City of Minneapolis to purchase the facility and finance the purchase with city backed bonds. The bonds are paid by a variety of local sources including the entertainment tax, parking revenues, tax increment, and other development funds.

Until 2006, the city paid the debt service but in the last two years the city has also contributed to an operating deficit.

The assumption of debt service will permit the city to continue to upgrade the facility so that it can be an attractive venue for regional, state and national events.

20. Project contact person, title, and contact information:

Patrick Born  
Finance Director  
City of Minneapolis  
Room 325M City Hall  
Minneapolis, MN 55415  
Phone (612) 673-3375  
Fax: (612) 673-2042  
Email: patrick.born@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Grand Rounds Scenic Byway Lighting Renovation
3. Project priority number (if the applicant is submitting multiple requests): 2 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,000	\$2,000	\$2,000

9. Project description and rationale:

The request is for \$2.0 million for each of the next three bonding years to replace deteriorated poles, fixtures, and electrical wiring associated with the lighting systems in place along Grand Rounds Scenic Byway located throughout the City. The project will replace approximately 2300 poles and fixtures that were installed approximately 30 years ago.

Much of the system is old and needs to be replaced or is in a state of disrepair. A majority of the lighting units utilize mercury vapor luminaires, which are approaching the end of their service life. These units will either need to be retrofitted or replaced since State Statutes (section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. It is anticipated that it will take \$15,000,000 (2007 dollars) in capital expenditure to replace the entire system of 2300 Park Board lighting units and associated underground cabling on the 50+ miles of the Grand Rounds. The City has completed the replacement of approximately 10 miles of lights.

The project will replace a deteriorated lighting system that poses safety concerns with the frequency of light outages and equipment that has surpassed service life. The new lights are functionally more efficient with light output that provides greater visibility. This efficient lighting also provides a unique look on the parkways that enhances the features of the parkway system as well as respecting the science and the practice of roadway lighting. The new lighting will provide energy efficiency and be aesthetically attractive.

20. Project contact person, title, and contact information:

Mr. Steven Mosing  
Traffic Parking Services Division  
Minneapolis Public Works Department  
300 Border Ave N, Minneapolis MN 55405  
phone (612) 673-5746  
email: steve.mosing@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Grand Rounds National Scenic Byway (Bridge replacement)
3. Project priority number (if the applicant is submitting multiple requests): 3 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$600	\$2,500	0

9. Project description and rationale:

This request is for \$600,000 in 2008 (\$2,500,000 in 2010) in state funding to acquire land, pre-design, design and construct the St. Anthony Parkway Bridge over the BNSF's Northtown Rail Yard. The Bridge is located in Northeast Minneapolis between California Street NE and Main Street NE (immediately west of University Avenue NE). This project will replace a vital link of the "Grand Rounds – National Scenic Byway"; improve the pedestrian walkways; and provide separate bicycle lanes not currently present. It will increase safety and improve the environment for pedestrians and non-motorized vehicle users.

St. Anthony Parkway and the Bridge are part of the City's "Grand Rounds – National Scenic Byway." The Grand Rounds has been recognized by the Federal Highway Administration as the premier National Urban Scenic Byway and is part of the regional parks and open space system. The bridge provides an important east/west access across 24 tracks into BNSF's Northtown Rail Yard. Unlike most parkway bridges, the St. Anthony Bridge carries a significant volume of car and truck traffic (4200 ADT) due to the commercial businesses that have developed adjacent to the BNSF Rail Yard. The bridge is an integral part of the Grand Rounds Scenic Byway which is also part of the metropolitan regional park system. The new bridge will also include a bike lane that will connect with the regional trail system.

The bridge has a sufficiency rating of 33.9 (well below 50 rating for bridges considered structurally deficient). The bridge superstructure is in an advanced state of deterioration and the existing bridge deck and sidewalks must be continuously maintained in order to keep them in a safe and usable condition. Routine maintenance is no longer feasible to provide this service. The current bridge consists of five trusses (span lengths of 102 to 116 feet, total span 525 feet) with the four piers located between 24 tracks into BNSF's Northtown Rail Yard.

This project was initially programmed for bridge rehabilitation. Federal funding was secured. BNSF has seen rapid rail traffic growth since the project scope was first developed. The cost of rehabilitating or replacing the bridge is significantly impacted by the logistics of working within the active rail yard. The original estimate undervalued this cost factor. During project development, analysis indicated that the additional required pier crash protection would cause the safe loading for the existing foundation to be exceeded. The foundation's load limitation also eliminated the possible addition of bicycle lanes on this important national scenic byway requiring bicyclists to leave the grade separated bicycle path and share the roadway with cars and trucks. The need for significant additional (and unavailable) local funds to rehabilitate the bridge and the inability to include bicycle lanes lead the City to release its FHWA Bridge Rehabilitation funding in August 2006. The City intends to reapply for bridge replacement funds this year. The City is continuing with the project pre-design using local funds with its Bridge Type Study nearing completion.

20. Project contact person, title, and contact information:

Mr. Jack Yuzna, Principal Professional Engineer  
Minneapolis Public Works Department  
Room 204 City of Lakes Building  
309 2nd Ave S, Minneapolis MN 55401  
phone (612) 673-2415  
fax (612) 673-2048  
email: jack.yuzna@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Southeast Minneapolis Industrial (SEMI University Research Park)
3. Project priority number (if the applicant is submitting multiple requests): 4 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,850	\$8,000	\$5,400

9. Project description and rationale:

This request is for \$6,850,000 in state funding for the first phase of the SEMI University Research Park project. The funds will be used to acquire land, pre-design, design and construct new storm water and roadway infrastructure for Granary Road. The roadway, which has been identified as a regional roadway by the Metropolitan Council, will begin at Oak Street on the west and run to the city's eastern limits. Granary Road is one project of several public infrastructure improvements critical to the development the University Research Park.

The area is a priority in the City of Minneapolis' efforts to increase its high-technology industrial workforce. The SEMI University Research Park area offers more than 500 acres of land prime for redevelopment – the largest open tract of land in the recent history of the City. It offers unique development opportunities due to its close proximity to the University of Minnesota and multiple Central Corridor LRT stations. The SEMI University Research Park is, along with adjacent property in St. Paul, a Minnesota Biosciences Sub-Zone and a federal Empowerment Zone.

Although the SEMI University Research Park offers a prime location, it has been beset by all of the traditional barriers to redevelopment. The area was once the transportation center for the commodities exchange that made Minneapolis the milling capital of the world. That industry left in its wake contaminated lands, train yards and grain elevators. Remediation of polluted sites, demolition of the obsolete and abandoned buildings and the need for significant roadway and storm water infrastructure improvements constitute costly roadblocks to redevelopment that the private sector will not bear.

The SEMI University Research Park area has the capacity to create 1,700 to 6,200 jobs and 680 to 1,000 new housing units. Included within this vision is the addition of 50 acres of parkland and open space, storm water ponds and rain gardens to improve the function of the storm water system and to add aesthetic amenities, pedestrian and bicycle trails that connect to the existing Grand Round system and roadway infrastructure that helps traverse the area to alleviate truck traffic from University Avenue SE. The City of Minneapolis is actively partnering with the City of St. Paul to find ways in which future Granary Road could connect with that city's street system.

The project is of local, regional and statewide significance. It will alleviate traffic problems in the area and will provide an alternative route for University Avenue SE during the construction period for the proposed Central Corridor LRT line. The attendant SEMI University Research Park, which is within the Minneapolis portion of the State designated Bioscience Zone, will strengthen the University of Minnesota by enhancing its ability to attract and retain quality professionals and students. It will also strengthen the State's economy by encouraging establishment and retention of technology based business. The resulting increase in property values will enhance revenues for the state and all taxing jurisdictions.

20. Project contact person, title, and contact information:

Jim Forsyth, Project Coordinator  
Community Planning & Economic Dev.  
Room 600 Crown Roller Mill  
105 5th Ave S  
Minneapolis, MN 55401  
(612) 673-5179  
jim.forsyth@ci.minneapolis.mn.us

Kelly Moriarity, Engineer  
Minneapolis Public Works  
Room 300 City of Lakes Bldg.  
309 2nd Ave S  
Minneapolis, MN 55401  
(612) 673-3617  
kelly.moriarity@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Joint Training and Emergency Operations Center
3. Project priority number (if the applicant is submitting multiple requests): 5 of 7

## 7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$13,590	0	0

## 9. Project description and rationale:

This request is for \$13,590,000 in state funding to design, construct, furnish and equip a new Joint Emergency Operations Center (EOC) for Hennepin County and the City of Minneapolis. This joint EOC will be located at the Minneapolis Fire Training Campus on city owned land. The development and implementation of a dedicated EOC is vital to the City's and County's ability to provide essential services during a disaster. An inadequate facility hampers and limits the effectiveness of the command structure; during an incident the coordination between various city/county departments and federal and state agencies is vital. Situated in an ideal location, the Minneapolis Fire Training Campus would provide a secure operations center with enough room to respond to a major incident affecting the county. Additionally this request would provide much needed training classrooms as the Minneapolis Training Facility is the main site for training the State Structural Collapse Team. The project will not compete with any other facility and will serve all of Hennepin County.

## 20. Project contact person, title, and contact information:

Rocco Forte, Director  
Emergency Management  
Rm 401 PSC, 250 S 4th St  
Minneapolis, MN 55415  
Phone (612) 673-3177  
rocco.forte@ci.minneapolis.mn.us

Greg Goeke  
Public Works Property Services  
350 S 5th St, Room 223  
Minneapolis, MN 55415  
Phone (612) 673-2706  
greg.goeke@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**

## 2. Project title: Hiawatha LRT Corridor: Infrastructure for Transit Supportive Development

## 3. Project priority number (if the applicant is submitting multiple requests): 6 of 7

## 7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,500	0	0

## 9. Project description and rationale:

This request is for \$6.5 million for utility relocation, utility modernization, right-of-way acquisition for public infrastructure facilities and site improvements for several projects necessary to construct new infrastructure and remove barriers to transit supportive redevelopment at two rapidly developing station areas of the Hiawatha LRT Corridor in Minneapolis. These stations are located in south Minneapolis neighborhoods at Franklin Avenue and at 46th Street.



### **Franklin Avenue LRT Station Area**

The Franklin-Cedar Riverside Transit-Oriented Development Master Plan, was adopted by the Minneapolis City Council in December 2001, and a follow-up technical study, the Franklin Avenue LRT Station Area Development Implementation Plan, was completed in July 2005 to align public infrastructure planning and concept designs with redevelopment scenarios and phasing.

Based upon these plans, Federal transportation funding has been competitively awarded through the 2005 Twin Cities regional transportation solicitation for major street intersection modifications and streetscape improvements to provide improved multi-modal (car, pedestrian, bike and bus) access around the station area, increase intersection safety and capacity, and support new access for higher density transit-supportive development sites close to the LRT station. Substantial local funding has also been committed to bring the total currently programmed for public investment in infrastructure modifications for transit supportive development infrastructure to over \$4,045,000.

Vigorous development is already underway in the Franklin Avenue LRT station area, with a total of 184 new housing units completed within one-half mile (walking distance) of the LRT station since 2000, and 227 units proposed by developers for construction within the next four years. The Franklin Avenue LRT Station Area Development Implementation Plan recognizes the potential for an additional 700 housing units to be built in the station area along with supporting neighborhood retail services, if proposed infrastructure modifications and improvements are completed. These infrastructure investments are critical to facilitate improved public safety and access to the LRT station, connect the station into the fabric of the surrounding neighborhoods, and support higher intensity transit supportive development on under-utilized sites close the station.

This funding proposal requests \$1.5 million towards the planned infrastructure costs. Funding will be used to relocate several high voltage transmission poles during the construction of the new streets, and to fund acquisition of right-of-way for new street and utility infrastructure improvements.

### 46th Street LRT Station Area

The 46th & Hiawatha Station Area Master Plan was approved by the Minneapolis City Council in December 2001. This plan provides broad land use recommendations, development guidelines and infrastructure proposals for the creation of pedestrian-oriented, mixed-use, transit-supportive neighborhood activity center around the 46th Street LRT station area. A technical implementation study to refine infrastructure concepts and developments scenarios, the 46th and Hiawatha Transit-Oriented Development Strategy, is currently underway utilizing funding from Minneapolis and the Metropolitan Council. This study will complete some of the project predesign phase.

Private development within walking distance of this LRT station has been strong, with 61 units completed since 2003, 194 units currently under construction, and an additional 66 units with development approvals already in place. Current land use plans anticipate an additional 500 housing units and significant neighborhood retail development if new street infrastructure and utility relocation is completed.

The station area master plan identifies the extension of Snelling Avenue south of 46th Street as a key infrastructure improvement for improving regional traffic safety and capacity on 46th Street and Hiawatha Avenue (TH 55), as well as promoting transit-oriented development near the station. The City of Minneapolis has included \$1,543,000 in capital funding for the construction of this segment of Snelling Avenue in its Capital Improvement Program, but has not yet identified funding sources for the right-of-way acquisition.

One of the major barriers to redevelopment at this station area is the large no-build zone required as setbacks to the existing high-voltage transmission towers. Although a newer and taller mono-pole system was installed by the State of Minnesota during the reconstruction of Highway 55 throughout the rest of the Hiawatha Corridor, in the segment around the 46th Street LRT station an older two-pole system was left in place.

This funding proposal requests \$5,000,000 towards the installation of the new powerline transmission towers near the 46th Street LRT station and the acquisition of right-of-way or easements for the new street and utility corridor in order to remove barriers to successful transit-supportive redevelopment within this station area. The narrowed utility corridor will also be designed and constructed to implement best practices in low impact stormwater management, including a large public stormwater amenity, and other infrastructure needed for station area redevelopment. The consolidated public utility corridor will also be improved to create a public pedestrian and bike access corridor from 46th Street, near the LRT station, to Minnehaha Park, a major City and regional park facility.

20. Project contact person, title, and contact information:

Mark Garner, Senior Project Coordinator  
Community Planning and Economic Development  
105 5th Ave S, Suite 200  
Minneapolis MN 55401-2534  
Phone (612) 673-5037, Fax (612) 673-5113  
email: mark.garner@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Minneapolis Police Department – Forensic Laboratory
3. Project priority number (if the applicant is submitting multiple requests): 7 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,700	\$12,300	0

9. Project description and rationale:

This request is for \$2,700,000 in State funding for a planning study for a forensic laboratory that is designed to meet both current and future spatial and functional needs of the Minneapolis Police Department. The state request would also be used to acquire a site for the facility. Currently, the Crime Lab Unit of the Minneapolis Police Department (with a staff of 29 employees) manages forensic laboratory functions in a variety of spaces. The main laboratory and office space are located in Minneapolis City Hall. The Firearms/Tool Mark Section is located on the Second Floor of the Police Community Services Building with the ballistics testing water tank and bullet trap currently housed in the SWAT Garage (located in the basement of the Haaf Parking Ramp). In addition, the Crime Lab Unit operates the Forensic Garage located at the Minneapolis Impound Lot.

The deficiencies of the existing facilities in both space and function are such that there is a constant potential to compromise the integrity of the forensic work performed due to the possibility of cross-contamination of evidence. These deficiencies could also result in dangerous conditions that could impact the health and safety of employees. The existing lab space in City Hall totals less than 6,000 square feet with another 2,000 square feet of space at the Forensic Garage. Functionally, the laboratory spaces within City Hall were originally designed as offices, but have been converted for use as laboratory spaces. Consequently, the current facilities are lacking in actual laboratory space, deficient in heating, cooling, ventilation, emergency power and plumbing. Due to space limitations a number of laboratory functions are in a single room rather than separated, as they should be for both safety and evidentiary purposes. Given that forensic laboratory spaces are considered biohazard areas due to blood borne pathogens and toxic chemicals, these are especially serious conditions.

The current facilities do not provide sufficient space for the required functions of a forensic laboratory. The U.S. Department of Justice recommends a standard for the size of forensic laboratories that is based on a ratio of 1,000 gross square feet per staff member. For Minneapolis, that formula would yield a recommended lab size of approximately 29,000 square feet. Combined with the typical support spaces found in this type of facility the proposed project would be approximately 38,000 square feet in size.

Recent trends in the field of forensic science and forensic lab design place an additional burden on inadequate and outdated crime labs. In recent years, defense attorneys have increasingly challenged crime labs to validate the handling of evidence and the results of forensic analysis. Because of these legal challenges, many crime labs have turned to a national accreditation process to establish the integrity of their forensic work. This national accreditation process of the American Society of Crime Laboratory Directors/Laboratory Accreditation Board (ASCLD/LAB) is based on both facility ratings and employee testing and is rapidly becoming the standard for best practice in forensic science. Further, accreditation of the forensic lab will enable the Minneapolis Police Department to apply for and receive additional state and federal grants in order to maintain accreditation long-term. The proposed project will be designed to the standards established by ASCLD/LAB.

The Minneapolis Crime Lab provides the forensic disciplines of crime scene processing, fingerprint analysis, computer forensics, video forensic analysis and firearm/tool mark examination. DNA analysis is not conducted, but is provided by the BCA (there is currently a commitment in place for the Minneapolis Police Department to fund two DNA analysts within the BCA for dedication to Minneapolis cases.) The case workload of the MPD Crime Lab is at a significantly higher level than that of the Hennepin County Sheriff's Office. Because the BCA and the Hennepin County Sheriff's Office are operating at or near caseload capacity neither agency has the ability to absorb the workload of Minneapolis with their current staffing and facilities.

Starting in 2005 and continuing to date, discussions between the Minneapolis Police Department and the Hennepin County Sheriff's Office related to forensic science services have resulted in the beginnings of a long term partnership. Currently, the Hennepin County Sheriff's Office Crime Lab is operating at or near caseload capacity. Therefore there is a potential for mutual benefit between the City and Hennepin County with the construction of a new facility. Partnership discussions will continue as part of the planning for this project. Specifically, the subjects of co-location of facilities, sharing of lab spaces, transfer of lab functions between agencies and case load balancing will be included as part of the project.

Similar discussions related to long-term partnerships have also been initiated between the Minneapolis Police Department and Hamline University and Minneapolis Community and Technical College. The Crime Lab Unit of the Minneapolis Police Department has employed students as interns in the past and the design and construction of this facility would greatly enhance the opportunities for additional interns and due to the size and nature of the new facility potentially provide teaching opportunities that do not exist at the current facilities or at the higher education institutions.

In addition, the Minneapolis Police Department has been approached by the Target Corporation in regards to potential participation in the building of a new forensic lab. The Target Corporation has a long standing commitment to community partnership in Minneapolis and Minnesota and contributed funds to the BCA lab located in Bemidji. Further discussion with Target will continue in the hopes of establishing a long term relationship.

There are further opportunities for co-location with the Minneapolis Public Health Laboratory. The Health laboratory provides clinical, environmental and forensic chemical testing for the general public, private entities, and city, county and state agencies. The Health lab also provides forensic support for the Minneapolis Police Department for drug and blood-alcohol testing. The co-location of the laboratory with the proposed forensic laboratory would meet the demands of the Health Laboratory for upgraded space and air handling and would allow the Health lab employees to use many of the proposed building support features

High quality forensic science related to criminal investigation is a key to enhancing the Minneapolis Police Department's ability to prosecute crimes and secure convictions. The Minneapolis Police Department shall, by ensuring the integrity of forensic science through a modern ASCLD/LAB accredited forensic laboratory, increase the safety and confidence of visitors, workers, and the citizens of Minneapolis through effective and efficient law enforcement and prosecution.

20. Project contact person, title, and contact information:

Sharon Lubinski  
Deputy Chief of Police  
Minneapolis Police Department  
Room 130 City Hall  
350 South 5th Street  
Minneapolis, MN 55415  
Phone: (612) 673-3553  
Email: sharon.lubinski@ci.minneapolis.mn.us

Paul D. Miller, Project Manager  
Property Services  
Minneapolis Public Works Department  
Room 223 City Hall  
350 South 5th Street  
Minneapolis, MN 55415  
Phone (612) 673-3606 Fax (612) 334-1662  
Email: paul.miller@ci.minneapolis.mn.us

1. Local government submitting the request: **City of Minneapolis**
2. Project title: Orchestra Hall Redevelopment
3. Project priority number (if the applicant is submitting multiple requests): Unranked
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,000	\$30,000 est.	0

9. Project description and rationale:

This request for \$3 million in state funding will help the Minnesota Orchestral Association plan and pre-design for a redevelopment of Orchestra Hall at its current downtown Minneapolis location. These funds will be used to engage a project manager, architect, acousticians and other professionals who will help us plan a more enticing and versatile concert hall for the people of Minneapolis. Constructed as one of the community's major arts venues in 1974, Orchestra Hall serves as the center for all Minnesota Orchestra activities, including performances, rehearsals, recording and administrative operations. Orchestra Hall has served as a major downtown destination for the community, enjoyed by the nearly 500,000 audience members and 50,000 students who walk through its doors each year. As the building approaches 35-years of age, there are many necessary repairs and updates, as well as alterations to better meet the needs of today's concertgoers.

A fully integrated and modern Orchestra Hall will meet these needs critical to the Minnesota Orchestra's mission:

- Improve the audience experience;
- Allow for the presentation of a broader range of music and events'
- Provide additional space for education and outreach programs;
- Better integrate Orchestra Hall and Peavey Plaza into an updated vision for downtown Minneapolis.

A new and exhilarating design to Orchestra Hall will match the acclaimed artistic excellence of the Minnesota Orchestra and will further enrich the transformational experiences audiences have come to expect from this leading ensemble. In short, it will become the state's great concert hall.

Key elements of the project include:

Public lobby space. An expanded lobby will more than double in size, offering new and improved amenities, a café and coffee shop, increased lobby activities and open access to every member of the public. We expect this space will transform every individual's experience with the Minnesota Orchestra from the moment they open the doors of Orchestra Hall. Expanded space will also be available for the Minnesota Orchestra's significant educational offerings, as well as use by community groups.

Inside the Auditorium. The Orchestra Hall auditorium itself will receive a complete refurbishing, including new seating and improved sightlines. The most substantial change to the current auditorium will be a permanent choir loft above the stage. When not in use by a choir, the loft will allow for 150 additional seats with close-up views of the musicians and conductor. The addition of the choral loft will push the stage forward, bringing the stage farther out into the Hall and closer to the audience. Up to two video screens will hang onstage for select concerts, providing audience members another view of the performers onstage. State-of-the-art sound and lighting equipment will be installed. Several adjustments will be made to improve onstage acoustics for musicians, and the auditorium's capabilities for amplified music.

Peavey Plaza. Orchestra Hall is currently located adjacent to Peavey Plaza, a city-owned park that features angular waterfalls and a reflecting pool. In its current form, Peavey Plaza does not adequately function as the city square it can and should be. At present, the Minnesota Orchestra primarily uses the space for three weeks each year for Sommerfest presentations. At the December 2006 Annual Meeting of the Minnesota Orchestral Association, Mayor R.T. Rybak challenged the Board and staff to make Peavey the crossroads of downtown, an energetic place where people gather and enjoy Minneapolis. Though the Minnesota Orchestral Association does not own this space, we look forward to working closely with the City of Minneapolis to ensure that the renovation of Orchestra Hall integrates gracefully with an updated Peavey Plaza.

The Minnesota Orchestra Association is committed to ensuring that the renovation enhances the Orchestra's statewide significance, along with improving the vitality of downtown Minneapolis.

20. Project contact person, title, and contact information:

Laura Nichols-Endres  
Director of Government Relations  
Minnesota Orchestral Association  
1111 Nicollet Mall  
Minneapolis, MN 55403  
Phone (612) 371-5659  
Fax (612) 371-7170  
Email: [lnichols@mnorch.org](mailto:lnichols@mnorch.org)

1. Local government submitting the request: **Minneapolis Park and Recreation Board**
2. Project title: Grand Rounds Scenic Byway
3. Project priority number (if the applicant is submitting multiple requests): 1 of 5
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$10,000	\$10,000	\$10,000

9. Project description and rationale:

This request is for \$10,000,000 in state funding, to pre-design, design, construct, furnish, equip and rehabilitate the Historic Grand Rounds Scenic Byway system and related facilities located in Hennepin County, and in the City of Minneapolis. This project will include new parkway construction, replacement of parkway paving, trails, signage, lighting, bridges, site furniture, parking areas, and related items.

This project is of regional, statewide and national significance. The Historic Grand Rounds, as part of the Metropolitan Council's regional parks in Minneapolis, receives over 13,000,000 visits annually, bringing in an estimated \$40,000,000 a year from visitors originating from the region, state, country and world. The history of the Grand Rounds is the history of the growth and expansion of our nation, coupled with the vision of the founders of the region who efforts spawned an industrial revolution on the Mississippi, spilling over the banks to the entire region.

In addition, the many visitors engage in various forms of recreation activities, which help greatly with the State's interest in fitness and wellness. For example, trails enable such activities as biking, hiking, walking, and running/jogging.

20. Project contact person, title, and contact information:

Nick Eloff, Project Manager, RLA  
Minneapolis Park and Recreation Board  
2117 West River Road  
Minneapolis, MN 55411-2227  
Ph: 612-230-6465 Fax: 612-230-6506

1. Local government submitting the request: **Minneapolis Park and Recreation Board**
2. Project title: Regional Park Playgrounds
3. Project priority number (if the applicant is submitting multiple requests): 2 of 5
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,000	0	0

9. Project description and rationale:

This request is for \$2,000,000 in state funding to replace eight playgrounds within the regional park system in Hennepin County, in the City of Minneapolis.

Play is the work of children. Playgrounds support a child's play by fostering physical activity, peaking imagination, forging social interaction, and facilitating exploration of the natural environment. These facilities help fight boredom and obesity, thus promoting childhood wellness.

Residents and visitors of Minnesota seek out Minneapolis parks as a destination or simply as a rest-stop on a long trip across the state. The Minneapolis regional park system receives over 13,000,000 visits per year, making it well suited to provide premier playground facilities that reflect the passion and commitment the state holds for children, families, and parks.

The playgrounds will be replaced at the following locations: Lake Harriet Bandshell, Minnehaha Park (two in this location), Nokomis Park, Boom Island, Beard's Plaisance (west of Lake Harriet), Theodore Wirth Park, and the north shore of Lake Calhoun. Playgrounds currently in these locations are 30 to 40 years old. In many cases, they are not accessible and play features have been removed as they have become unsafe. After years of good service, refreshment of these facilities is necessary.

The design of eight new playgrounds or "playspaces" across the city will demonstrate best practices of well balanced play areas that consider the needs of youth as well as their caregivers. These playgrounds will capture imagination, develop motor skills, forge a connection to the natural environment, provide kick-about space, and ensure comfortable accommodations for parents and caregivers. Ideas for these playspaces range from interactive play features that introduce children to nature to features that evoke a sense of mystery and story telling.

For each playground site, the following will be evaluated and updated as necessary: play equipment, lighting, pathways, picnic tables, water fountain, shade structures, site furniture, signage, landscaping, turf improvements, and parking. All playgrounds will meet current ADA standards.

20. Project contact person, title, and contact information:

Andy Lesch, RLA, Park and Recreation Planner  
Minneapolis Park and Recreation Board  
2117 West River Road  
Minneapolis, MN 55411-2227  
Email: alesch@minneapolisparcs.org  
Ph: 612-230-6438 Fax: 612-230-6506

1. Local government submitting the request: **Minneapolis Park and Recreation Board**

2. Project title: Father Hennepin Regional Park Rehabilitation

3. Project priority number (if the applicant is submitting multiple requests): 3 of 5

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000	TBD	TBD

9. Project description and rationale:

This request is for \$1,000,000 in state funding to pre-design, design, construct, furnish and equip for rehabilitation Father Hennepin (Bluffs) Regional Park which is located in Hennepin County, and in the City of Minneapolis. This may include such projects as trails, signage, bridges, stairs, ramps, lighting, site furniture, and related items.

Father Hennepin Regional Park provides areas for picnicking, exercise and play. This project is of regional, statewide and national significance. This park is part of the Metropolitan Council's Central Riverfront Regional Park, and is also part of the historic Grand Rounds. The Central Riverfront Regional Park receives over 1,114,000 visits annually, bringing in an estimated \$3,300,000 a year from visitors originating from the region, state, country and world. The history of Father Hennepin and regional parks in Minneapolis is the history of the exploration and growth of our nation, coupled with the vision of the founders of the region.

Father Hennepin is named for Father Louis Hennepin, a Franciscan priest believed to have first viewed St. Anthony Falls in 1680 from the shore of this land mass. The park offers direct access to footpaths and bridges that display a unique view of the river gorge, the downtown skyline and the Stone Arch Bridge. Father Hennepin Regional Park also connects to the historic Stone Arch Bridge, built over 100 years ago to haul grain for the local mills at more competitive rates.

In reference to fitness and exercise, the park is situated on pedestrian and biking trails that wind through the Central Riverfront in Downtown Minneapolis. This affords many fitness opportunities for the visitors, workers, and the 30,000 downtown residents, who are drawn to the area for its beautiful vistas and natural amenities on the Mississippi River.

20. Project contact person, title, and contact information:

Nick Eoloff, Project Manager, RLA  
Minneapolis Park and Recreation Board  
2117 West River Road  
Minneapolis, MN 55411-2227  
Email: neoloff@minneapolisarks.org  
Ph: 612-230-6465 Fax: 612-230-6506

1. Local government submitting the request: **Minneapolis Park and Recreation Board**
2. Project title: Theodore Wirth Regional Park Rehabilitation: Winter Recreation and JD Rivers Children's Garden
3. Project priority number (if the applicant is submitting multiple requests): 4 of 5
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,000		

9. Project description and rationale:

This request is for \$5,000,000 in state funding to pre-design, design, construct, furnish, equip and related work for the Theodore Wirth Regional Park Winter Recreation Area and JD Rivers Children's Garden and related facilities to be located in Hennepin County, and in the City of Golden Valley. The Winter Recreation Area may include such projects as snow guns, infrastructure, trails and runs, equipment,



shelter, warming and equipment buildings, lighting, site furniture, and related items to support such activities as tubing, cross country skiing, and snow boarding.

The JD Rivers Children's Garden will educate urban youth as to where our food really comes from and how it is grown, through facilities that support hands on programs and activities. Kids will be able to actually consume what they grow and will learn about planting and plant care in relation to the weather and environment!

This project is of regional to state significance and beyond, as the park attracts over 442,000 visitors annually. It is also located in an area of economically disadvantaged populations who need additional positive recreation experiences.

20. Project contact person, title, and contact information:

Deb Boyd, Landscape Architect  
Minneapolis Park and Recreation Board  
2117 West River Road  
Minneapolis, MN 55411-2227  
Email: dboyd@minneapolisparcs.org  
Ph: 612-230-6460 Fax: 612-230-6506

1. Local government submitting the request: **Minneapolis Park and Recreation Board**

2. Project title: Health and Wellness Centers

3. Project priority number (if the applicant is submitting multiple requests): 5 of 5

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,700		

9. Project description and rationale:

This request is for \$2,700,000 in state funding for pre-design, design, construction, furnishing, equipping, and related work for Health and Wellness Centers. Facilities are to be located in Hennepin County, and in the City of Minneapolis. The centers will be additions to current Minneapolis Park and Recreation Board neighborhood/community recreation centers. This will enable us to take advantage of other support facilities already there, with the funds focused on the Health and Wellness Centers. The Centers are projected to comprise around 3,000 square feet each, and will be designed for use by all populations. There will be a focus on combating childhood obesity with fitness/aerobics equipment and programs designed to stress healthy lifestyles.

This focus will ultimately save the state and employers large amounts of money to address health problems, a very modest investment to save much more money later. Such a program is of state significance and beyond, as health care related costs continue to escalate dramatically for all people and organizations. The program will set an excellent example of the proactive and preventive steps that can help to reduce such upwardly spiraling costs.

20. Project contact person, title, and contact information:

John Monnens, Registered Architect  
Minneapolis Park and Recreation Board  
2117 West River Road  
Minneapolis, MN 55411-2227  
Email: [jmonnens@minneapolisarks.org](mailto:jmonnens@minneapolisarks.org)  
Ph: 612-230-6471 Fax: 612-230-6506

1. Local government submitting the request: **City of Moose Lake, Minnesota**
2. Project title: \$5.1 Million City of Moose Lake and Moose Lake - Windemere Sanitary Sewer District Wastewater Collection and Treatment Facility Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,100		

9. Project description and rationale:

On behalf of the citizens of the City of Moose Lake, Minnesota; the Moose Lake - Windemere Sanitary Sewer District, serving Moose Lake and Windemere Township(s), we respectfully request an appropriation of \$5.1 Million from the 2008 Capital Budget to acquire land, pay for pre-design, design and construction administration, facility and stabilization pond construction, legal, bond counsel and financing cost(s) pertaining to the City of Moose Lake and Moose Lake - Windemere Sanitary Sewer District Wastewater Collection and Treatment Facility Project. While we understand and appreciate that only one-half of our total request can come from the 2008 Capital Budget, we also respectfully request a direct appropriation of \$2.6 Million from the General Fund of the State of Minnesota for the following reasons:

The City of Moose Lake is a small rural regional center that is located in east central Minnesota, serving the southern half of Carlton County and the northern half of Pine County. What makes Moose Lake unique is that we truly are a 'rural regional center' for commerce, education, medical services, tourism and employment - for example, there are two (2) expansive Minnesota state operated facilities; a regional medical hospital and surgical center; a regional school district that are all located within the jurisdictional boundaries of the City of Moose Lake and account for more than 1,600 permanent, well paying jobs.

While this statistic is impressive, one of Moose Lake's problems is that according to the Carlton County Assessor's Office, approximately 82% of the land area within the corporate boundaries of the City is tax-exempt, and 75% of the total property value is also exempt from taxation - in other words, one fourth of the property within the City of Moose Lake is paying for one hundred percent [100%] of the cost of providing basic municipal services for the entire region. According to the Minnesota State Demographer's Office, the population that calls Moose Lake 'home' is estimated to be 2,490 - however, when you subtract the 'inmates' and 'patients' incarcerated in both of the state operated facilities, the actual population that calls Moose Lake 'home' is approximately 1,400 people, comprised of 602 households. Needless to say, the impact on this small grouping of taxable properties to fund law enforcement, fire protective services, public library services, etc., is tremendous and almost to the point of being unbearable.

A new opportunity and a "new risk" to the City of Moose Lake has recently materialized when it was announced that the Minnesota Department of Human Services facilities housing the Minnesota Sex Offender Program [MSOP] would be expanding and that Phase I of the expansion would house an additional 550 'patients.' Furthermore, the State of Minnesota has announced that a second DHS - MSOP expansion has been approved and when constructed the facility would house an additional 400 'patients'. In addition to the projected increases in the number of 'civilly committed patients' served by DHS - MSOP, the increased staffing requirements will generate 650 new employment opportunities under the Phase I development program and an additional 450 new employment opportunities will be provided under Phase II of the State development program.

It is interesting to note that at the completion of the Phase I and Phase II expansions, the total number of people housed within these expanded facilities will be more than the number of people that call Moose Lake their home and live outside of the secured facilities. In other words, the DOC and DHS - MSOP facilities will become a virtual 'city within a city' and the demand load of the state facilities on the regional sanitary sewer system will far exceed fifty percent of the total effluent treated.

Furthermore, it is rumored that the Department of Human Services, Minnesota Sex Offender Program is in the planning stages for a Phase III expansion, which would account for the addition of another 400 'patients' and an additional 400 new employees being added to the mix. It is also rumored that the Department of Corrections is also anticipating the construction of three (3) new buildings that would replace several current, antiquated facilities, which would increase the 'inmate' population by an additional 600 persons, and would increase the DOC staffing levels by an additional 150 employees.

In conclusion, the solution is simple and straight forward in that the State can assist the City of Moose Lake and pay 'up front' rather than 'over time' and eliminate the need to finance the required system betterments and improvements over a protracted period of time and be billed for treatment costs and debt service. It has been estimated that if the City of Moose Lake does not receive an appropriation from the 2008 Capital Budget, and if other forms of grants and/or no-interest or low-interest loans are not forthcoming, the monthly sewerage costs that will have to be absorbed by the DOC and DHS - MSOP programs as part of their general operating budgets could exceed \$70,000 per month for the two (2) facilities. From our perspective it does not make any sense for the City of Moose Lake to have to lobby the state to borrow funds and pay interest on said funds when 'but for' the rapid expansion of the State of Minnesota DHS - MSOP facility(ies) the City of Moose Lake would not anticipate nor would it be required to expand the present system into the foreseeable future.

20. Project contact person, title, and contact information:

Mr. Gregory W. Stoewer, P.E.  
LHB, Inc.  
21 West Superior Street  
Suite 500  
Duluth, Minnesota 55802  
1-218-279-2464 (direct)  
1-218-727-8446 (general)  
1-218-727-8456 (fax)  
greg.stoewer@lhbcorp.com

1. Local government submitting the request: **Moose Lake Water and Light Commission**
2. Project title: Moose Lake and Light Commission South Substation Expansion Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,000		

9. Project description and rationale:

A new opportunity and a “new risk” to the Moose Lake Water and Light Commission has recently materialized when it was announced that the Minnesota Department of Human Services facilities housing the Minnesota Sex Offender Program [MSOP] would be expanding.

Sebesta Blomberg and Associates (Sebesta Blomberg), has been asked to prepare a preliminary cost estimate for upgrades to the South Substation and the MSOP feeder. Our cost estimate is based on information provided by Moose Lake Water and Light and the following:

- There will be an expansion of the existing MSOP, which will add 1.8 MW of load in 2008 to an existing load of approximately 0.8 MW. A dedicated feeder will serve the MSOP after the new expansion.
- The existing peak demand on the South Substation is 3,256 kW.
- With the MSOP expansion in the year 2008, Moose Lake's South Substation will exceed the level of reserve capacity with a total predicted load of 5,341 kW. Because of the load growth, there is a need to increase the capacity of the existing South Substation by the summer of 2008.
- The concept design is to add a second 5/6.25 MVA transformer to the south substation.. The estimated future peak demand at the South Substation is 9129 kW. Between the top transformer rating of either transformer (6250 kVA) and the engine generators (4000 kW) there will be no issue serving the estimated future peak demand of 9129 kW.
- Sebesta Blomberg also looked at the MSOP expansion from a feeder loading standpoint. It was brought to Sebesta Blomberg's attention that MSOP would like a dedicated feeder. Not only would there be a cost to upgrade the feeder to handle the increased load, but there would also be a cost associated with increased conductor size to feed existing loads. The estimated cost of upgrading the feeder in order to handle the increased load is approximately \$220,000 .The estimated cost for the conductor to serve the existing loads is \$60,000.
- In summary, the MSOP expansion would result in the following:
  1. By increasing the rating of the new transformer at South Substation to 5/6.25 MVA, adding a 4,160V switch gear circuit breaker to serve a dedicated MSOP feeder, upgrading the existing feeder to withstand the MSOP load, and providing about 0.5 mile of new 4.160V feeder to serve the hotel, gas station, industrial park and future economic developments at a total additional cost of \$486,000.
  2. Accelerating the need to expand the South Substation by the summer of 2008 instead of by the summer of 2012. We note that design of the substation expansion and upgrades to the south side electrical distribution system should start soon, with construction starting as soon as feasible in the spring of 2008.

3. If you need any additional information or have any questions, please call me at (651) 634-7333 or via email at [mweir@sebesta.com](mailto:mweir@sebesta.com).

On June 19, 2007 a special meeting was called by the Moose Lake Water & Light Commission for the purpose of reviewing the proposed Electric Utility Master Plan as developed by Sebesta Blomberg's Project Engineer, Manny Day. After the presentation, suggestions were made and a Final Master Plan and course of action was agreed upon. The total estimate of probable cost is \$2,436,000. This estimate does not include approximately \$700,000 for a fourth generator to supply power to the main wastewater lift station (size to be determined, bring generators to compliance to the new emission standards, and inflation costs. The total project costs will exceed the 3 Million Dollar.

20. Project contact person, title, and contact information:

Mr. Manny Day, P.E.  
Sebesta Blomberg  
2381 Rosegate  
Roseville, Minnesota, 55113  
1-651-634-7300 (office)  
1-612-845-6389 (cell)  
1-651-634-7400 (fax)  
<http://www.sebesta.com>

1. Local government submitting the request: **City of Mt. Lake**
2. Project title: Mt. Lake Fire and Ambulance Facility
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$539	0	0

9. Project description and rationale:

This request is for \$539,000 in matching state funding to design, construct, furnish and equip a new fire and ambulance facility in the City of Mt. Lake, Cottonwood County, MN.

The Mt. Lake Fire Department serves the City of Mt. Lake, 117 sections in five townships by contract and has mutual aid agreements with Butterfield, Comfrey, Darfur, Jeffers, Jackson, Storden, Odin, Ormsby, Westbrook and Windom Fire Departments.

The Mt. Lake Ambulance Department serves the City of Mt. Lake, three cities (Comfrey, Bingham Lake and Butterfield) and 226 sections in nine townships by contract and has mutual aid agreements with Jackson, Jeffers, Springfield, Westbrook, and Windom Ambulance Departments, and Gold Cross. Mt. Lake Fire and Ambulance also serve the estimated 5,000 vehicles that drive Highway 60 each day.

A new facility will enable fire and ambulance to respond to the changing demands of homeland security and renewable energy. The number of wind turbines in the area continues to increase. The city-owned Mt. Lake Utilities wind turbine will be operational in July 2007 and an ethanol plant east of Mt. Lake is scheduled to open in 2009. New renewable energy facilities coupled with the demands of existing wind turbine fields and the POET Biorefining ethanol plant in Bingham Lake (6 miles away) require the Mt. Lake Fire and Ambulance Departments to re-evaluate their services and consider different, and usually larger, equipment. Homeland security priorities, as established by federal and state agencies, are also impacting fire and ambulance equipment purchases. Fire and ambulance departments in the region are increasing working together to share resources to address these issues.

20. Project contact person, title, and contact information:

Wendy Meyer  
City Administrator  
Box C  
Mt. Lake, MN 56159  
507-427-2999 Ext. 1  
Fax: 507-427-3327  
city@mountainlake.govoffice.com

1. Local government submitting the request: **City of Nassau**
2. Project title: Nassau Fire Station
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$250		

9. Project description and rationale:

#### **Project Description:**

The 2008 Capital Bonding Request is for \$250,000 in state funding to complete pre-design, design, construction, furnish and equip a new fire station for the City of Nassau. The new fire station will be located on three city-owned lots. The city-owned lots for the new fire station are located right off the major roadway running through the community, County Road 24 in Lac qui Parle County.

The new fire station would include two bays, a bathroom, and an office. The new structure would incorporate bays large enough to hold all four of the City's fire trucks as the current station only holds three; lockers to hold fire gear for 18 volunteer firefighters and EMS equipment. Money included in this request would be used for fixtures such as the lockers to hold fire and EMS gear and a drying rack for fire hoses.

#### **Rationale:**

"Nearly every response begins at the station, making it the critical first step in any incident" (Buckman, 2006, p.237).

The current fire station in Nassau has out-lived its operational life and has begun to cost the City approximately \$500 per month during winter months to keep it heated. In addition to inefficient heating costs, the current fire station has become dilapidated and no longer meets the spatial needs of the department. The 40-year-old structure does not have long-term expansion capabilities and therefore is not an alternative to meet the current needs of the department. The proposed fire station if constructed properly would last the City at least another 50 years.

The current fire station garages are very small making it impossible for firefighters to board fire trucks while they are in the garage. The "equipment" room is also very small and does not provide a layout that allows firefighters to access their gear quickly. The new station layout would allow for quick and easy access to gear and fire trucks.

The fire department would easily be able maintain and more than likely improve their response times to emergencies due to the new location's access to main roads and the improved access to equipment. Anything that can improve the response time of emergency personal will inevitably mean better protection of both life and property. The new fire station would serve as a symbol of this protection in the community.

The Nassau Fire Department has mutual aid agreements with all of the surrounding cities and counties both in Minnesota and South Dakota. The department's primary service area includes a 30-mile radius. The mutual aid agreements make the Nassau Fire Department an important resource not only to the community but to the entire region as well.



20. Project contact person, title, and contact information:

Roger Schuelke, Firefighter  
2747 111th Ave  
Marietta, MN 56257  
Phone: (320) 668-2532 Fax: (320) 289-1983 (UMVRDC)  
Cell: (320) 226-3837 Email: schlkefm@fermerstel.net

1. Local government submitting the request: **City of New York Mills**
2. Project title: 5-Year (2007-2012) Capital Improvement Plan For City Street And Utility Projects
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 991	\$ 369	\$ 318

9. Project description and rationale:

This request is for \$991,250 in State funding to help fund the 2008 and 2009 items in our 5-year capital improvement plan. Our request seeks funding for the entire scope of projects included in the 5-year plan; These items have projected total costs of \$2,285,000. They are all improvements to our water and sewer infrastructure and are integral components in our wastewater treatment expansion project scheduled for completion during 2007.

New York Mills is a growing City. This project has significant local impact, as without the waste water expansion project we were at or near capacity in our waste water treatment facility. In fact, the State is allowing no additional hook-ups in Phase II of our housing development until the wastewater expansion project is completed later this year. Infrastructure in many areas in this City is quite old and in a deteriorating condition. The City has already completed infrastructure projects in several neighborhoods, is nearing completion on the expansion project, and has a 5-year plan for infrastructure projects in additional neighborhoods with deteriorating infrastructure in the water / sewer lines. This is a long-term project, which began in the late 1990's and will continue at least through 2012 under our current 5-year plan. While our residents are benefiting from the improvements already made, the tax burden on area residents continues to climb. Appropriation of State funds would help to ensure that our town can continue to replace its aging sewer and water lines. Our City has already invested a considerable amount of resources to our entire water and wastewater system with the improvements made to date and the significant expansion currently under construction.

New York Mills is home to the nationally recognized New York Mills Regional Cultural Center, which hosts the annual Great American Think-Off. A local group of residents hosts a large motorcycle ride fundraiser each June which provides money to the Ronald McDonald House, raising more than \$83,000 at its ride earlier this month. We have 7 TIF districts, our industrial park is full, our housing development is in its second phase, and we have numerous employers including Lund Boats and Midstate Auto Auctions in our town. Several new businesses have been started in New York Mills in recent years, including Residential Wind Power, Kris Blackburn C.P.A., Straightline Graphics, Subway, Suns Up Salon, the Mills Creamery, Nelson Home (group/assisted living), Mills Movies, Sharehouse/Stepping Stones facility, Sign's Plus, Miriam's Massage, New York Mills Family Spine Clinic, numerous daycares, R&K Service Center, and Designs by Tes, along with major expansions by Lund Boats, IFS, Inc., Midstate Auto Auctions, and the Lucky Strike Bar & Grill/Mills Lanes. In addition, a major expansion is underway by the local MeritCare Clinic. Many new housing units have been added in town, including apartment buildings, townhomes, condominiums and single family houses.

20. Project contact person, title, and contact information:

City Public Works Director Al Holtberg, City of New York Mills, PO Box H, New York Mills, MN 56567, 218-385-2213, cell 218-639-0875, fax 218-385-2315 or fax 218-385-4504, e-mails can be sent to City Clerk Darla Berry at nymclerk@lakesplus.com.

1. Local government submitting the request: **City of Nisswa**
2. Project title: Nisswa Lake Park & Beach and Pedestrian bridge over State Highway 371 to connect Nisswa Lake Park & Beach to downtown Nisswa and the Paul Bunyan State Trail.
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,785	\$2,600	

9. Project description and rationale:

The City of Nisswa is seeking \$4.385 million in state funding over the next two capital budget cycles for acquisition and development of Nisswa Lake Beach & Park and a pedestrian bridge crossing State Highway 371. Of this amount, the City is requesting \$1.785 million in state funding in 2008 to acquire property on Nisswa Lake for a public park and beach; final design of the park and beach; construction of infrastructure, pedestrian bridge feasibility study, facilities, and parking areas for the park and beach area to be located on Nisswa Lake, off of Hazelwood Drive, in the City of Nisswa.

On June 1, 2007 Arnold Johnson Properties, LLC purchased approximately 15 acres with 1,500' of shoreline on Nisswa Lake. The intent of the landowner is to sell 4 acres to the DNR for a public access and 4 acres to the City of Nisswa for a recreational park and beach. This is the last undeveloped piece of property of this size in the City of Nisswa on the Gull Lake Chain of Lakes.

The city anticipates requesting \$2.6 million in state funding in 2010, for design, construction and Right-Of-Way acquisition of a pedestrian bridge crossing State Highway 371, for pedestrians and bikers to safely cross from the Nisswa Lake Park & Beach to downtown Nisswa and the Paul Bunyan State Trail in the City of Nisswa.

20. Project contact person, title, and contact information:

Brian Lehman, Mayor  
City of Nisswa  
PO Box 262  
Nisswa, MN 56468  
phone: 218-838-4158  
e-mail: lehmanconsulting@nisswa.net

Loren Wickham, City Planner  
City of Nisswa  
PO Box 410  
Nisswa, MN 56468  
phone: 218-963-4444  
email: loren@ci.nisswa.mn.us  
fax: 218-963-3108

1. Local government submitting the request: **City of North Mankato**
2. Project title: Caswell Park Expansion
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$350		

9. Project description and rationale:

This request is for \$350,000 in state funding to acquire fourteen (14) acres of land for the purposes of expanding Caswell Park in the City of North Mankato.

Caswell Park is one of the premier softball complexes in the State of Minnesota. The park was originally built on 25 acres in 1985 having four premier lighted softball fields. Based on the demand for high-quality playing fields, two additional playing fields were added in 2002. In 2005, the North Mankato City Council authorized the purchase of 12 acres of land located immediately west of the park for expansion. In the summer of 2007, construction of a Miracle League field will begin on a portion of this land. The Miracle League field will be specifically designed to provide disabled children the opportunity to play baseball or softball regardless of their disabilities on a custom designed cushioned synthetic turf.

Since 1994, Caswell Park has annually hosted the Minnesota State Girls' Fastpitch Tournament and regional softball tournaments. In 2005, Caswell Park hosted a 100-team National Men's Fastpitch Tournament. Based on the success of this National Tournament, Caswell Park will again host this event in 2008. Additionally, Caswell Park will host a National Men's Senior Softball Tournament in 2007.

As Caswell Park has proven to be a successful complex under the direction and funding by the City of North Mankato, the City is proposing to purchase adjacent land to expand the park and provide additional recreational opportunities. Not only has Caswell Park proven to have local, regional and statewide significance, it also has proven to have national significance through hosting national softball tournaments.

20. Project contact person, title, and contact information:

Wendell Sande	Phone: 507-625-4141
City Administrator	Fax: 507-625-4151
001 Belgrade Avenue	wsande@northmankato.com
North Mankato, MN 56003	

1. Local government submitting the request: **City of Northfield, Minnesota**
2. Project title: New Public Safety & Regional Emergency Operations Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,040	\$1,000	\$0

9. Project description and rationale:

This request is for \$5,040,000 in state funding in 2008 to acquire the land, finance the design, construction and furnishing of a new public safety and regional emergency operations center in Northfield, Minnesota. The City's current facility is over thirty-six (36) years old and cannot accommodate the personnel and equipment required for the current level of operations. The current facility is located on the banks of the Cannon River and is subject to flooding. The current site cannot be used to expand the current facility. The current site is at the intersection of two state highways and a railroad crossing and greatly restricts emergency access. Alternative sites are being studied.

Northfield has regional significance:

- The City of Northfield currently serves as the coordinating agency for the South Central Drug Investigation Unit;
- The City of Northfield serves as the booking and breath testing site for Dakota and Rice Counties, the cities of Lonsdale and Dundas and the Minnesota State Patrol;
- Northfield serves as the back-up dispatch center for the Rice / Steele counties;
- Northfield serves as the back-up emergency operations center for Rice County;
- Northfield is the host site for the Marine / Army Radio System which serves three states;
- Northfield has been designated as a three-county inoculation site by the Minnesota Department of Health;
- Northfield's present safety center houses the equipment for the Northfield Area Rural Fire Service (which serves six communities and four townships in two different counties);
- The City of Northfield has been in communication with the local National Guard unit regarding a possible partnership in providing additional storage facilities;
- The City of Northfield is home to two nationally ranked private colleges: Carleton and St. Olaf. Approximately 38% of the City's total market value is tax exempt;
- There is a demonstrated need in the region for a public safety / emergency management training center. Given Northfield's present involvement with other agencies in the region, any new facility constructed would be designed to provide suitable training facilities for the region.

20. Project contact person, title, and contact information:

Al Roder, City Administrator  
City of Northfield  
801 Washington Street  
Northfield, MN 55037-2598  
Phone: (507) 645-3070  
Fax: (507) 645-3055  
Email: [Al.Roder@ci.northfield.mn.us](mailto:Al.Roder@ci.northfield.mn.us)

1. Local government submitting the request: **City of Northome**
2. Project title: 2008 Sanitary Sewer, Water and Storm Sewer Rehabilitation Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$4,975		

9. Project description and rationale:

This request is for \$4,975,000 in state funding to predesign, design, construct, and administer a sanitary sewer rehabilitation project. The following work will also be completed as part of this project: water mains over 50 years old and under streets that will be tore up will also be replaced, maintenance to storm sewer catch basins, sanitary treatment pond and access road stabilization, restoration work, and replacement of corroded lift station control panels.

The City of Northome waste water treatment system consists of a primary and secondary stabilization pond. These ponds were designed to treat 44,250 gallons per day (gpd). Normal flows during periods of low groundwater are in the range of 13,000 to 14,000 gpd. However, during sustained heavy rain events occurring during periods of high ground water, waste water flows have been recorded as high as 140,000 gpd! This results in bypasses and overflows of untreated sewage into the environment. A recent study attributes these periods of high flow to excessive infiltration and inflow caused by sections of old and deteriorating sanitary infrastructure (i.e. sewer mains and manholes). The solution to this problem is to replace areas of old and leaky sewer main and manholes. The City is proposing a sanitary sewer rehabilitation project which will also include limited water and storm sewer replacement and restoration work within the same corridor. The proposed project will result in a significant decrease in infiltration and inflow – thereby reducing the incidents of sanitary sewer system overflows that historically occur during these events, as well as related public and environmental health concerns.

Northome is disadvantaged regarding its wellbeing indicator of income per capita as defined by census bureau reports. Additionally, because Northome has a very low average net tax capacity, Northome is seeking a budget request greater than 50% of project costs.

This project has local, regional, and statewide significance in that: 1) it will directly reduce the incidents of sanitary sewer overflows within the city of Northome; 2) it will assist in ongoing efforts to improve the overall water quality in the region's natural watersheds – most notably the Big Fork River and Red Lake; and 3) it will allow for the future operation and expansion of public infrastructure system necessary to meet the economic vitality and growth of this area of the state of Minnesota – an area with historical statewide, national, and global economic significance.

The sanitary sewer, water and storm sewer infrastructure is, and will continue to be owned and operated by the city of Northome.

20. Project contact person, title, and contact information:

Karin Elhard - City Clerk Treasurer  
 PO BOX 65  
 Northome, MN 56661  
 Phone: 218-897-5762  
 Fax: (218) 897-4002  
 Email: northome@paulbunyan.net

1. Local government submitting the request: **City of Oak Park Heights, MN**
2. Project title: Reconstruct STH 36 Frontage Roads (Oakgreen/Greeley to Osgood Ave)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,354	<i>(If not funded in 2008: \$1,493.3)</i>	<i>(If not funded in 2010: \$1,646.4)</i>

9. Project description and rationale:

The proposed project calls for the reconstruction of both the north and south frontage roads of State Trunk Highway 36 frontage roads as located in the City of Oak Park Heights and the City of Stillwater lying between Oakgreen / Greeley Ave and Osgood Ave. These roads are currently owned and maintained by MNDOT.

The current roadways contain numerous potholes, crumbling asphalt and other drainage problems that are progressively worsening and will continue to deteriorate until such time as the roadways become impassible negatively effecting the economic viability of local businesses, the area tax-base, the safety of pedestrians and the motoring public. The current roadway conditions are dangerous.

To date, MNDOT has indicated that these roadways are not scheduled for reconstruction until possibly 2024, and has additionally indicated that it is not a significant priority to warrant the diversion of other funds. Accordingly, the City of Oak Park Heights is at this time seeking an alternative funding solution from the 2008 Capital Appropriation to be allocated MNDOT to specifically undertake this Project. As these roads are owned by the MNDOT, the City believes that a local match is not necessary.

This application estimates a total project cost of \$1,353,500 (2008 dollars), accommodating approximately 8,000 linear feet of full street reconstruction, averaging 27' wide, utilizing a pavement section of 4 1/2" bituminous on 8" Class 5 aggregate – a 7-ton road design.

20. Project contact person, title, and contact information:

Eric Johnson, City Administrator  
 City of Oak Park Heights  
 PO Box 2007  
 Stillwater, MN 55082  
 eajohnson@cityofoakparkheights.com  
 phone: 651-439-4439  
 fax: 651-439-0574



1. Local government submitting the request: **County of Olmsted**
2. Project title: Regional Public Safety Training Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,650		

9. Project description and rationale:

This request is for \$3,650,000 in state funding to acquire land, design, construct, furnish and equip a public safety training facility for the purpose of providing physical skills training and practice for public safety personnel from throughout southeastern Minnesota. This project is to provide three training facilities components:

- a) A simulated fire multi-story building ("**Burn Tower**") in which gas or carbon-based fires can be burned repeatedly and multi-story rescue can be exercised.
- b) A **driving range** to practice advanced driving skills at real-life speeds.
- c) A **weapons training facility** that allows for live-fire exercises indoors and outdoors utilizing motor vehicles and other props.

This facility will be located on approximately forty acres of land. Currently two similar sites just south of Rochester are under consideration. Cost factors for the two sites are approximately equal.

Firefighters, emergency medical personnel, licensed peace officers and detention officers conduct emergency and life-saving duties under conditions of extreme, life-threatening stress. Firefighters don heavy packs and breathing apparatus and must function in smoke-filled and zero visibility buildings. Emergency medical personnel must drive one-ton ambulance vehicles in the worst of weather and road conditions, provide accurate medical care under all manner of conditions and safely transport the injured. Peace officers must make use of deadly force decisions in split seconds under extreme life-threatening stress in all manner of weather and other environmental situations.

In order for these personnel to function safely and effectively, their physical skills must be so well practiced as to be instinctive. This level of practice requires frequent repetition. In years past firefighters burned old farmhouses, they practiced driving on empty parking lots and police practiced static shooting techniques on "point and shoot" firing ranges. These practices are no longer adequate for the treats our personnel encounter today. Availability of abandoned farmhouses is non-existent, parking lots are an unsafe and inadequate training environment and police require real-life simulation practice in order to be effective and safe.

At this time no such facilities exist within southeastern Minnesota. And, such facilities that exist elsewhere in the state are too far away, requiring too much travel time to be sufficiently accessible, to achieve the frequency of practice that is necessary. The southeastern Minnesota region has approximately five thousand (5000) volunteer or full-time professional public safety personnel that could utilize such facilities. Olmsted County in particular has three hundred and sixty-one (361) firefighters, three hundred and fifteen (315) Emergency Medical personnel and two hundred and two (202) licensed peace officers. This population density is simply too great to be served by traveling to the Minneapolis/St. Paul metro area or Camp Ripley. Rather, they require convenient and accessible facilities.

20. Project contact person, title, and contact information:

Olmsted County Sheriff, Steven C. Borchardt  
Borchardt.steve@co.olmsted.mn.us  
101 4th Street S.E.  
Rochester, MN 55904  
Office: 507.285.8306

or

Administrative Assistant, Laura Collins:  
Collins.Laura@co.olmsted.mn.us  
Office: 507.285.8308  
Fax: 507.287.1384

1. Local government submitting the request: **City of Ortonville, Minnesota**
2. Project title: Ortonville Regional Parks Improvement Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$129		

9. Project description and rationale:

This request for \$129,000 in state funding is to construct improvements for the municipal park system in the City of Ortonville. This work will strengthen the already-established regional significance of these parks by providing better recreation opportunities, and bringing important park facilities into compliance for handicapped visitors.

Ortonville is on Big Stone Lake, a large 26-mile long, 12,610-acre lake on the border with South Dakota. The lake is the source of the Minnesota River and is a key reason why the parks are of regional significance. Big Stone Lake is a haven for sportsmen, hunters, outdoor enthusiasts, and tourists. The parks make possible world-class fishing tournaments, horse trail rides, historic boat tours, the annual Corn Fest, and more. Swimming, golfing, boating, fishing, cross-country skiing, and wildlife exploration all add to the parks' year-round regional importance.

Established in stages since 1890, the park system includes eight individual parks. One of the core parks (Lakeside) is proposed for assistance in this request. Proximity to the lake and its amenities, coupled with a location along the Yellowstone Trail and a long tradition of excellent public recreation, have established the parks' regional significance. Each year thousands of visitors from surrounding communities, counties, and South Dakota use these facilities.

1. Lakeside Park Improvements:

1.1. Restroom and Concessions Building. The primary restroom is old, too small, not within the park boundaries, and not ADA compliant for disabled visitors. A new structure will be built which will be ADA compliant and located within the Park proper for better use by park patrons. This new building will also include a separate area for concessions and/or an information kiosk for residents and tourists alike.

1.2. Playground. Currently the playground equipment is located near an area of the park that is adjacent to a road. In order to provide safety separation between the playground area and the road, the playground will be relocated to a different end of the park. This will provide better separation for traffic, plus a larger "clear space" area in the center of the park where crowds congregate for public events at a classic old gazebo. A small parking area will be provided to allow parents to park near where their children are playing.

1.3. Walkway. The only existing means of traversing the park from the north end to the south is an existing street. In order to separate the pedestrian traffic from vehicle traffic, the City will construct a sidewalk along the westerly (lake) side of the park. This sidewalk will connect the playground area noted above to the south end of the park.

20. Project contact person, title, and contact information:

David Lang  
Clerk-Administrator  
315 Madison Avenue  
Ortonville, MN 56278  
Phone: 320-839-3428  
Fax: 320-839-2319  
Email: [clerkadministrator@cityofortonville.org](mailto:clerkadministrator@cityofortonville.org)

1. Local government submitting the request: **Osseo Area Independent School District #279**
2. Project title: Northwest Hennepin Regional Family Service Center (Phase II)
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,500		

9. Project description and rationale:

This request is for \$3,500,000 in state funding to acquire land, design, construct, furnish, and equip Phase 2 of the Northwest Hennepin Regional Family Services Center (FSC) to be located in Hennepin County, city of Brooklyn Center.

State funds will be combined with non-state funds to complete the project budget for Phase 2. State funding represents 22% of the Phase 2 project budget. Phase 1 of this project opened in January 2006 to provide adult continuing education services to the region. ISD #279 provided 100% of the project budget for Phase 1.

State funds will provide for Phase 2 facility costs related to shared and joint use by the school district and its private non-profit and county services partners. Without this state funding, the project partners will be unable to complete construction of a facility capable of meeting the unique and extensive community needs addressed by this regional collaborative.

State funds will serve as the 'glue' that binds together the efforts of the independent agencies and organizations working to create a collaborative, local response to a growing community challenge that exceeds the capacity of any individual organization. The amount of funding requested from the state for this significant community investment is the equivalent cost of serving approximately 100 families in the Minnesota Family Investment Plan (MFIP).

This regional center is a collaborative of public and private organizations pooling resources and coordinating service delivery to increase their capacity to provide services to an increasing concentration of at-risk Minnesota families living in this region.

The primary goal of this project is to ensure that students in the region are ready to learn when they attend school. The FSC will be an 89,000 sq. ft. facility built in two phases. Phase 2 represents completion of a master plan designed to help at-risk learners improve their academic outcomes by providing access to services that meet needs for food, clothing, shelter, health care, English language and job skills programs, housing assistance, parent support services, and other basic human services and public assistance programs. Too often our students are not ready to learn in the classroom because these basic needs are unmet. The building is part of a campus that already includes an early childhood and family education center.

This region of the state has the highest incidence of single parent households and teen pregnancy. Truancy and student mobility are at record levels. The region represents only 20% of the suburban population base, yet accounts for more than 43% of suburban participants in the state MFIP program. Nearly half of all students (49%) in Brooklyn Center participate in free/reduced school meal programs. In Hennepin County, 62% of families who speak Laotian at home (as well as 88% who speak Hmong and 47% who speak an African language) live in this region. Children who are coming to school unprepared to learn are overwhelming local schools and diverting educational resources from teaching.

The Family Service Center is the product of four years of planning by the partners, lead by the Northwest Hennepin County Family Services Collaborative, a regional planning agent created by the State Legislature in 1993.

20. Project contact person, title, and contact information:

Name/Title: Susan Hintz, Superintendent  
Address: 11200-93rd Avenue North, Maple Grove, Minnesota 55369  
Phone: 763-391-7003  
Fax: 763-391-7071  
E-Mail: [hintzs@district279.org](mailto:hintzs@district279.org)

1. Local government submitting the request: **City of Palisade**
2. Project title: Annexation infrastructure for existing wastewater system
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$830		

9. Project description and rationale:

This request is for \$830,000 in state funding to add three areas of the community into the water and wastewater system, specifically the properties that border the Mississippi River that do not have the land base to house individual mound systems. This request includes infrastructure to the Industrial Park to provide economic growth potential and fire protection.

This project will protect the Mississippi River from failing individual sewer systems currently in place, provide safer drinking water and will allow better fire protection for those residents that will be connected in this infrastructure project.

20. Project contact person, title, and contact information:

Eric Howe, Mayor-PO Box 91-Palisade, MN 56469 fax 218-845-0028 beartoothlogs@yahoo.com

1. Local government submitting the request: **City of Paynesville, Minnesota**
2. Project title: Washburne Avenue Improvement Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$925		

9. Project description and rationale:

This request is for \$925,000 in state funding to acquire land, design and construct a portion of Washburne Avenue to provide a safe route between the new TH 23 location and the downtown area in the City of Paynesville, Stearns County, Minnesota. The Paynesville TH 23 Bypass Project is currently in the design phase and the construction of the project is planned for 2009 and 2010. With the design of this project underway, the City of Paynesville is actively exploring what improvements are going to be necessary as a result of the TH 23 relocation. One of the main projects that is being considered is the realignment and reconstruction of a portion of Washburne Avenue to create a new link between the new highway and the downtown and industrial area of Paynesville.

In order for motorists along the new TH 23 route to access the downtown and industrial park area of Paynesville, they would utilize Lake Avenue. Lake Avenue is a rural section roadway that is built to a typical township road standard. In addition, Lake Avenue and the main street through the downtown area, Washburne Avenue, do not line up, so motorists will be expected to maneuver an awkward intersection. Also, Minnie Street is the main roadway to the City's industrial park and will see considerable traffic once the new highway is constructed. The attached "Existing Conditions" figure illustrates the area of concern.

To create a new safe corridor into Paynesville, the City is considering reconfiguring the intersection of Washburne Avenue/Lake Avenue/Minnie Street and extending the "new" Washburne Avenue along the existing Lake Avenue corridor to the new TH 23 location. The attached "Proposed Alignment" figure illustrates the proposed route. As shown on the figure, the improvements would remove the unconventional intersection and create a new corridor that is properly designed.

The Paynesville TH 23 Bypass Project is definitely a project that has significant regional and statewide impacts. MnDOT is investing a lot of money to complete the bypass project to insure that motorists have a safe route to travel at an adequate speed. However, the bypass project creates problems like the one identified above that the City of Paynesville has to address. The City wants to make sure that they have the proper infrastructure facilities in place to counteract the changes that will result from the new TH 23 location. The City wants to be proactive in addressing the issues rather than reacting to the problem in the future after the bypass project is complete.

20. Project contact person, title, and contact information:

Chuck DeWolf, Engineer  
Bolton & Menk (Willmar office)  
Phone: (320) 231-3956



1. Local government submitting the request: **City Of Pemberton**
2. Project title: Pemberton Community Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$200		

9. Project description and rationale:

This request is for \$200,000 in state funds to provide for needed equipment for internal use in the newly renovated Pemberton Community Center to be located in the City of Pemberton. Approximately 10 years ago the Pemberton Elementary School was abandoned by the Janesville/Waldorf/Pemberton School District. The City of Pemberton subsequently acquired the building and has attempted to define a reuse of the building. Several alternatives included: renovation of the old two-story building for subsidized housing; development of an economic development 'incubator' building; and renovation of the newer building area as a community center. The City has been successful in securing commitments from local businesses to occupy limited areas of the structure and the city is prepared to develop the balance of the facility into an overall community center with meeting rooms, activity areas, and meeting space. The 'business' tenants would include: a child daycare center, the new post office, and an insurance office. In addition the City would occupy space for the City Clerk, Council Chambers, and majority of the facility would be dedicated to community events and gatherings. In order to prepare for the renovation of the building, the City has undertaken the removal of hazardous materials (asbestos), demolition of structurally unsound areas, rerouting of utilities from the old building area, and preparation of architectural concepts and cost estimates.

The City has invested approximately \$95,000 in the above activities and is prepared to proceed with the issuance of approximately \$855,000 in local bonds to facilitate the building renovation. However, that City is still in need of approximately \$200,000 for internal equipment (chairs, tables, kitchen equipment, play equipment, etc) to make the facility fully usable. Other local resources have been sought but are insufficient to cover these equipment needs.

This project has local significance to the Pemberton and surrounding residents since there are no comparable facilities in the area and communities like St. Clair, and Waldorf.

20. Project contact person, title, and contact information:

Doug Baer, Council Member (Project Coordinator)  
City of Pemberton  
PO Box 36  
Pemberton, Mn 56078-0036  
507 – 381- 1678 Cell  
507-869-3650 City Office

1. Local government submitting the request: **City of Pierz**
2. Project title: Trunk Highway 25/ Main Street Reconstruction Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000		

9. Project description and rationale:

This request is for one million dollars in state funding to re-construct State highway 25/Main Street in the City of Pierz, County of Morrison. This re-construction includes water main and service line replacement, storm sewer replacement, street lighting replacement, sidewalk replacement, curb and gutter replacement, and road surfacing. Pierz is projected to be in the financial position to dedicate funds to this project, which will be administered by Minnesota Department of Transportation's District 3A when construction begins in 2009. In order to provide a clear depiction of Pierz's financial capacity, our median annual income is \$28,000.00. Expenses such as water and sewer bills are high for residents (minimum of \$70.00 per customer, per month). With the City Council being aware of Pierz's modest nature and high rates, our 2007 net levy was \$280,515.00.

Minnesota Department of Transportation initially scheduled Pierz for a mill-and-overlay job in 2011 or beyond, and notified the City in 2006 with a mailed letter. After several meetings between the City Council and the Rich Prairie Sewer and Water District Board, a consensus was reached that infrastructure replacement on Main Street could not wait much longer. A comprehensive re-construction project needed to take place so as to avoid extensive road closures, utility service interruption, etc. Influencing the decision to move quickly was a DNR letter dated November 13, 2006 notifying Pierz that after conducting research, 53% of the water pumped through the city system is unaccounted for; there is a major undetected leak. Since the American Water Works Association recommends that no more than 10% of all water pumped through a city system should go unaccounted for, the City knew that it was in trouble and had to seek help. Unnecessarily pumping an extra 47.7 million gallons of water per year like Pierz did in 2005 will cause a treatment and pump system to age very rapidly. Rich Prairie believes that a major reason for this problem is water escaping out of the 70 year old water main underneath Main Street. Additionally, MN/DOT has conducted so many re-surfacing or "mill-and-overlay" jobs on Main Street that the middle of the road has developed a dramatic crown due to layers and layers of bituminous surface. MN/DOT has always deemed it sufficient to add on another layer of bituminous surface when T.H. 25 appeared a bit rough, and as a result the City is now left with both drainage and curb and gutter deterioration issues. If the suggested 2011 "mill-and-overlay" were to be conducted, it would only prove detrimental to local infrastructure. Pierz felt that the time has come for re-construction and concurrent Main Street revitalization in order for the area to survive.

The City Council began to invite representatives of MN/DOT to Pierz to discuss this issue in detail. Talks progressed, and MN/DOT agreed to move the project up to 2009 and administer a total Highway 25/Main Street reconstruction through the City as detailed above. The City is participating in cost-sharing efforts with MN/DOT on all phases of the re-construction except the water works replacement, which is solely a local project. The T.H. 25/Main Street re-construction project has both local and regional significance as Highway 25 serves as the central business district and the major thoroughfare for this City; T.H. 25 is also a commonly-used state highway with an elevated traffic volume.

20. Project contact person, title, and contact information:

Michael DeRosia, City Administrator  
City of Pierz.  
101 Main Street South, Box 367.  
Pierz, MN 56364.  
320-468-6471  
320-468-2759 (fax)  
Pierz@mywdo.com

1. Local government submitting the request: **Pope County, on behalf of the WCTCC multi-county consortium**
2. Project title: West Central Chemical Dependency Treatment Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$12,108		

9. Project description and rationale:

This request is for \$12,108,000 in State Funding to complete detailed operational programming/pre-design, design, construct, and equip a new sixty (60) bed chemical dependency and mental health treatment facility capable of serving the chemically dependent and mentally ill population within the region which demand treatment within a detention level security environment. The facility is anticipated to be located in the City of Fergus Falls, Otter Tail County, Minnesota.

#### Regional Impact:

Chemical dependency treatment needs continue to increase throughout the State of Minnesota while the region and State have focused significant efforts in providing chemical dependency treatment to their resident populations, and this treatment effort has and continues to show effectiveness in serving the ever growing need within the region, however, “pre-trial” and “post-trial” inmates incarcerated in detention facilities throughout the State represent a population which has been difficult to treat effectively and often are not reached by treatment at all. Though each county continues to place treatment in a high priority, availability of treatment staff (often unavailable to smaller counties), the difficulty of providing treatment within an operational county jail well trained for detention needs but inexperienced in chemical dependency treatment, and the challenges of providing effective treatment to only one or two individuals at a time all combine to create the challenges of effective chemical dependency treatment within any county detention environment.

Through the establishment of chemical dependency and mental health treatment program, this facility will work synergistically with existing non-detention secure and nonsecure treatment services and will serve a currently unmet need for the entire West Central Region and includes 11 partner counties: Becker, Clay, Douglas, Grant, Otter Tail, Pope, Stevens, Todd, Traverse, Wadena, and Wilkin.

#### Facility Need:

The Office of the Legislative Auditor (OLA) evaluated chemical dependency treatment programs in 2006 and refers to assessments completed by the Department of Corrections (DOC) on 4,000 inmates in 2004 that determined 64% of the prisoners were “chemically dependent” and another 25% were “chemically abusive.” In addition, the OLA reports on “Prevalence and Co-occurrence of Substance Use Disorders and Independent Mood Anxiety Disorders: Results From the National Epidemiology Survey on Alcohol and Related Conditions,” published in 2004. The study states 60% of the people with drug use disorders and 41% of the alcoholics seeking treatment in the previous 12 months had at least one mood disorder. The OLA surveyed community-based corrections directors and found that 96% favored stronger emphasis by substance abuse treatment programs “on addressing clients’ mental health needs.”

Based on the State-wide calculations by the OLA, 11 county region anticipates a total potential current need of an average daily population of 157 chemically dependent inmates. Specific facility population history assessments and current population surveys including a region wide assessment of all inmates present on May 30, 2007 clearly illustrate a likely chemical dependent inmate population of a total of 157,

with a total of 76 were inmates residing within the 11 county region and receiving no or limited chemical dependency treatment while incarcerated.

By pooling resources and operational capacities, the 11 county region will be capable of providing high quality chemical dependency and mental health treatment to this underserved population, resulting in reduced recidivism rates of these highest of repeat offender individuals.

#### **Facility Operational Vision**

The West Central C D Treatment Center would be designed to accept the full range of chemical dependent and mentally ill inmates from alcohol to methamphetamines, and from minimum security to super-maximum security classifications. Inmates may be post-judicated and sentenced to this facility and its treatment program, or they may be pre-trial inmates housed within the facility and exposed to group treatment or chemical dependency sensitive programming. Treatment staffing may be provided by treatment professionals currently operating in near-by non-detention treatment facilities and represent a compatible rather than overlapping service. Transportation to and from local holding facilities and courts for all inmate populations will be provided by facility transportation staff and would be coordinated with local court calendars. Treatment operations will account for extending treatment follow-up into local communities as individuals are re-integrated into their communities.

20. Project contact person, title, and contact information:

Riaz Aziz  
County Administration  
Pope County  
130 E. Minnesota Avenue  
Glenwood, MN 56334  
Phone: 320-634-5029  
Email: riaz.aziz@co.pope.mn.us

1. Local government submitting the request: **City of Princeton**
2. Project title: Joint Public Safety Building – incorporating:
  - a. Princeton Fire & Rescue Station
  - b. Princeton Police Department
  - c. Princeton Regional Emergency Operations Center
  - d. Equipment storage for Monticello Nuclear accident relocation and decontamination.
  - e. Satellite Office for Mille Lacs County Sheriff Department
  - f. Satellite Office for Mn. Highway Patrol
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$3,000		

9. Project description and rationale:

This request is for \$3,000,000 in state funding to construct a new public safety building to be the headquarters for police, fire, and emergency operations center and to store equipment for Monticello Nuclear accident relocation to be located in the City of Princeton, MN. This project has local, regional and statewide significance because of the following reasons:

**Local Significance:** Princeton police and fire stations are busting at the seams for space because of the added responsibilities of a growing service area and providing emergency relocation services for the Monticello nuclear power plant. The closest police departments are 14+ miles from Princeton. Accordingly, the Princeton Police Department is often called out for high priority police calls within a 345 square mile area. Both the fire and police departments have been making the best possible use of the facilities they have for years. Space limitations make additional modifications to existing buildings unreasonable and costly.

Princeton straddles Sherburne and Mille Lacs counties at the intersection of Highways 169 and 95. This area has seen explosive population growth in the last several years. However, Mille Lacs County is experiencing very little commercial/industrial growth and the Sherco Coal Plant will be dropping from Sherburne County's tax roles. This is putting a heavy strain on residential tax rates for both counties. Economic development is a strong priority for us to help remedy this disparity but it will take time.

The Princeton school district is overpopulated by 500 elementary school students and has been unable to pass a referendum to build a new elementary school. We are working on a plan with the school to reduce costs and address concerns voiced by voters to come up with a plan the voters will accept. It would be advantageous if the public safety building/EOC did not have to compete with the school district for property tax dollars. Additionally, the City of Princeton has many other significant public infrastructure projects that have strapped local financial resources, for example a \$19 million wastewater treatment facility, which would have been only \$13 million if not for circumstances beyond Princeton's control (MPCA lawsuit).

**Regional Significance:** Although the Fire Department is a local entity, its service area is growing. Station is approximately 40 years old but the department's responsibilities and training are much greater and trucks and equipment have dramatically increased in size in recent years. We choose to have two tankers because the nearest additional tanker is 12 miles away. We provide fire coverage for all or parts of five (5) townships in the three (3) counties surrounding Princeton. The fire department has to rent storage space for equipment and store additional equipment outside.

A new facility is needed not only to meet the City of Princeton's public safety needs, but also the needs of the region as we are a major emergency operations center for two distinctly different disaster plans; Monticello Nuclear Power Plant and flu outbreak. The nuclear power plant disaster plan calls for vehicle and people contamination. In order to be efficient with these activities, we will need three drive through bays that can each handle three cars at a time, allowing us to decontaminate nine vehicles at once. Another point of regional significance is that our fire department works closely with what is now the busiest air care helicopter in the four-state area, North Air Ambulance. It's busier than HCMC.

A new facility is needed in order to grant requests for training. Because of its central location, Princeton is frequently requested to host training events for local, county, and state agencies but has no space available. The training is critical for EOC's and relocation center activities. There are no other suitable facilities in the area.

**State significance:** State patrol dedicates several patrolmen to our area but has no processing area/office space for many miles – they are currently using a very small space in the Mille Lacs County Sheriff's office that does not fully meet their needs. These officers also use facilities in Princeton as well because of the location and the good relationship the departments share, but ours is not well suited either. We would love to more fully accommodate them.

20. Project contact person, title, and contact information:

Mark Karnowski, City Administrator  
City of Princeton  
705 2<sup>nd</sup> St N  
Princeton, MN 55371  
763-389-2040  
763-389-0993  
mark@princetonmn.org

1. Local government submitting the request: **City of Proctor**
2. Project title: (City of Proctor) Kirkus Street Sanitary Sewer & Drinking Water Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,499		

9. Project description and rationale:

This request is for \$1,498,770 for extensions of sanitary sewer and drinking water systems (mains) under a new Kirkus Street road and bridge over CN railroad tracks.

The project will also consist of the construction of approximately one mile of roadway along new alignment within the City of Proctor, establishing a critical east/west connector. Also included will be a new bridge structure crossing of the CN/DM&IR Railway tracks, which bisect the City.

The project has regional significance due to the fact that it will serve as a major urban collector connecting Boundary Avenue (CSAH 14) and Ugstad Road (CSAH 11). This will result in a reduction in traffic at the TH 2 and at-grade railway crossings on 2<sup>nd</sup> Street (CSAH 11), a minor arterial. The new route will also provide decreased travel distance by nearly two miles over the only other grade separated railroad crossing, which lies at the far south edge of the City. Plus, it will resolve an extreme public safety concern by providing a second entrance/exit to the Proctor Regional Recreational Center, home of ISD #704's football, baseball and soccer fields.

Sidewalk is to be provided along one side of the roadway, as well as on the bridge. The MN DNR has also expressed interest in funding a widening of the bridge structure to include a trail crossing. Water and sanitary sewer mains would also be extended with construction of the roadway.

This project is in the Duluth/Superior MIC 2025 & 2030 Long Range Transportation Plans as safety and flow transportation, connection improvements.

This project is highest priority in Proctor's 1997 and 2002 Comprehensive Plans and has been publicly discussed numerous times without opposition.

The Proctor wastewater is treated by using the present connection to the Western Lake Superior Sanitary District (WLSSD). Individual Sewage Treatment Systems (ISTS) are not practical in this area due to steep slopes and high water tables.

A decision has been made to construct this wastewater collection system while the roadway project is being done vs. waiting until development requires partial extensions. Many duplicate costs and impacts will occur with separate construction of utilities. An economic analysis can be made on the timing of the improvements, but a price cannot be put on repeated risks of environmental disturbance and other inconveniences.

Constructing water mains along the Kirkus Street corridor will greatly improve the flows and reliability of the City water system. It would create a loop by connecting the trunk line in the center of the corridor to the 2/3 mile long dead-end water main on Almac Drive. Connecting the 6-in. (to be replaced with a 10-in. diameter main) water main near Boundary Avenue to the trunk line in the center of the corridor will reduce the 2-mile long loop into two (2) 1-mile long loops.



Loops are required to increase system capacity, reduce chances of extended periods of no water service, plus result in increasing water quality and elimination of water stagnation.

20. Project contact person, title, and contact information:

John M Foschi, City Administrator  
City of Proctor  
100 Pionk Drive  
Proctor, MN 55810  
(218) 624-3641 phone  
(218) 624-9459 fax  
cityhall@ci.proctor.mn.us

Joe Litman, Project Engineer  
LHB  
21 West Superior Street  
Duluth, MN 55802  
(218) 727-8446 phone  
(218) 727-8456 fax  
joe.litman@lhbcorp.com

1. Local government submitting the request: **Ramsey county**
2. Project title: Battle Creek Winter Recreation Area
3. Project priority number (if the applicant is submitting multiple requests): 1 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,500		

9. Project description and rationale:

This request is for \$1,500,000 in State funding to design, construct and equip the Battle Creek Winter Recreation Area located in the City of St. Paul, Ramsey County, with a permanent snow-making system for cross-country skiing, snowboarding and sledding.

In 2005, the Minnesota Nordic Ski Association and the Minnesota Department of Natural Resources hosted a meeting of cross-country ski facility operators and advocates to discuss the status of Nordic skiing in the State in light of diminishing snow conditions. Participants agreed that the future of Nordic skiing in the State depends on predictable snow (i.e., cross-country ski snowmaking). Moreover, the presence of skiable cross-country ski snow in the metropolitan area is essential in order to maintain participation at greater Minnesota cross-country ski areas and events such as cross-country ski races. Subsequently, a subcommittee of the group, with Statewide representation, met and defined the following vision and mission for the Minnesota cross-country ski initiative.

VISION: Minnesota will become America's #1 Nordic ski destination.

MISSION: To establish multiple cross-country ski venues for all levels of skiing in the Twin Cities metropolitan area with lighting and snowmaking capability.

The subcommittee identified Battle Creek Regional Park as a priority site for snowmaking. The area is a well-established regional cross-country ski area, has excellent highway access, is located within minutes of downtown St. Paul and is currently the venue of choice for sectional and regional high school cross-country ski competition. Battle Creek was the host site for the American Cross-Country Skiers National Masters Ski Race in 2000. This highly successful event was planned again in 2005, but cancelled due to lack of snow.

Battle Creek Regional Park is a 1440 acre park located in the cities of St. Paul and Maplewood. The park is owned and operated by Ramsey County. There are currently 14 kilometers of cross-country ski trails within the park, 3.8 kilometers of which are lighted. The project will install a permanent snowmaking system on 2.5 kilometers of the lighted ski trail, a teaching/training area for downhill skiing and snowboarding and a recreational sledding area. The snowmaking system will be designed with sufficient capacity to establish a cross-country ski trail with an 18-inch base of snow over a period of 7 to 10 days at temperatures of 27 degrees F or less. Key elements of the system will include construction of a reservoir to cool the water for efficient snowmaking; pumping station and high pressure welded steel pipe and hydrants to distribute water; electrical connections and fixtures for snowmaking; portable snowmaking guns and grooming equipment to grade the snow; handle-style rope tow for downhill skiing and snowboarding and a seasonal building to house the pumping station and equipment. The project has broad support from recreational cross-country skiers, area school districts, local and national ski race directors, the St. Paul Convention Bureau and potential corporate sponsors.

20. Project contact person, title, and contact information:

Greg Mack, Director of Parks and Recreation, Ramsey County Parks and Recreation Department,  
2015 North Van Dyke Street, Maplewood, MN 55109  
Phone: 651-748-2500; Fax: 651-748-2508; email: Greg.Mack@co.ramsey.mn.us

1. Local government submitting the request: **Ramsey county**
2. Project title: Lower Afton Trail Extension
3. Project priority number (if the applicant is submitting multiple requests): 2 of 3
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$450		

9. Project description and rationale:

This request is for \$450,000 in State funds to design and construct a paved bicycle/pedestrian trail on the north side of Lower Afton Road between McKnight Road and Point Douglas Road. The project is located in Ramsey County within the City of St. Paul. The trail provides a regional connection between the heavily-populated neighborhoods within the cities of St. Paul, Woodbury and Maplewood to the National Great River Park. This trail segment represents the “missing link” for a trail network that has been constructed over a number of years by various agencies.

In 2006, the Minnesota legislature appropriated \$321,000 to Ramsey County for design and construction of a bicycle/pedestrian paved trail on the north side of Lower Afton Road between Century Avenue and McKnight Road. The total construction cost of the project was \$755,000. Local contributions to this project included \$100,000 from the City of Maplewood and \$334,000 from Ramsey County. In addition, Ramsey County provided the design and engineering services as well as contributed right-of-way for the project. The project incorporates innovative sustainable design practices in construction including significant use of recycled products and use of tear-off shingle scraps in the hot mix asphalt used for the bituminous surface. The project will be constructed in 2007.

In 2008, Ramsey County and Washington County will begin reconstruction of Century Avenue located at the east end of the current project. The Century Avenue reconstruction will include a bicycle/pedestrian trail from I-494 to I-94. This north-south arterial trail will connect to a number of local trails within Washington and Ramsey counties resulting in an extensive network that will be greatly enhanced by the proposed 1-mile “missing link” connection between McKnight Road and Point Douglas Road. The trail network will provide local and regional connections to the Mississippi National Great River Recreation Area and various trail opportunities planned or constructed within this National Great River Park.

20. Project contact person, title, and contact information:

Greg Mack, Director of Parks and Recreation, Ramsey County Parks and Recreation Department,  
2015 North Van Dyke Street, Maplewood, MN 55109  
Phone: 651-748-2500; Fax: 651-748-2508; email: Greg.Mack@co.ramsey.mn.us

1. Local government submitting the request: **Ramsey county**
2. Project title: Tamarack Nature Center – Destination for Discovery
3. Project priority number (if the applicant is submitting multiple requests): 3 of 3
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$745	\$1,250	\$1,250

9. Project description and rationale:

This request is for \$745,000 in State funding to support design, development and construction of high-priority “Destinations” within TNC, including a nature play area, woodland play stream, children’s garden, outdoor multi-use pavilion (with restrooms), as well as associated parking and access improvements. TNC is a 320-acre facility located in White Bear Township, Ramsey County.

TNC is involved in a multi-year project entitled “Destination for Discovery.” The central purpose of this project is to redirect TNC from the role of a traditional nature center towards becoming a more active, vital regional center for community engagement that uses the arts, humanities, sciences, adventure and play to connect people to nature.

The re-direction for TNC is inspired, in part, by Richard Louv’s book Last Child in the Woods: Saving our Children from Nature-Deficit Disorder (2005). Ramsey County is committed to taking the lead to ensure that “no child is left inside,” and the Destination for Discovery project is designed as a statewide model on how to recreate opportunities for children and families to freely play and explore in nature.

In 2007, Ramsey County completed an updated Comprehensive Plan that included an interpretive plan, site plan and exhibit plan to support TNC’s strategic direction of “Destination for Discovery.” The plan identifies an array of specific destinations within the 320-acre Nature Center designed to encourage exploration and interaction with nature. These destinations will enhance programs and encourage self-directed discovery of the natural world. The project is designed to be implemented in multiple phases, with the Phase I proposed for 2008.

Phase I project includes:

1. Design development, surveying, engineering and construction documents for Phase I of project (\$194,000) – Refine and finalize plans for the nature play area, woodland play stream, children’s garden, outdoor multi-use pavilion (with restrooms), expanded parking and pedestrian access.
2. Construction of Nature Play Area, Woodland Play Stream, Children’s Garden (\$968,00) – The nature play elements (tree trunks, upside down trees, stumps, hills, hallows, and boulders) will be connected by paths set among existing oak trees, shrubs and patches of grasses and forbs. A small pavilion, with restroom, will provide shelter and a place for parents to gather and watch their children play. A natural-looking channel of water will cascade and meander through the play area offering areas in which to play, experiment and observe flowing water. Water flowing from the stream will be piped to a shallow pond outfitted with stepping stones. The water from the stream will be recycled into a cistern located in the proposed children’s garden and potting shed where children and families together will care for plants and explore people’s role in nurturing plants. Reusable resources will be discovered, as stored water from the stream will be used for irrigating the garden.

3. Parking Lot Expansion, Access Improvement (\$328,000) – Phase I will include a parking lot expansion (30 spaces) and construction of a drop off area to accommodate increased visitation by young children and people with physical limitations. This phase will also include paved trail connections between parking lots, the Nature Center, nature play area and children's garden.

20. Project contact person, title, and contact information:

Greg Mack, Director of Parks and Recreation, Ramsey County Parks and Recreation Department,  
2015 North Van Dyke Street, Maplewood, MN 55109  
Phone: 651-748-2500; Fax: 651-748-2508; email: [Greg.Mack@co.ramsey.mn.us](mailto:Greg.Mack@co.ramsey.mn.us)

1. Local government submitting the request: **Ramsey County Regional Rail Authority**
2. Project title: Minnesota's Union Depot Multi-Modal Transit Hub
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$9,000	TBD	TBD

9. Project description and rationale:

This bonding request is for \$9 million in state funding to match already approved federal funding of approximately \$52 million for the Union Depot Multi-Modal Transit Hub. This funding will be used to acquire land, design and reconstruct the facility to accommodate Amtrak, transit and interstate buses. Future phases will provide facilities for commuter rail and intercity train service. The facility is on the National Register of Historic Places. It was designated as a project of national or regional significance by Congress in the current transportation legislation (SAFETEA-LU). As a multi-modal transit hub, the Depot will serve citizens from throughout the state.

20. Project contact person, title, and contact information:

Kathryn Fischer, Director  
Ramsey County Regional Railroad Authority  
50 West Kellogg Boulevard, Suite 6560  
Saint Paul, MN 55102  
(651) 266-2762 – Phone  
(651) 266-2761 – Fax  
Kathryn.fischer@co.ramsey.mn.us

1. Local government submitting the request: **Ramsey County Regional Rail Authority**
2. Project title: Rush Line Corridor
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000	TBD	TBD

9. Project description and rationale:

This bonding request is for \$1 million in state funding to acquire land, design, and construct park-and-ride lots located along the Rush Line Corridor along I-35E/I-35 and Highway 61 from downtown St. Paul's Union Depot Multi-Modal Hub to Hinckley. This corridor is 80 miles, and covers five counties of Ramsey, Washington, Anoka, Chisago, and Pine. Traffic is growing at an increasing rate, as is traffic congestion along the corridor, and is expected to double in 20 years on I-35. This project has both local and regional significance as the park-and-ride lots are seen as a means to provide commuters with a transportation choice besides driving alone.

20. Project contact person, title, and contact information:

Kathryn Fischer, Director  
Ramsey County Regional Railroad Authority  
50 West Kellogg Boulevard, Suite 6560  
Saint Paul, MN 55102  
(651) 266-2762 – Phone  
(651) 266-2761 – Fax

1. Local government submitting the request: **Red Rock Corridor Commission Joint Powers Board**
2. Project title: Red Rock Corridor Transitway
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,000	Unknown at this time	Unknown at this time

9. Project description and rationale:

The \$2 million in state funds will be used for design, property acquisition, construction and matching federal funds for park and ride/pool lots and buses along the Red Rock Corridor, including Goodhue County.

The Red Rock Corridor is locally and regionally significant. It runs parallel to U.S. 61 and I-94, which are principal arterials and part of the National Highway System and Interstate Highway System respectively. Additionally, the Canadian Pacific Railway and Burlington Northern Santa Fe mainlines parallel the corridor and connect the Twin Cities and Minnesota to Chicago and Seattle/Vancouver. Within the Red Rock Corridor, these freight rail corridors handle 4% of nation's freight railroad traffic. Finally, the Red Rock Corridor is also the same corridor utilized by Amtrak's Empire Builder and the proposed Midwest Regional Rail System allowing improvements in High Speed Rail to benefit Red Rock and vice versa.

The Red Rock Corridor is well positioned to provide convenient access from the suburbs to/from the central cities. It will utilize the St. Paul Union Depot Multi-modal hub as its downtown St. Paul station where it will connect to the Central Corridor Light Rail and to other Transitways corridors including the Rush Line. In Minneapolis it will utilize the multi-modal station about to be constructed on the North side of downtown where Northstar Commuter Rail and Hiawatha Light Rail will meet.

In addition to its downtown connections, the Red Rock Corridor will connect Southeast Metro and Southeast Minnesota residents to the I-494 business strip in Bloomington, the University of Minnesota, and the Minneapolis/St. Paul International Airport. The importance of the corridor is further supported through the inclusion of it in the Minnesota Department of Transportation's Commuter Rail System Plan and in the Metropolitan Council's 2030 Transportation Policy Plan.

20. Project contact person, title, and contact information:

Mike Rogers  
Associate Transportation Planner  
Washington County  
11660 Myeron Road North  
Stillwater, MN 55082  
651-430-4338  
Michael.rogers@co.washington.mn.us

1. Local government submitting the request: **Red Rock Corridor Commission Joint Powers Board**
2. Project title: Midwest Regional Rail System - High-Speed Rail Corridor
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2



## 7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$10,000	Unknown at this time	Unknown at this time

## 9. Project description and rationale:

The \$10 million in state funds will be used for design, property acquisition, construction and matching federal funds for completion of Design, Property Acquisition, and Construction of High Speed Rail in Minnesota.

The Midwest Regional Rail System (MWRRS) runs for approximately 130 miles through the state connecting St. Paul to Chicago. Station stops in Minnesota include St. Paul, Red Wing, and Winona. Feeder bus would also connect Duluth, St. Cloud, Mankato, and Rochester to the stations along the rail corridor.

The MSRRS will utilize existing rail rights-of-way shared with freight and commuter services to connect Minnesota with 8 other Midwestern states. By being part of a regional system, Minnesota is provided with the opportunity for efficiencies and economies of scale including better equipment utilization, more efficient employee and crew utilization, and train equipment unit cost savings resulting from volume discounts.

The primary purpose of the MWRRS is to meet current and future regional travel needs through significant improvements to the level and quality of passenger rail service. The rail service and its stations will also provide a stimulus for joint development in communities served by the system.

**MWRRS Elements**

Use 3,000 miles of existing rail rights-of-way to connect rural, small urban, and major metropolitan areas  
Operation of a 'hub and spoke' passenger rail system providing service to and through Chicago to locations throughout the Midwest

Introduction of modern train equipment operating at speeds up to 110mph

Provision of multi-modal connections to improve the system access

Improvement in reliability and on-time performance

## 20. Project contact person, title, and contact information:

Mike Rogers  
Associate Transportation Planner  
Washington County  
11660 Myeron Road North  
Stillwater, MN 55082  
651-430-4338  
Michael.rogers@co.washington.mn.us

1. Local government submitting the request: **City of Richmond**
2. Project title: Richmond Wastewater Treatment Facility Expansion
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,500		

9. Project description and rationale:

This request is for \$1,500,000 in state funding to assist in the financing of the Richmond Wastewater Treatment Facility (WWTF) Expansion. This project was needed because:

- Existing facility is more than 35 years old. The City has done all it can with the existing facilities and with the budget they have to work with.
- Plant influent frequently exceeds permitted capacity
- Biosolids treatment and storage is currently inadequate
- Treatment violations and fines have been incurred
- We need to protect the Sauk River and Horseshoe Chain of Lakes watershed

The City of Richmond evaluated several alternatives before selecting a desired solution. They looked at:

- A new treatment plan at a new site
- Expansion/improvements at existing site with
  - Package plant process
  - Oxidation ditch process
  - Sequencing batch reactor process
- Pump to Cold Spring's wastewater treatment plant and treat it there

After reviewing the five options described above, the City chose the expansion/improvements at existing site with an oxidation ditch process. This was identified as the most cost-effective solution to address Richmond's wastewater problems.

This project has regional significance due to the fact that Richmond's wastewater treatment plant discharges to the Sauk River just as it enters the Horseshoe Chain of Lakes, noted as one of the most complex lake/watershed areas in the state. The Sauk River is on the Minnesota Pollution Control Agency's list of impaired waters. It is designated with a fecal coliform contamination. This project will help to reduce the negative impact on the Sauk River. Additionally, the City is within 25 miles of St. Cloud potable water source. What happens "up stream" in Richmond impacts all those who are "down stream."

The project was constructed in 2006-07 and is nearly complete. The City received a low-interest loan from the Public Facilities Authority to finance this \$9 million+ project. The city put a financing plan in place to pay off that debt, which balanced payment coming from existing residents (fixing existing WWTF problems) and growth from new residents (additional capacity). The growth component used a modest new housing permit figure of 20 new homes/year. However, even that modest number has not been seen due to the unusually weak housing market. Thus, the City is in need of financial assistance so that existing residents are not financially strapped any further. Already they have had to pay a \$4,950 assessment and they have seen their sewer usage increase to \$7.50 per 1000 with a \$14.50 base fee. Using 250 gallons per day, this results in average monthly sewer bills of \$70.75 for Richmond residents. This compares to area average monthly sewer bills of \$20-\$35.

20. Project contact person, title, and contact information:

Dan Coughlin, City Administrator  
City of Richmond  
PO Box 400  
Richmond, MN 56368-0400  
(320) 597-2075  
(320) 597-2975 (fax)  
danc@ci.richmond.mn.us

1. Local government submitting the request: **City of Rochester**
2. Project title: Mayo Civic Center Expansion
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$37,500		

9. Project description and rationale:

This appropriation request is for \$37.5 million for the design and construction of a convention center expansion and remodeling of portions of the Mayo Civic Center in Rochester. Expanded convention facilities will allow the Mayo Civic Center to improve the quality of its meeting spaces and capture a greater share of the Upper Midwest convention business. This will result in a substantial economic impact to this region and the State of Minnesota. The expanded meeting facilities will also permit the civic center to free up more dates to accommodate a greater share of regional sporting events and musical presentations.

The expectations of today's meeting and event planners include the latest in plug-and-play technology in spacious facilities that have a hotel-like level of quality and finish. As these facilities begin to age, the demands of meetings and events surpasses the ability of the venue to meet those demands, especially in the target market areas of conventions and entertainment.

As a result, the Mayo Civic Center today sits at a crossroads. It has the potential to attract new businesses in the medical and high technology segments of the marketplace, but only if the facility is expanded and significantly upgraded in quality. A lack of available dates, a large highly finished ballroom, an inadequate number of breakout meeting rooms, technology capabilities, and undersized venues all prevent the Civic Center from adequately accommodating a contemporary meeting. In addition, the Presentation Hall needs a renovation to accommodate convention activities and other events.

In Rochester, Minnesota, it is estimated that due to the lack of dates, the lack of facilities and the appropriate level of finish, the community misses a potential annual economic impact of \$6.2 - \$7.8 million in direct spending and \$12.5 - \$15.8 million in total spending from lost conventions. In addition, at least 78 different events were turned away in 2006 due to facility inadequacies – 55% of those events involved national or international visitors.

However, many opportunities exist for new meeting and event business. Rochester is in an excellent position to attract regional conventions/events of 1,000 people to the state and has the hotel, parking, restaurant and transportation infrastructure to support these events. Very few venues in the region have the facilities or level of finish to satisfy these events. In order to meet the demands for event dates, the expansion should provide opportunities to host simultaneously two events of 1,000 people each.

The presence of the Mayo Clinic and its expanding need for high technology medical meetings could be a large source of potential bookings. Other events supporting the medical, bioscience, hotel, restaurant and retail sectors have indicated an interest in holding their meetings in the Civic Center.

The University of Minnesota – Rochester and its biomedical sciences, medical and education-related courses will create a demand for off-campus meeting and seminar facilities beyond their regular campus.

Expanded meeting facilities will also open up dates for additional cultural, sporting and entertainment events in the existing spaces. In addition, strong bookings today confirm the need for expansion of the current facilities.

20. Project contact person, title, and contact information:

Gary Neumann  
Assistant City Administrator  
City Hall  
201 4<sup>th</sup> Street SE  
Rochester, MN. 55904  
Phone: (507) 328-2000  
FAX: (507) 328-2727  
Email: gneumann@ci.rochester.mn.us

1. Local government submitting the request: **City of Rockford**
2. Project title: Rockford Flood Control Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,550		

9. Project description and rationale:

The City of Rockford is planning on upgrading our flood control levee by making it wider, removing the trees, creating maintainable side slopes, stabilizing the river bank along the Crow River in Wright County and acquiring two residential flood plain properties for an estimated project cost of \$1,550,000.

The Rockford levee needs to be raised and widened to 10 feet across at the top; trees must be removed that allow flood waters to channel out through the root system. The south portion of the levee needs to be moved inland from the Crow River and 2 residential homes must be removed to accommodate moving the levee. The steep slopes along the south edge of the Crow River that have eroded will be protected by adding rip rap to the toe of the slope along the river.

Storm sewer outlets along the levee need to be upgraded and riprap installed. The existing levee protects an estimated \$4,000,000 of structure's which is mostly our historical downtown area and some residential property. The project is important to both the city and the numerous recreational users of the Crow River because it will preserve the scenic character of the river while providing adequate protection to the city.

20. Project contact person, title, and contact information:

Nancy Carswell, Administrator  
 6031 Main Street  
 Rockford, MN  
 Phone: (763) 477-6565 ext. #22  
 FAX (763) 477-4393  
 Email: nancyc@cityofrockford.org

1. Local government submitting the request: **This request is being submitted by the City of Rockville. The cities of Richmond and Cold Spring support this request, and serve equally on the Rocori Trail Committee.**

2. Project title: Rocori Trail

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,020		

9. Project description and rationale:

This request is for \$2,020,035 in state funding to construct the Rocori Trail that is proposed to be a separated, ADA compliant bicycle/pedestrian trail along the BNSF railroad corridor and will connect the cities of Richmond, Cold Spring and Rockville in Stearns County. This request has local, regional and state significance in the following ways:

#### Local Significance:

The local significance of the Rocori Trail System is that it will provide an alternative mode of transportation in the Central Minnesota region, and health and recreational benefits for users. Once completed, the Rocori Trail will connect all three cities in the Rocori School District, Rockville, Cold Spring and Richmond; and two townships. This will decrease reliance on automobiles and allow young and old to bike or walk from one city to another – to the schools, business districts, and points of interest that each community has to offer. The trail will also be used for health and recreational benefits.

This project will improve existing trail conditions by 100% as there are no separated facilities for bicyclists and pedestrians between these three communities. A very busy State Highway 23 connects the three cities and residents are forced to use their vehicles to get from one place to another. A separated trail will provide them with the option of bicycling or walking to their destination. Cold Spring, middle of the trail, is only 5 miles from both Richmond and Rockville.

#### Regional Significance:

This will be a regional trail and usage will go beyond the residents of the three cities and two townships. Connections from the Rocori Trail to existing and future trail systems in the region will be relatively easy. It is envisioned that this trail will:

- Become part of the State's Glacial Lakes Trail System (Willmar to Richmond).
- Extend eastward through Waite Park into St. Cloud to connect to the Beaver Island Trail.
- Extend northward to St. Joseph to connect to the Lake Wobegon Trail

The proposed project meets Stearns County, City of Richmond, and City of Cold Spring comprehensive plan goals and objectives, and the trails initiative in the City of Rockville. Stearns County Parks Department has been very involved with the Rocori Trail planning efforts. They are planning to pick up where our trail leaves off (east side of Rockville) and extend the trail eastward into St. Cloud and connect to the Lake Wobegon Trail and the Beaver Island Trail.

#### State significance:

As mentioned above, the vision is that the Rocori Trail will become part of the state's Glacial Lakes Trail System. The Rocori Trail includes in its membership representatives from the Minnesota Department of Natural Resources (DNR) who have provided input from the early stages of planning. The DNR's master plan for the Glacial Lakes Trail System envisioned that the trail would extend eastward all the way into St.

Cloud and Quarry Park. The proposed Rocori Trail would further DNR's vision of making that ultimate connection to Quarry Park.

20. Project contact person, title, and contact information:

Rena Weber, City Administrator  
City of Rockville  
229 Broadway Street East, P.O. Box 93  
Rockville, MN 56369  
Phone: (320) 229-5879  
Fax: (320) 240-9620  
Email: RWeber@RockvilleCity.org



1. Local government submitting the request: **City of Roseau**
2. Project title: Roseau East Diversion Flood Control Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$10,900		

9. Project description and rationale:

This request is for \$10,900,000 in state funding to acquire land, pre-design, design, construct, furnish and equip a river diversion project on the Roseau River for flood control purposes the flood control works will be located in Roseau County, in the City of Roseau and the adjacent townships of Jadis and Spruce.

The East Diversion Flood Control Project has been designed by the U.S. Army Corps of Engineers and has been approved by U.S. Army Corps of Engineers for construction. Project authorization and a \$14,000,000 appropriation is included in the 2007 U.S. House of Representatives and U.S. Senate Water Resources Development Act (WRDA) and is identified as a high priority project by the St. Paul District Corps of Engineers. A final WRDA bill needs to be developed in conference committee and approved.

The project has a cost-benefit ratio of \$3 in benefits for each \$1 in costs. Furthermore, the project will take 99% of the City of Roseau out of the 100-year floodplain and significantly reduce the probability of catastrophic flooding in the future. In 2002, three quarters of the City of Roseau was devastated by flooding from a flood measured as a 500+ year event. Modeling has indicated that had the diversion project been in place for this flood event the existing river channel and the diversion would have conveyed the flood water past the city with minimal damages. However, without the project the city experienced a catastrophic flood resulting in public and private damages well over \$100 million. Extensive State and Federal funds were needed to rebuild Roseau post-flood and the East Diversion Project will protect all of the investment made by the State and Federal government from future flood events.

The East Diversion project has local, regional and statewide significance because the project is necessary to protect the investments made in this community. Without assurance that reasonable flood protection exists in the community residents and industry (Polaris Industries) may choose to move to other locations (possibly out of State). Roseau is the primary regional trade, healthcare, government and employment center for the Lake of the Woods region. This project is necessary to maintain investment in our city, region and State by residents and major industry.

20. Project contact person, title, and contact information:

City of Roseau: Todd Peterson, Community Development Coordinator  
 121 Center Street E; Suite 202;  
 P.O. Box 307; Roseau, MN 56751  
 Phone: (218) 463-5003  
 Cell: (218) 689-0047  
 FAX: (218) 463-1252  
 Email: [tpetersn@mncable.net](mailto:tpetersn@mncable.net)

1. Local government submitting the request: **City of Roseville**
2. Project title: Guidant John Rose Minnesota OVAL
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$695	TBD	TBD

9. Project description and rationale:

This request is for \$695,000 in state funding to design, construct, furnish and equip multiple improvements to the Guidant John Rose Minnesota OVAL located in Roseville, Minnesota.

The Minnesota OVAL was built in 1993 with funds from the State of Minnesota and the City of Roseville. This request is due to the unexpected unusually high costs of operation and capital needs of a massive facility of this type. It has become too large of a financial burden for the City of Roseville to continue alone. The City of Roseville requests the participation from the State of Minnesota to assist in the continued operation of this joint project and asset to our state through financial participation in capital projects funding. The specific request is for assistance with the much needed capital needs.

In 2006 a similar request for \$960,000 was made to the State of Minnesota and \$500,000 was graciously granted. The grant was very much appreciated. It was understood that there were many requests at that time necessitating the need to grant a lesser amount. This specific request for 2008 is for the remaining projects that were not funded in 2006 plus one additional much needed project, including inflationary amounts and considering the Construction Cost Index.

The Guidant John Rose Minnesota OVAL was constructed as a partnership between the State of Minnesota and the City of Roseville. This world class facility has established itself as one of Minnesota's most visible venues for regional, national and international events. 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. The Guidant John Rose Minnesota OVAL offers a wide variety of recreational opportunities including: ice speed skating, ice hockey, public ice skating, ice bandy, in-line hockey and speed skating, aggressive sports (inline skating, skateboarding, biking/ blading/ boarding ramps) and one of the largest family New Year's Eve party in the Metro area.

The intended use of the facility at the time of construction was of regional significance and it has proven itself in that category. The Guidant John Rose Minnesota OVAL has been host to many regional, national and international events including multiple World Junior Speed Skating Championships, World Cups in Speedskating and Bandy plus the annual America's Cup, John Rose Cup, Junior National Long Track Speed Skating Championship, St. Paul Winter Carnival Events, etc.. Recreational skating draws more than 1000 participants at any one session from the entire metro area and the State of Minnesota.

In 2004, the Guidant John Rose Minnesota OVAL experienced major mechanical issues that prevented the use of artificial ice. This problem has been temporarily resolved through corporate philanthropy, but the issue of long term capital funding needs has not yet been resolved.

The Guidant John Rose Minnesota OVAL serves a great number of patrons from outside of the City of Roseville. It is estimated that as many as 60% - 70% of the regular users are from the greater Twin Cities metro area and out state Minnesota or the greater Midwest proving it truly as a state and regional facility.

We believe that it is imperative and in the best interests of Roseville and Minnesota residents that the state of Minnesota and the City of Roseville work cooperatively to ensure the success of the Guidant John Rose Minnesota OVAL. It is a tremendous facility, extremely well utilized by all of our constituents and an asset not only for the State of Minnesota but for a draw and recognition nationally and internationally. To ensure this facilities future it is imperative that the State of Minnesota be involved financially with capital items. It has become too big of a burden for the Roseville taxpayers to go it alone.

We believe that continued joint participation by the of the State of Minnesota and the City of Roseville on this jointly funded and constructed Guidant John Rose Minnesota OVAL will continue to further strengthen our cooperative relationships and result in better services to our constituents.

20. Project contact person, title, and contact information:

Lonnie Brokke, Director of Parks and Recreation  
2660 Civic Center Drive  
Roseville, MN 55113  
651-792-7101 (w)  
651-792-7006 (f)  
lonnie.brokke@ci.roseville.mn.us

1. Local government submitting the request: **City of Sartell, MN**
2. Project title: Land acquisition for parkland
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$4,000	0	0

9. Project description and rationale:

This request is for \$4,000,000 for land acquisition for parkland to meet the comprehensive plan goals adopted in 2003 addressing parks, recreation, and the environment. There are four properties of interest that have been identified through planning studies. The first priority for land acquisition is the Dehler property, which will provide 60 acres for a regional park. The total cost of acquiring the Dehler property is \$8,000,000; this request seeks state assistance to fund half of this acquisition cost. Community members have been in support of acquiring property for parkland for both passive and active needs. Sartell has an impressive history of comprehensive planning. There have been numerous planning studies undertaken in the past several years - some of which have centered on preserving the natural open space character of the city. In 1998, the city adopted the Parks and Trails Master Plan and in 2003 they adopted the Comprehensive Plan. More recently, in June of 2006, St. Cloud State University Survey Institute conducted a survey for the City of Sartell to assist the city in assessing the community's level of support for continuing the collection of the half-cent sales tax that has been in place since 2002. The sales tax that has been collected thus far has helped fund land acquisition, park development and upgrades. Survey findings indicated a high level of support for park and recreation amenities. In fact, 89 % of residents rated funding for land acquisition for natural areas, open spaces and nature parks as important or very important.

In 2006, a natural resources inventory (NRI) was completed and identified the Dehler property as being environmentally significant. In 2006, the city adopted an Environmentally Sensitive Area (ESA) ordinance which directly relates to the mapping completed in the NRI. Recently, the ESA map was amended changing the importance level of the Dehler property that is presently a part of an Alternative Urban Areawide Review (AUAR). As part of the mitigation measures, the ESA map was required to be amended. The property is located along the Sauk River and has been identified as having natural features listed as most important. This would be a passive park used for walking and bird and nature observation. Acquiring this property would also allow the city to potentially connect to St. Cloud's Whitney Park. The Dehler property is in LeSauk Township and would be annexed into the City of Sartell as part of the orderly annexation agreement.

Over the last 20 years, Sartell has seen considerable growth: Sartell's population increased 181% between 1980 and 2000. The development that has been occurring has put more pressure on the land resources. In 2007, with an estimated population of 14,000, growth pressure continues to mount and the city has actively attempted to manage it through various means with varying levels of success. As land becomes increasingly scarce, the visual and environmental impact of development has become more obvious and of concern to residents. Managing development in a manner that is consistent with community values is of paramount importance to citizens. Sartell is located within the St. Cloud Metropolitan Statistical Area (MSA) and in 2000, the St. Cloud MSA was 167, 392. Because of the close geographical proximity to St. Cloud, Sauk Rapids, St. Joseph, and Waite Park, Sartell serves a regional base of residents as well as visitors from beyond. The area is forecasted to have a continued strong and steady growth rate so the need to preserve open space for a regional park in the immediate future is evident.

20. Project contact person, title, and contact information:

City of Sartell  
Anita Rasmussen, Planning and Community Development Director  
125 Pine Cone Road North  
PO Box 140  
Sartell, MN 56377-0140  
Phone: (320) 258-7306  
Fax: (320) 253-3337  
Email: anita@sartellmn.com

1. Local government submitting the request: **Scott County, Minnesota**
2. Project title: Regional Public Safety Training Facility
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,200		

9. Project description and rationale:

This request is for \$3,200,000 in state funding to complete the design work, refurbishing of existing spaces, the construction of new spaces, and the purchase of furnishings and equipment for the Regional Public Safety Training Facility. In response to a request in 2006 for \$4,200,000, the State provided an initial \$1,000,000 that was combined with \$5,000,000 in local funding to move the project forward. The project is nearing completion of the initial phase of the project, and this request will fund the remaining work.

Presently, there are few facilities within the State of Minnesota where the various public safety providers and emergency responders (e.g., fire, law enforcement, hazardous material teams, public works, et cetera) are able to train independently and/or collectively. While several larger cities within the metropolitan area own and operate independent fire and/or police training sites, there are no combined training facilities (with the possible exception of Camp Ripley). In addition, within most of the smaller counties -- such as Scott, Carver, Nicollet, Sibley, and LeSueur Counties -- there are few live fire ranges available for law enforcement training and qualification. As a result, many departments either provide limited training, often at unlicensed and poorly equipped sites, or forego critically needed training altogether.

In 2004, the Scott County Association for Leadership and Efficiency (S.C.A.L.E.) commissioned a study to assess both the need for and feasibility of a possible combined training facility that could support all aspects of public safety. This study concluded that there is substantial need, and -- by combining the training requirements of the fire departments, law enforcement agencies, public works and/or transportation departments, emergency medical services, and public utility departments into a single facility -- such a facility would provide not only more efficient and economical training, but also more comprehensive and integrated training and services.

While the improved cost-effectiveness is important, the lack of facilities and the functional shortcomings of many of the existing training facilities make the need for an improved training facility even more pressing. Most departments have no efficient means of conducting scenario training (involving multiple responders for many emergencies, including large commercial or high-rise fires, emergencies involving hazardous materials, high-angle and confined space rescues). Moreover, many of the existing training activities take place in facilities that fail to meet any type of training standards for live burn exercises and joint operations.

This Regional Public Safety Training Facility will provide a resource within -- yet on the outskirts -- of the Twin Cities metropolitan area for specialized and legally required training, and would constitute a resource that could meet the needs of many agencies both within and outside the metro area (including, but not necessarily limited to, Scott, Carver, Sibley, Nicollet, and Le Sueur Counties). Much of the training equipment that will be provided at this facility is cross-functional; a variety of departments (e.g., fire, police, and public works) require training for tunnel extractions and elevated tower operations, including rescues.

In 1999, the Minnesota Legislature directed the Commissioner of Public Safety to initiate a process for the development of plans and strategies to be used in assess proposals for funding of regional training facilities. In complying with the legislature's directive, the Commissioner developed a task force, conducted a series of meetings with various agencies, and issued two reports. The general recommendations provided to the Legislature included:

- A regional proposal must address all of the needs of the regions for State, Federal, and local training requirements;
- Multi-jurisdictional commitments;
- Regional funding to provide 50 percent of construction costs;
- Regional funding to provide 100 percent of operational costs;
- Identified need, service area, and student populations;
- Specialized training that will be offered exclusively within the region;
- Preference given to proposals for collaborating cities and counties;
- Consideration and inclusion of state college resources;
- Address law enforcement, fire, and emergency medical training needs; and
- Re-use of existing facilities.

The Regional Public Safety Training Facility being built by the Scott County Association for Leadership and Efficiency (SCALE), and its regional partners not only meets but, in many respects, exceeds the recommendations made to the Legislature. The facility will be able to address all of the police, fire, and EMS needs within the region and incorporates added uses that will bring in public works providers – an often overlooked component of large scale public safety responses. It has wide support within the region; is being collaboratively developed, designed, constructed and operated by multiple counties and cities; has included college resources within the region (both in planning and operations); reuses existing infrastructure and facilities; and clearly meets the required funding from the regional partners.

The site is owned by Scott County, and it is conveniently located just off of Highway 169 – thus readily accessible to an array of cities and counties within the region. In planning for this facility, Scott County and the other members of S.C.A.L.E. anticipated that it would be a comprehensive, regional resource; as such, the site includes a wide variety of training options, combined with kitchen, laundry, shower, and lodging facilities that would both support and encourage use by a wide range of governmental units.

20. Project contact person, title, and contact information:

Gary L. Shelton, Deputy County Administrator  
200 West 4<sup>th</sup> Avenue  
Shakopee, MN 55379  
952-496-8105  
gshelton@co.scott.mn.us

1. Local government submitting the request: **City of Silver Bay**
2. Project title: Streets & Related Infrastructure Repair
3. Project priority number (if the applicant is submitting multiple requests): 1 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$650		

9. Project description and rationale:

This request is for \$650,000 in State Funding to repair Streets & related infrastructure due to deferred repairs from negative impacts of multiple Mine shutdowns & layoffs over the years & now we are faced with more & more of an Aging population on fixed income.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay,Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com

1. Local government submitting the request: **City of Silver Bay**
2. Project title: Mary MacDonald Center
3. Project priority number (if the applicant is submitting multiple requests): 2 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$700		

9. Project description and rationale:

This request is for \$700,000 in State Funding to convert a former Public School to Mixed Use, in particular a Business Incubator.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay,Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com



1. Local government submitting the request: **City of Silver Bay**
2. Project title: Business Park Improvements
3. Project priority number (if the applicant is submitting multiple requests): 3 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$125		

9. Project description and rationale:

This request is for \$125,000 in State Funding to provide improvements to the City's Business Park such as water, sewer, stormwater &/or wetland work.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay,Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com

1. Local government submitting the request: **City of Silver Bay**
2. Project title: Marina Improvements
3. Project priority number (if the applicant is submitting multiple requests): 4 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$805		

9. Project description and rationale:

This request is for \$805,000 in State Funding to provide improvements to the State Marina at Silver Bay.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay,Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com

1. Local government submitting the request: **City of Silver Bay**
2. Project title: Park & Recreation improvements
3. Project priority number (if the applicant is submitting multiple requests): 5 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$100		

9. Project description and rationale:

This request is for \$100,000 in State Funding to Facilitate Park Improvements & Campground Development -- estimate 20 site RV & Tent.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay, Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com

1. Local government submitting the request: **City of Silver Bay**
2. Project title: Library Addition
3. Project priority number (if the applicant is submitting multiple requests): 6 of 7
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$560		

9. Project description and rationale:

This request is for \$560,000 in State Funding for an Addition to the Public Library that serves a large area.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay, Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com

1. Local government submitting the request: **City of Silver Bay**
2. Project title: Street Dept Salt Shed

3. Project priority number (if the applicant is submitting multiple requests): 7 of 7

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$40		

9. Project description and rationale:

This request is for \$40,000 in State Funding to help construct a salt shed that will help reduce Stormwater runoff & provide a Facility that mixes Road Sand & Salt that is on occasion a resource to the County & Mn/DOT when their resources run low.

20. Project contact person, title, and contact information:

Tom Smith, City Admin.  
7 Davis Drive  
Silver Bay, Mn. 55614  
Phone 218-226-4408, fax 218-226-4068  
e-mail tsmith@silverbay.com

1. Local government submitting the request: **City of South St. Paul**
2. Project title: North Urban Regional Trail Underpass at 19<sup>th</sup> Avenue
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,400		

9. Project description and rationale:

This Capital Project Request is for \$1.4 million in State funding for the construction of a box culvert underpass at 19<sup>th</sup> Avenue to serve the North Urban Regional Trail (NURT). The NURT was constructed in 2002 as a partnership between Dakota County and the City of South St. Paul and regionally services a variety of trail users throughout northern Dakota County. During construction there was significant obstacle identified at 19<sup>th</sup> Avenue in South St. Paul's Simon's Ravine. The NURT travels west to east through Kaposia Park via Simon's Ravine connecting Dakota County's Thompson Park to South St. Paul's Kaposia Park to the Mississippi River and south to Inver Grove Heights. The 19<sup>th</sup> Avenue obstacle exists as a DNR classified low-risk land dam spanning Simon's Ravine thus creating a natural barrier for trail users. As the trail construction continued, slopes as great as 20% were created to push the trail up and over the 19<sup>th</sup> Avenue obstacle from the trail route at the bottom of the ravine. The slopes are not ADA or MN/DOT compliant according to trail standards, coupled with the hazardous situation of crossing a very busy road at 19<sup>th</sup> Avenue. The NURT is a multi-modal regional amenity that seeks the solution for creating a more gradual and, more importantly, a safe bypass at 19<sup>th</sup> Avenue. Listed below are two brief narratives outlining the regional amenities that the bypass at 19<sup>th</sup> Avenue will serve:

a.) Regional Trail And Bridge Construction (Completed -\$6.7 Million)

Through leadership and advanced funding, South St. Paul has helped construct a significant portion of North Urban Regional Trail that now extends approximately five miles along the Mississippi River banks. The trail includes three separate pedestrian bridges and a box underpass that provide safe and accessible use by multi-modal trail users. The single remaining obstacle is 19<sup>th</sup> Avenue in South St. Paul with trail grades that are 15% on the east side approach and 20% on the west side approach.

b.) Simon's Ravine Trailhead Construction (Completed - \$200,000)

The City of South St. Paul has constructed a trailhead facility on the east side of Concord Street (TH 156). This trailhead serves users of the North Urban Regional Trail (NURT). The NURT extends southerly along the Mississippi River and westerly through Simon's Ravine to 19<sup>th</sup> Avenue in South St. Paul and eventually Dakota County's Thompson Park located in West St. Paul. This locally funded facility includes parking, restroom and picnic facilities at the foot of the pedestrian bridge over Concord Street (TH 156), a sculpture, an information kiosk and a memory path. A local non-profit entity, River Environmental Action Project (REAP) funded the sculpture and paver stone memorial to compliment City funding and donations from local businesses that supported the balance of this project.

The NURT has quickly become a regional draw for all types of trail users. Following in the foot steps of the construction of three pedestrian bridges and one box culvert, the underpass at 19<sup>th</sup> Avenue remains the final piece of the puzzle in creating truly accessible and safe bypasses for users of the North Urban Regional Trail.

20. Project contact person, title, and contact information:

Stephen P. King, City Administrator  
City of South St. Paul  
125 Third Avenue North  
South St. Paul MN 55075  
Phone: 651-554-3202; Fax – 651-554-3201  
Email: [steve.king@southstpaul.org](mailto:steve.king@southstpaul.org)

1. Local government submitting the request: **City of St. Cloud**
2. Project title: St. Cloud Civic Center Expansion Project
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$15,000		

9. Project description and rationale:

This request is for \$15 million in state funding to assist in the planning, design, construction and equipment costs for a \$30,000,000 expansion of the St. Cloud Civic Center.

**Background:** The St. Cloud Civic Center is a convention center located in downtown St. Cloud along the Mississippi River. The City of St. Cloud owns and operates the Civic Center, which serves the convention and meeting space needs of the immediate St. Cloud area and the entire central Minnesota region. The existing facility opened in 1989 and contains 103,000 sq. ft. of space including two large rooms (combined area of 42,000 sq. ft.), four meeting room suites (combined area of 12,600 sq. ft.), as well as commensurate common space. The existing facility also includes two levels of underground parking with a total of 365 parking spaces.

The St. Cloud Civic Center hosts a variety of convention center activities. The Civic Center averages 400 events per year, including:

- 230 to 250 small meetings and small conferences
- 45 to 55 conventions, major conferences, and trade shows
- 20 to 25 consumer shows (car shows, home shows, outdoor sports show, etc.
- 80 to 100 social and entertainment events (banquets, weddings, parties, concerts, etc)

In the year 2000, total daily attendance for all Civic Center events was 285,873 people. Using industry standards, these visitors resulted in an estimated \$18.7 million to the St. Cloud area's economy. Once the expansion is completed, total daily attendance is expected to increase to 431,200 visitors, resulting in an estimated \$31 million annually to the St. Cloud area's economy.

**Additional Space Needed:** The Civic Center has suffered from a shortage of space during the past ten years. The shortage is particularly acute during the prime convention seasons of mid-February through mid-April and August through mid-November. Unless the Civic Center is expanded, the shortage of space has resulted in the loss of existing and potential business. The space shortage problem is manifested in two ways. First, many of the large conventions, particularly those with an accompanying trade show, need more square footage than is currently available. Presently, 13 major Civic Center clients have expressed concerns that the Civic Center lacks adequate space for their events, which could result in the loss of their business. Secondly, there is not sufficient space in the Civic Center to host more than one moderately sized event simultaneously.

The proposed expansion will both increase the Civic Center's meeting space and enhance the downtown commercial district. The Civic Center serves as an anchor within St. Cloud's downtown commercial, government, and entertainment district. The proposed expansion will likely result in the construction of an additional 100 to 150 room downtown hotel property to service the increased Civic Center business. The proposed expansion is expected to generate new eating and entertainment establishments as well.

**Funding Request:** The City of St. Cloud requests partial project cost of \$15 million in state funding. A local contribution of \$15,000,000 would be made towards the project using proceeds from an existing 1% Food and Beverage tax to retire debt incurred for the project.

**Similar Facilities Previously Funded:** The City of St. Cloud's request is consistent with prior funding requests approved for similar bonding projects. Most recently in 1998, the State of Minnesota provided state funding for convention center projects in Duluth, Rochester, and Minneapolis. Consequently, approval of the proposed expansion project will not expand the State's role in a new policy area. The State of Minnesota has an appropriate role in funding regional economic development projects like the Civic Center expansion. State funding will result in increased economic development and retail activity in the St. Cloud region.

The proposed project is of regional and statewide significance. The existing Civic Center serves the meeting and convention needs of the immediate St. Cloud area and central Minnesota region. As a regional facility, the St. Cloud Civic Center provides facilities not otherwise available in the state-funded facilities (Duluth, Rochester, Minneapolis and St. Paul, among others) are located a reasonable distance from St. Cloud, the proposed project is not expected to compete with other facilities in such a manner that they lose a significant number of users to the expanded Civic Center. Similarly, state funding will not create significant inequities among local jurisdictions.

20. Project contact person, title, and contact information:

Lyle Mathiasen  
Civic Facilities Director  
City of St. Cloud  
10 4th Avenue South  
St. Cloud, MN 56301  
(320) 650-2715 - phone  
(320) 255-9863 – fax  
lyle.mathiasen@ci.stcloud.mn.us

1. Local government submitting the request: **City of St. Cloud**
2. Project title: St. Cloud Regional Airport Property Acquisition
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,000	\$2,000	0

9. Project description and rationale:

This request is for \$2,000,000 in state funding to purchase approximately 800 acres of land adjacent to the St. Cloud Regional Airport. The airport is located in Sherburne County and owned by the City of St. Cloud.

As the airport expands, there is a need to control the property around the airport and within the runway safety zones. Property ownership will allow for the safe operation of aircraft into and out of the airport. And, there is a need to purchase land to accommodate future growth at the airport documented in the Airport Master Plan.

The Master Plan for the St. Cloud Regional Airport indicates the need for an ultimate 8,000-foot runway to be constructed in the near future, which would be an additional 1000' extension to the current 7,000' runway. The Master Plan also indicates the need to lengthen and widen the crosswind runway, as well as construct a future parallel runway. These improvements cannot be completed within the current airport perimeter. Implementation of the Master Plan's improvements and the associated necessary safety zones depend on the acquisition of additional land.

Land acquisition is extremely important to the future growth of the airport. Without it, the airport simply will not grow. If adjacent land is not purchased soon, non-compatible land uses will continue to encroach upon the airport, which will either limit the ability of the airport to expand or greatly increase the cost of expansion in the future, potentially pricing the airport out of expansion.

The airport will impact other economic growth opportunities in Central Minnesota. The St. Cloud Regional Airport is a regional asset. The growth of the St. Cloud Regional Airport is vital to the economic growth of the Central Minnesota Region. The fact that a recently completed study by the Minnesota Department of Transportation, Office of Aeronautics, defined the St. Cloud Regional Airport as a Tier 2 airport indicates that MN DOT Aeronautics realizes the importance of the St. Cloud Regional Airport within the State and National Transportation Systems, further signifying the state and regional nature of this project.

In summary, purchasing this land will enable the airport to control the development of adjacent property, ensure compatible land uses as they relate to airport operations, and implement the Master Plan. This land is greatly needed for the future safe operation and development of the St. Cloud Regional Airport. Almost all of the land needed for future development is currently open space. The time to purchase land is now, before it becomes residential property that is extremely costly.

20. Project contact person, title, and contact information:

William P. Towle, Airport Director  
St. Cloud Regional Airport  
1550 – 45th Avenue SE, Suite 1  
St. Cloud, MN 56304  
Phone – (320) 255-7292  
Fax – (320) 650-3255  
Email – [william.towle@ci.stcloud.mn.us](mailto:william.towle@ci.stcloud.mn.us)



1. Local government submitting the request: **St. Louis and Lake Counties Regional Railroad Authority**

2. Project title: North Shore Express

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 1,655		

9. Project description and rationale:

This request is for \$1,655,000 in state funding to acquire land, railroad right of way, facilities, and for predesign, design expenses, construction, and improvements for the North Shore Express passenger rail system from Duluth to the Twin Cities to be located in St. Louis, Carlton, Pine, Kanabec, Isanti, Anoka, and Hennepin Counties. This amount will be matched by local political subdivision contributions for a comprehensive study and federal US Department of Transportation funding of \$1,700,000.

The goal will be to develop and provide a passenger rail system for efficient and affordable transportation for travelers in the Twin Cities to Duluth corridor. The system will link corridor attractions and tourism centers with the urban communities by providing effective transportation options for business, commuter, social and tourist travelers. The passenger rail system will be designed for higher speeds to compete with automotive traffic and be expandable to meet the growing population and transportation needs of the state and region.

The North Shore Express truly has statewide significance, building upon the statewide rail transportation system recently expanded with the Hiawatha and North Star connections. Significant state, federal, and local funding has been dedicated to rail as alternatives to automotive traffic, and this initiative continues this investment. Increasing numbers of people are choosing to live outside of the Twin Cities, but need to commute to work in the metropolitan area. By providing for high speed transportation from Duluth to the Twin Cities, this transportation corridor will help move thousands of people between home and work, and for various social, tourism, and business purposes.

The phase of the project will insure the system meets local and statewide needs by working with local communities, freight railroads, and the Department of Transportation. In addition, it will fund the Programmatic Environmental Impact Statement (PEIS) which confers program readiness for federal funding. Funding will be used for predesign and design expenses, construction, acquisition, and improvements along the railroad corridor. Also, funding will be used to acquire, improve, and construct railroad right of way and facilities to complete the corridor.

By providing rail transportation corridors into rural areas and Greater Minnesota, this project will serve as an important link joining all Minnesotans in a comprehensive transportation system.

20. Project contact person, title, and contact information:

Mr. Robert Manzoline, Executive Director  
St. Louis and Lake Counties Regional Railroad Authority  
801 SW Highway 169  
Chisholm, MN 55719  
Phone: 218-254-2575  
Fax: 218-254-2972  
Email: bob.manzoline@ironworld.com

1. Local government submitting the request: **St. Louis county**
2. Project title: Creation of a statewide equestrian facility through extension of water & sewer and other infrastructure improvements in Central St. Louis County
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$900		

9. Project description and rationale:

\$900,000 in being requested in state bonding to help construct a \$1.8 million expansion and extension of water & sewer from the City of Chisholm to the North St. Louis County Fairgrounds which is located across Highway #169 from the Chisholm and adjacent to Ironworld Discovery Center. The extension of these utilities to this site will also enable the building of restrooms that are handicapped accessible and will allow for up to 4 buildings to be retrofitted with a sprinkler system for fire protection. Ultimately, these improvements will result in the North St. Louis County Fairgrounds to become a Statewide Equestrian Showplace.

For nearly a century, the North St. Louis County Fairgrounds were located in the City of Hibbing, which is 7 miles from the present day Fairground location in Chisholm. In the late 1980's, the County Board agreed to sell their old Fairground site to the State of Minnesota (MnSCU), to allow Hibbing Community College room for expansion. The State and the IRRRB all promised that they would build a new fairgrounds for the dislocated Fair, however, to date this has mostly been a promise that has gone unfulfilled. Although the IRRRB did assist with securing the land and site for the new fairgrounds, that was the extent of most of their assistance. The Fair Board was forced to hold bake sales, beg the county board and drain their budget reserves—simply so that a minimal number of pole barns and other fair buildings could be constructed to once again play host for the County Fair. As to having running water and sewer on the site, once again the State and IRRRB left the Fair Board, high and dry.

Today, after nearly 10 years of struggle and hardship, the Fair Board has managed to bring the facility at least somewhat close to the first class Fairgrounds which they had previously enjoyed. In fact, the site has managed to gradually be turned into a nearly year round entertainment, cultural and sporting complex. Each year thousands of trailer campers descend on the facility to enjoy Northern Minnesota's cooler summers; Equestrian riders come from all over the state and upper Midwest to enjoy several major horse shows; And, finally, being adjacent to the Ironworld Discovery Center means that certain synergies are achieved, especially when both venues are hosting events.

In conclusion, this bonding request will allow the relocated Fairgrounds to finally realize its full potential and its destiny as a first class-statewide-equestrian venue. Something as basic as having running water and indoor toilet facilities is not something which only is attractive to humans, but also is something which horses (and their owners) and all the variety of other farm animals that grace a county fair expect to be able to have access to when they are entered into the Big Show in hopes of winning that red, white or blue ribbon.

20. Project contact person, title, and contact information:

Gary Cerkvenik  
7226 Sand Lake Road  
Britt, MN 55710  
218-749-0520  
Email temporary out of order-house fire; please email c/o Bob.Manzoline@ironworld.com

1. Local government submitting the request: **St. Louis county**
2. Project title: Midway Park Sanitary Sewer
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$600		

9. Project description and rationale:

This request is for \$600,000 in state funding to reconstruct the failing sanitary sewer system in the Midway Park area of Midway Township, located west of the City of Proctor in south St. Louis County.

The Midway Park Sanitary Sewer Project is for the replacement of St. Louis County Sanitary Sewer District No. 1. This sanitary sewer system is used by the residents of the Midway Park area of Midway Township. The project consists of constructing approximately 20 new manholes and 4800 linear feet of gravity sewer main for the replacement of the existing sanitary sewer. The project also consists of 7700 linear feet of roadway restoration and reconstruction.

St. Louis County Sanitary Sewer District No. 1 was the result of special legislation in 1937 that allowed St. Louis County to be petitioned to construct the original system which was built in 1938. This system collects the effluent of 93 users in a gravity system and discharges to the Western Lake Superior Sanitation District (WLSSD) in Duluth, MN. The system is currently 69 years old and has used up its serviceable life.

In the 1990's concerns were raised regarding stormwater inflow and infiltration (I&I) from the spring snow melt and rain events causing large sewage flows for WLSSD to contend with in the Duluth area. In response to this, St. Louis County prepared an I&I reduction plan in 1998. This plan involved hiring a consultant to perform a condition survey of the system and the homes serviced by the system. The survey confirmed that the system is in very poor condition and in need of replacement. Flow meter tests showed that during one particular rain event, the system was discharging three times the volume of water recorded by the water meters of the serviced homes. As a result of this information, the county began an I&I abatement program aimed at eliminating the amount of I&I in the system produced as a result of storm water connections (such as sump pumps) from the serviced homes. With these connections now eliminated, the remaining I&I leaching into the system can only be reduced significantly by the reconstruction of the manholes and mainlines of the system.

The replacement of the system will be of regional significance by helping to protect the water quality of Lake Superior by reducing the I&I problems associated with WLSSD and help reduce the amount of direct sewage overflows bypassing the treatment facility. Also, this will allow for better treatment of the current inflow of the system, also reducing negative environmental impacts.

Midway Township has agreed to assume ownership of the system in conjunction with its reconstruction. St. Louis County has agreed to pay for the reconstruction of all of the affected county state aid roads and county roads in the project and to pay for the design, provide project management and construction inspection.

20. Project contact person, title, and contact information:

Matthew W. Hemmila, P.E.  
4787 Midway Road  
Duluth, MN 55811  
(218) 625-3875 phone  
(218) 625-3888 fax  
hemmilam@co.st-louis.mn.us

1. Local government submitting the request: **City of St. Louis Park**
2. Project title: Grade Separated Crossing at Minnesota State Highway 7 & Wooddale Avenue
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$9,000		

9. Project description and rationale:

This request is for \$9,000,000 in state funding to design and reconstruct an at-grade intersection of Highway 7 and Wooddale Avenue in St. Louis Park to a grade separated intersection.

Currently, the capacity and safety of this at-grade signalized intersection could be characterized as poor at best. Based on a recent traffic analysis, this intersection is currently operating at a modeled level of service D, but due to rail, trail, and emergency vehicle preemption impacts the actual level of service varies between E and F. Our analysis also indicates this situation will worsen to a projected level of service E-F by 2030, not considering the rail, trail, or preemption impacts. MnDOT staff have identified significant safety (crash) concerns in this corridor (Hwy 7 from Hwy 169 to Hwy 100) with the east half of the corridor of particular concern.

This intersection is utilized frequently on a daily basis by our Fire Department to respond to calls for service (Station No. 1 is located just to the south). Pedestrians and bicyclists currently use this intersection to access mass transit, the regional trail system, the community center, and the High School. In addition, significant traffic as a result of redevelopment and from an adjacent industrial/commercial complex to the south also uses this intersection as a major access point.

This project is of both local and regional significance. This project will allow for the separation of regional and local traffic which will vastly improve the regional transportation systems. The regional systems alluded to are Hwy 7, the Southwest LRT Regional Trail immediately to the south, and the proposed future dedicated bus way or LRT system. Currently, as part of Hennepin County's Southwest Corridor transit study, a transit station is proposed adjacent to the intersection of Hwy 7 and Wooddale. Without this intersection improvement project, these other regional systems will likely not be possible or the operation of existing ones will continue to worsen due to congestion and safety concerns. In addition, future anticipated renewal and redevelopment in the area will be stifled. Reconstruction of this intersection to a grade separated intersection is the only practical long term solution to this infrastructure problem.

20. Project contact person, title, and contact information:

Michael P. Rardin, PE  
Public Works Director  
City of St. Louis Park  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416  
Office (952) 924-2551  
Fax (952) 924-2663  
mrardin@stlouispark.org

1. Local government submitting the request: **City of St. Louis Park**
2. Project title: TH 100 Full Build Project
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$10,000		

9. Project description and rationale:

The City of St. Louis Park is requesting \$10 million to cover its estimated share of development, design, and construction costs associated with the TH100 Full Build Project which has a possible 2009 bid letting and a scheduled proposed 2014 construction date no later than 2015 (or sooner via MVST monies).

Mn/DOT completed construction of the TH 100 interim project in 2006, which provided a third lane in each direction through St. Louis Park. Mn/DOT is in the final design phase of the geometric layout determination for this project and the full build is scheduled for bid letting no later than 2014. The full build project is on Mn/DOT's advanced design list, so with the passage of the MVST amendment, it could be let as early as 2009. The project will cost approximately \$150 million, of which St. Louis Park may be expected to contribute up to an estimated \$10 million. The city will need assistance to fund its expected share of this project of regional significance.

Mn/DOT spoke to the Council in March 2006 and while they would not make a written commitment, Mn/DOT reassured the city that the construction of the interim project would not delay the full build project. The interim project added a third lane in each direction by decreasing lane widths from 12 feet to 11 feet and eliminating or severely reducing shoulders along that stretch of highway. The third lane is required for the full build project so that Mn/DOT can keep a minimum of two lanes open in each direction during construction.

Improvements not included as a part of the interim project include construction of the noise walls, which MnDOT agreed to construct no later than 2015, width expansion of lanes, construction of on/off ramps, and bridge and storm water improvements. Bridges spanning TH 100 at Hwy. 7 and Hwy 5, and storm sewer conveyance systems have no more than 10-15 years of useful life left and are deteriorating. In addition, there are approximately 50-60 residents who live in uncertainty because their homes (22 properties) are within the future right-of-way of the new project.

20. Project contact person, title, and contact information:

Michael P. Rardin, PE  
Public Works Director  
City of St. Louis Park  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416  
Office (952) 924-25651  
Fax (952) 924-2663170  
mrardin@stlouispark.org

1. Local government submitting the request: **City of St. Paul**
2. Project title: Phase II – Como Zoo Polar Bear and Gorilla Exhibit Renovation
3. Project priority number (if the applicant is submitting multiple requests): 1 of 4
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$11,000	0	0

9. Project description and rationale:

This request is for \$11 million in state funding to predesign, design, construct, furnish and equip renovated gorilla and polar bear exhibits at Como Zoo. Como Zoo is operated by the City of Saint Paul and is located in Como Regional Park. Como Zoo has animals that people want to see, with its collections including 9 of top 10 zoo animals based on a recent Harris interactive survey. The polar bear and gorilla, two of Como Zoo's signature animals, rank #2 and #1 in the survey respectively.

Como Zoo has significant statewide significance. Como Park Zoo and Conservatory host 1.7 million visitors annually, making it one of the state's top family destinations. Only 20% of visitors to Como are Saint Paul residents, and over 15% of visitors arrive at Como from outside of the metropolitan area.

Previous Zoo renovations were completed during the 1970's and 1980's. Over the past 25 years exhibit standards and animal care practices have changed dramatically. In order to maintain an industry accredited and viable zoo, exhibits must be brought up to date to ensure the health and vitality of the animals. The improved exhibits also create unique educational opportunities that will inspire visitors' appreciation of the natural world.

The new gorilla habitat will expand the existing inadequate exhibit into more natural habitats for the animals. The improvements will result in larger spaces, properly aligned viewing areas, and increased opportunities for the gorillas to exhibit natural behaviors. The project will also expand the indoor environments of the gorillas which will allow for advancement related to their training programs and general standard of care.

The existing polar bear environment is inadequate to exhibit bears from animal care, zookeeper and visitor perspectives. The new habitat will meet industry standards and allow the bears to experience behaviors including swimming, diving, digging and hiding. The new exhibit will also allow for the future establishment of a family group. Conservation is an increasingly important issue related to the preservation of the polar bear species as changes to their natural habitats attributed to global climate change have led to decreases in overall populations, cub survival and bear weights.

20. Project contact person, title, and contact information:

Michael Hahm, Como Campus Manager  
Saint Paul Division of Parks and Recreation  
25 West 4th Street, Suite 300  
Saint Paul, MN 55102  
michael.hahm@ci.stpaul.mn.us  
(o) 651-487-8296  
(m) 651-248-0629  
(f) 651-487-8255

Wendy Underwood – Legislative Liaison  
Office of the Mayor  
390 City Hall  
Saint Paul, MN 55102  
wendy.underwood@ci.stpaul.mn.us  
(o) 651-206-8847  
(m) 651-206-8847  
(f) 651-266-8513

1. Local government submitting the request: **City of St. Paul**
2. Project title: Saint Paul Outdoor Recreation and Team Sports (SPORTS) Initiative
3. Project priority number (if the applicant is submitting multiple requests): 2 of 4
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$25,000	0	0

9. Project description and rationale:

This request is for \$25 million in state funding for design, construction, renovation, furnishing and equipping sports and recreation facilities in the City of Saint Paul.

The SPORTS Initiative is recognition of Saint Paul's role as the State's home for amateur sports and active recreation. From the largest Hmong soccer tournament in the country to high school state tournaments, people from across Minnesota and beyond gather in their Capital City for youth and amateur sporting events throughout the year. Saint Paul strives for family friendly environments to foster audiences and participants in accessing authentic sports experiences. The SPORTS Initiative will bring a level of investment in civic facilities worthy of Minnesota.

Midway Stadium, home of the Saint Paul Saints, the High School State Baseball Tournament, the Hamline University Baseball Team, and countless youth and amateur baseball games, will soon reach 30 years old. The facility is simply outdated, not for lack of amenities, but rather for lack of facilities. Families who attend games at Midway may miss several innings if they have to use a restroom. The Gopher baseball team prefers to play in a sparsely filled Metrodome rather than nearby Midway because of its deficient facilities. In the meantime, baseball programs continue to grow, and the regional need for up-to-date facilities exceeds the supply. Midway Stadium is the neighborhood ballpark for the entire State; an investment in basic infrastructure will ensure that Minnesota has a fun, authentic, and affordable opportunity for families in the 21st Century.

The SPORTS Initiative also addresses the burgeoning need for the fastest growing sport in America, soccer. Youth from all over the area scramble to find soccer fields for practice and competition, and no place for soccer audiences. Throughout the spring, summer, and fall, soccer practices are happening between softball games, avoiding the infield or ignoring football yard markers. New Americans celebrate the game of soccer with large tournaments every year, bringing thousands of tourists. Additionally, as the sport of soccer grows, there will be more economic opportunity if we can create a true soccer experience for fans of the Minnesota Thunder and other exhibition games rather than playing on the football field of Saint Paul Central High School.

Currently, the City of Saint Paul is considering construction of a soccer facility with practice and competition fields adjacent to Midway Stadium on Energy Park Drive. The City owns this land, and it would require some relocation expenses. The City is also working with interested investors who may donate land for a soccer facility. The determination will be made in 2007.



20. Project contact person, title, and contact information:

Joe Spencer – Project Manager  
Office of the Mayor  
Suite 390, City Hall  
Saint Paul, MN 55102  
651/266-8524 – Office  
651/503-3040 – Cell  
joe.spencer@ci.stpaul.mn.us

Wendy Underwood – Government Relations  
Office of the Mayor  
Suite 390, City Hall  
Saint Paul, MN 55102  
651/266-6545 – Office  
651/206-8847 – Cell  
wendy.underwood@ci.stpaul.mn.us

1. Local government submitting the request: **City of St. Paul**
2. Project title: National Great River Park, including the Bruce Vento Nature Sanctuary
3. Project priority number (if the applicant is submitting multiple requests): 3 of 4
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$6,000	TBD	TBD

9. Project description and rationale:

This request is for \$6 million in state funding for acquisition, master plan preparation, predesign, and design. The acquisition includes approximately 2.5 acres of land adjacent to the newly created Bruce Vento Nature Sanctuary and 1.5 acres of land in the Lilydale Regional Park. Acquisition of these properties will save valuable land currently in jeopardy of private sector development and incompatible uses. The acquisition adjacent to the Bruce Vento Nature Sanctuary will provide land for the proposed Bruce Vento Interpretive Center, a place for children, families, and adults to learn about the ecology of the Mississippi River and its value as habitat for nearly half of the North America continent's migrating birds and waterfowl. Interpretation of the land's cultural resources will also allow visitors to learn about the American Indian history of the area, from the ancient Hopewell culture that built mounds high above the river to the Dakota tribes who used the land on the floodplain as an important meeting place for trade and ceremony.

The acquisition and predesign of the Lilydale lands is critical. The current property is incompatible to park uses and is a visual blight on the landscape at the main entry area into one of the region's largest and most diverse natural areas. Lilydale Park includes a fossil area, 100 acre lake, wetlands and wooded areas that provide habitat for a huge variety of water fowl, mammals and vegetation, and all within a short walk from our capital city downtown. The creation of an entrance, trail head and park operation facility is needed at a very restricted location and key juncture between the 60 acre Harriet Island site and the 215 acre Lilydale Regional Park. Pre-design and design of the Bruce Vento Nature Sanctuary Interpretive Center and Lilydale Regional Park trail head/ entrance will determine how to best proceed to meet the needs of the current community and future generations to come.

In addition to acquisition and predesign, the creation of a National Great River Park Master Plan is critical to set a long term vision for Saint Paul's 26 miles of riverfront. The plan will determine appropriate uses along the river, improve access, usage, health and safety for over 3,200,000 current annual visits to the Great River Park; prepare to serve growing/denser urban population in the future; and develop and support local, regional and national ecotourism throughout the 2, 500 acres of public park bordering 26 miles of Mississippi riverfront in Saint Paul.

20. Project contact person, title, and contact information:

Ms. Jody Martinez  
 Manager, Design and Construction  
 Saint Paul Parks and Recreation  
 300 City Hall Annex  
 25 West 4<sup>th</sup> Street  
 St. Paul, MN 55102  
 jody.martinez@ci.stpaul.mn.us  
 Phone: 651-266-6424  
 Fax: 651-292-7405

Wendy Underwood  
 Intergovernmental Relations  
 Office of the Mayor  
 City of Saint Paul  
 390 City Hall  
 Saint Paul, MN 55102  
 wendy.underwood@ci.stpaul.mn.us  
 Phone: 651-266-6545  
 Cell: 651-206-8847

1. Local government submitting the request: **City of St. Paul**
2. Project title: Asian Pacific Cultural Center (APCC)
3. Project priority number (if the applicant is submitting multiple requests): 4 of 4
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,000	0	0

9. Project description and rationale:

This request is for \$5,000,000 in state funding to construct, furnish and equip an Asian Pacific Cultural Center to be located in Ramsey County and the City of Saint Paul.

The Asian Pacific Cultural Center mission is to celebrate, promote and foster understanding of Asian Pacific cultural heritage. The three-fold goal of APCC is to:

- Educate and provide opportunities to further understanding of Asian Pacific communities and their cultures;
- Provide space for Asian Pacific community organizations focused on art, film, music, dance, cuisine, and language studies; and
- Create cultural bridges for intergenerational and inter-ethnic understanding within the state's Asian Pacific communities and among all Minnesotans.

There are no Minnesota organizations similar to APCC. Part of its mandate is to build and maintain good relationships among all Asian Pacific arts and cultural organizations in Minnesota. As such, APCC will not compete with existing agencies but rather will complement and strengthen the region, providing an important resource to individuals, families of adoptive children, educational institutions, and corporations. APCC will garner support from Asian Pacific nonprofit organizations, their constituents, the broader Asian Pacific community and the arts community throughout the Twin Cities and Greater Minnesota.

APCC's efforts are directed toward funding and building a new destination place for Minnesotans. The 65,000 square foot Asian Pacific Cultural Center facility will be part of a mixed-use re-development of the former Hamm's Brewery on Minnehaha Avenue in St. Paul. The facility will include a multimedia/resource library, a large banquet hall and kitchen, theater/cinema, an exhibit/gallery space, and multiple classrooms and offices.

Construction of and programming at APCC will lead to an improvement in the lives of Minnesota's Pan-Asian community and all of its residents. Minnesota children will visit the Asian Pacific Cultural Center to

learn about the contributions made by Minnesotans of Asian descent to state history and culture. Children of Asian Pacific descent will visit the Center to learn from elders about their heritage. Elders will find a place to meet, socialize and share their memories with a younger generation. Private citizens will find entertainment and education at the Center, while organizations and corporations conducting business will find the Center's offerings an invaluable resource.

It is anticipated that over 100,000 people will pass through the doors of APCC in the first year alone. Using even the most conservative of formulas, APCC will generate \$2 - \$3 million in new revenue. The estimated total cost for APCC's capital project is \$15 million. Approximately half is expected to be secured from a variety of public sources. The other half is expected to be raised from foundations, corporations, and individuals. A Capital Campaign Committee consisting of 20 members—recruited expressly to represent Minnesota's diverse community and interests—is identifying and approaching corporate, foundation and individual prospects for the Capital Campaign.

20. Project contact person, title, and contact information:

Ms. Naomi Chu  
Executive Director  
Asian Pacific Cultural Center  
P.O. Box 4097  
St. Paul, MN 55104  
Phone: 612-282-1915  
Fax: 651-646-3386  
nchu@apccmn.org

Wendy Underwood – Government Relations  
Office of the Mayor  
390 City Hall  
Saint Paul, MN 55102  
Phone: 651-266-6545  
Cell: 651/206-8847  
Fax: 651-266-8513  
wendy.underwood@ci.stpaul.mn.us

1. Local government submitting the request: **City of Thief River Falls**
2. Project title: Multi-Events Center – Phase II (Aquatic Center)
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$2,415	0	0

9. Project description and rationale:

This request is for \$2,415,000 in state funding to construct, furnish and equip an aquatic center preliminarily designed as Phase II of the City of Thief River Falls' Multi-Events Center (MEC).

The City of Thief River Falls has many significant needs for quality of life enhancements in order to continue to attract employees to fill the many additional positions being produced annually by our largest employers. As one interviewee stated when the MEC was first conceived, "The quality of life and interest in the community is one of the primary reasons that Thief River Falls and its citizens see themselves as leaders in the region – still the best that Minnesota has to offer." Although we realize that we may never be able to afford the multitude of amenities available in metropolitan areas, we do need to augment our vast natural resources with the projects we are submitting for consideration as a 2008 Capital Appropriation.

Recognizing that a vigorous, growing population is necessary for a community's economic health, in 1987 the City formed a task force to identify needs within the city. The result was a three-phase, regional Multi-Events Complex (MEC) to serve Thief River Falls and the northwestern Minnesota region. Phase I was partially funded by the State with \$3,150,000 in funding. Contributions of cash and in-kind support were made by the four entities which formed a joint powers board to oversee and administer the facility (City of Thief River Falls, Pennington County, School District #564 and Northland Community and Technical College) which currently includes softball and baseball fields, a football stadium, soccer fields, and a running track.

The economic well-being of the City of Thief River Falls directly impacts the economic well-being of the smaller communities within a 35 mile radius of Thief River Falls. These smaller communities house many of the people employed at two international companies headquartered in Thief River Falls – Arctic Cat and Digi-Key. These two companies employ over 3,500 people. If they are unable to attract employees to this area, then all of northwestern Minnesota will suffer.

Phase II of the MEC project addresses the lack of a recreational, public swimming pool. Although the school district has a swimming pool attached to the middle school and opens it up for public swimming when it is not in use by the school district, it is in dire need of systems repair and major renovation due to the inadequate depth for diving. The aquatic center envisioned in Phase II of the MEC would include a six-lane lap pool, large water slide, diving area, zero-depth area with a water umbrella, spa and connected to an outdoor seasonal sun deck, recreational area and wading pool.

The tax capacity for the City of Thief River Falls ranks 49th out of the 50 Minnesota cities with a population of 5,000-10,000. Without assistance from the State of Minnesota, we will be unable to provide these quality of life enhancements in our city which are necessary to continue to attract quality employees and their families not only to Thief River Falls but to the entire northwestern region.

20. Project contact person, title, and contact information:

Madelyn Vigen, Parks and Recreation Director  
 525 Brooks Avenue South, P.O. Box 528  
 Thief River Falls, MN 56701  
 218-681-2519 – office  
 218-681-7246 - fax  
 mvigen@citytrf.net

1. Local government submitting the request: **City of Thief River Falls**
2. Project title: Pedestrian and Bicycle Pathways System - Phase I
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$340	0	0

9. Project description and rationale:

This request is for \$340,000 in state funding to design and construct Phase I of a pedestrian and bicycle pathway system for Thief River Falls.

The City of Thief River Falls has many significant needs for quality of life enhancements in order to continue to attract employees to fill the many additional positions being produced annually by our largest employers. As one interviewee stated when the MEC was first conceived, "The quality of life and interest in the community is one of the primary reasons that Thief River Falls and its citizens see themselves as leaders in the region – still the best that Minnesota has to offer." Although we realize that we may never be able to afford the multitude of amenities available in metropolitan areas, we do need to augment our vast natural resources with the projects we are submitting for consideration as a 2008 Capital Appropriation.

As part of our Comprehensive Plan which was just completed this year, the importance of pedestrian and bicycle pathways received considerable attention. As a region that grew up with automobiles, the challenge that faces the city is how to improve the availability of safe, attractive, alternative transportation modes such as cycling and walking.

Our children do not currently have bicycle pathways to or from area schools, recreational areas, or even from one residential area to another. Adults do not have safe pathways for recreational use or to get from residences to businesses.

The city does have right-of-ways for the areas proposed as a pathway. The design incorporated in our City's Comprehensive Plan is for a cloverleaf of pathways connecting the quadrants of the city to the city's center and taking advantage of the beauty afforded by the Red Lake River and Thief River which flow through our city. This request is for Phase I which will connect the Ralph Engelstad Arena, Arctic Cat, and Digi-Key to the City's existing Riverwalk pedestrian walkway and then to the Northland Community and Technical College and the Multi-Events Center.

The economic well-being of the City of Thief River Falls directly impacts the economic well-being of the smaller communities within a 35 mile radius of Thief River Falls. These smaller communities house many of the people employed at two international companies headquartered in Thief River Falls – Arctic Cat and Digi-Key. These two companies employ over 3,500 people. If they are unable to attract employees to this area, then all of northwestern Minnesota will suffer.

The tax capacity for the City of Thief River Falls ranks 49th out of the 50 Minnesota cities with a population of 5,000-10,000. Without assistance from the State of Minnesota, we will be unable to provide these quality of life enhancements in our city which are necessary to continue to attract quality employees and their families not only to Thief River Falls but to the entire northwestern region.

20. Project contact person, title, and contact information:

Ron Lindberg, Public Works Director  
405 Third Street East, P.O. Box 528  
Thief River Falls, MN 56701  
218-681-8506 – office  
218-681-8507 - fax  
rlindberg@citytrf.net

1. Local government submitting the request: **City of Two Harbors**
2. Project title: 1.25 MG Elevated Water Tank Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 2,000		

9. Project description and rationale:

This request is for \$2 million in State funding for engineering services and for the purchase and construction of a 1.25 MG elevated water tank, the upgrade of two pump stations, and the purchase of water meters for the purpose of water conservation to increase the capacity of the existing water treatment plant. The elevated water tank will be located on City owned land in the Lake County Industrial Park. The remaining improvements will be located within the corporate limits of the City of Two Harbors.

The project has both local and regional significance, with the potential for larger geographical significance as well. The construction of the new elevated water tank will accomplish a number of City goals. First, it will replace an aging 1 MG water tank that is in need of repair and also needs to be repainted. The old tank is covered in lead-based paint and is located in a residential neighborhood, thus making it very expensive to encapsulate and re-paint the structure.

Second, the new tank would be located in an area that would not only provide additional capacity to the County's industrial park and the school district's new high school facility, but would also provide increased water pressure to adequately service their fire sprinkler systems as well. The businesses in the Industrial Park and the School District provide jobs not only for residents of the City of Two Harbors, but for a large portion of northeastern Minnesota, the Duluth Area, and Superior, Wisconsin.

Third, the construction of the new tank would take a huge burden off of the City's 100,000 gallon water tank, which is currently being over-utilized and places the City at risk for fire protection during the high water consumption months of June through August.

Fourth, the new tank will help meet the need of an adequate water supply for new economic development. The City is currently working with a developer from the Brainerd area, and two separate developers from Roseville, Minnesota, on economic development projects within the City limits. These projects provide a statewide significance.

20. Project contact person, title, and contact information:

Lee A. Klein, City Administrator  
 522 First Avenue  
 Two Harbors, Minnesota 55616  
 Phone: (218) 834-5631  
 Fax: (218) 834-2674  
 Email: lklein@twoharbors.net

1. Local government submitting the request: **City of Vernon Center**
2. Project title: City-wide Sanitary Sewer I & I Abatement Program
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$700		

9. Project description and rationale:

This request is for \$700,000 in state funding to provide the small town of Vernon Center (pop. 330) with gap financing to supplement local financing to correct our on-going sanitary sewer inflow and infiltration, (I&I) problem. The State funding will allow us to initiate a project to replace and repair the aged clay sanitary sewer system.

A raw sewage overflow has occurred as a result of excessive clear water entering the sanitary sewer collection system during large rain events.

Clear water is leaking into the City's sanitary sewer system through cracks, poor service connections, and joints in the clay sewer mains and services. The City is also actively televising individual sewer services to discover and require removal of direct plumbing connections to the system.

Despite the City's efforts, to-date, wet weather flows still have not decreased significantly. Raw sewage overflows continue to be a risk as wet weather flow rates continue to threaten the system's capacity.

A majority of the City's sanitary sewer system was constructed in the late-1940's and most of the system is clay tile. The City's current proposal is to replace or rehabilitate, (through lining) most all of the sewer mains, as well as most sewer services.

Property owners will be assessed for improvements based on the city's assessment policy. The City will provide additional financing with the issuance of revenue and general obligation bonds.

The Blue Earth River is tributary to the Minnesota River just upstream of Mankato. The Blue Earth River is listed as impaired waters on the 2006 Final List of Impaired Waters.

This project, as proposed, will assist State goals to improve water quality in the Blue Earth and Minnesota rivers by eliminating the threat of raw sewage overflows and improving sewage effluent from the City's wastewater treatment facility.

20. Project contact person, title, and contact information:

Christopher M. Cavett, P.E.  
 Consulting City Engineer  
 310 Main Avenue West  
 P.O. Box 776  
 Gaylord, MN 55334-0776  
 Phone: (507) 237-2924  
 Fax: (507) 237-5516  
 ccavett@sehinc.com



1. Local government submitting the request: **City of Virginia**
2. Project title: Mining Haul Road Economic Development Project
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,825		

9. Project description and rationale:

This request is for \$1,825,532 in state funding to provide public infrastructure and site improvements to the Mining Haul Economic Development Project. Two tenants have been tentatively identified that would result in the retention of approximately 130 jobs and the creation of a minimum of 16 jobs and a significant increase in tax base.

**Local Significance:**

The project will result in approximately 146 good paying jobs and will increase the tax base of Virginia. Recently, the Iron Range has lost a significant number of jobs in the mining, logging, and paper industries. Creation and retention of jobs is critical to the local economies of Iron Range communities.

**Regional Significance:**

The Iron Range has experienced continued loss of jobs and tax base at the regional level. The creation and retention of jobs at the Mining Haul Road Economic Development Project will help stabilize the net loss of jobs in the mining, logging, and paper industries.

**State significance:**

Creation and retention of jobs, and increases in tax base is the goal of the State of Minnesota in providing economic development assistance to promote growth and the overall wellbeing of Minnesota's economy.

20. Project contact person, title, and contact information:

John Tourville, City Operations Officer  
City of Virginia  
327 First Street South  
Virginia, MN 55792  
Phone: 218.749.3562  
tourvillej@virginiamn.us

1. Local government submitting the request: **Wabasha County**
2. Project title: Lake Zumbro Restoration
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$350		

9. Project description and rationale:

Wabasha County is requesting \$350,000 in state funding to design and engineer the dredging and restoration of Lake Zumbro which lies in Wabasha and Olmsted Counties. Lake Zumbro is a very popular recreation lake in southeastern Minnesota with summer use that often exceeds 1,600 people per day. The Lake was formed in 1919 when the Rochester Public Utilities installed a hydropower dam. The hydropower facility provides approximately 3 megawatts of renewable energy. A bathymetric study completed in 2005 found that the Lake has lost approximately half of its volume to sedimentation since 1919. Most of the sedimentation had occurred prior to 1957 when the first lake depth map was completed by the Minnesota Department of Natural Resources. Mapping done in 1978 showed that sedimentation rates had decreased substantially and a detailed map completed in 2005 found that current sedimentation rates are now only 10% of the pre-1957 rates. Zumbro Watershed Partnership is working to further reduce sedimentation rates in the watershed by 30%.

The Lake Zumbro Improvement Association has provided \$60,000 of in-kind contributions to complete the 2005 lake mapping and bathymetric study. Lake Zumbro Forever, Inc. a non-profit organization has contributed \$15,000 in cash to complete an assessment of lake sediments. That funding was matched by the Rochester Public Utilities. Lab analysis of the core samples found that all of the lake sediment has either a Tier I or a Tier II rating suitable for land disposal.

Because of its central location in the region, Lake Zumbro is a major recreational water body for residents of Wabasha, Olmsted, Dodge, and Goodhue Counties. The Lake has the highest population relative to lake area in all of greater Minnesota. Communities within 15 miles of the Lake Zumbro that rely on it for recreation include Ortonville, Pine Island, Byron, Rochester, Mantorville, Kasson, Plainview, Hammond, Mazeppa, Zumbro Falls, Goodhue, and Zumbrota.

Minnesota DNR and Olmsted County both maintain boat launches on the Lake. Other public facilities on the Lake include two campgrounds, three restaurants, a marina, and a handicapped accessible public fishing access. Lake Zumbro is a popular fishing lake for bass, crappies, sunfish, northern pike, and muskellunge.

20. Project contact person, title, and contact information:

Bill Angerman, PE  
56730 404<sup>th</sup> Ave  
Mazeppa, MN 55956  
(507)288-3923 office  
(507)843-4641 home

1. Local government submitting the request: **City of Wadena**
2. Project title: Wadena Regional Wellness Center
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 7,500		

9. Project description and rationale:

This request is for \$7.5 million dollars in state funding to acquire land, predesign, design, construct, furnish and equip the Wadena Regional Wellness Center for the purpose of providing health, wellness, cultural and educational opportunities to the citizens of Wadena, Todd and Ottertail counties and their respective extended region. The Wadena Regional Wellness Center will be located in Wadena, Minnesota. In addition to the health and wellness benefits of the Wadena Regional Wellness Center, it would provide economic development. Wadena and Todd counties are in the bottom 10% of per capita income in the state of Minnesota. Wadena is the county seat of Wadena County and the predominant business center in the Wadena, Todd, Ottertail county area.

The overall emphasis of the Wadena Regional Wellness Center is a multi-purpose family orientated center that stresses a wide range of community participation. The Wadena Regional Wellness Center will work with and compliment other community facilities and programs. This will be accomplished through extensive programming opportunities that will be available through area business and government collaborations. Tri-County Hospital Therapeutic program incorporates and cooperates with area hospitals to provide regional rehabilitation and wellness services. Wadena Deer-Creek School and its respective athletic programs are collaborative in nature with students participating in extra-curricular activities in and from surrounding communities. Minnesota State Community and Technical College curriculum and programs offer educational, wellness and economic development criteria for students to achieve their potential to develop into pro-active, conscientious citizens of Minnesota and the City of Wadena which continues to respond to the need for growth and economic development of the area by providing city infrastructure, business incentive and amenities to improve the quality of life for citizens who live in and visit the area.

The Wadena Regional Wellness Center committee sought to develop expansion plans that were based on the input from the community reflecting the needs of the communities. Meetings and surveys were conducted with numerous user groups including: The City of Wadena employees, Tri-County Hosp. employees, WDC employees and students, Local Townships, County commissioners, Home Crest Industries, Senior Citizens groups, Minnesota Technical and Community College and area citizens. From these meetings and capitalizing on infra-structure already in place, the existing Wadena Community Center Building and the City of Wadena lift station, it was determined that the Regional Wellness Center would have a positive impact on the economic, physical, social and psychological health of the Tri-County area by improving the overall lifestyles for area residents through proactive health facilities, employee opportunities, business health care plans and professional services.

20. Project contact person, title, and contact information:

John Paulson  
David Paulson Agency  
P.O. Box 586  
Wadena, Minnesota 56482  
218-631-3690  
john@paulsonagency.com

1. Local government submitting the request: **Washington county (member, I-94 Coalition)**
2. Project title: I-94 Corridor Transitway
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,000		

9. Project description and rationale:

The \$1 million in state funds will be used for predesign, preliminary engineering, and matching federal funds for transit improvements in the I-94 Corridor from the St. Paul Union Depot to the St. Croix River.

The I-94 Corridor is part of the Interstate Highway System and is locally and regionally significant. It is the main east/west connection between the eastern metropolitan area and downtown St. Paul and Minneapolis. It also is the interstate connection between the Twin Cities, Madison, Milwaukee, and Chicago. Additionally, the Union Pacific Railway mainline parallels the corridor and connects the Twin Cities and Minnesota to Chicago and the West Coast.

The I-94 Corridor is well positioned to provide convenient access from the suburbs to/from the central cities. It will utilize the St. Paul Union Depot Multi-modal hub as its downtown St. Paul station where it will connect to the Central Corridor Light Rail, and the Red Rock and Rush Line Corridors. Utilizing these corridor connections, I-94 riders will be able to access downtown Minneapolis, the University of Minnesota, and the Minneapolis/St. Paul International Airport.

20. Project contact person, title, and contact information:

Mike Rogers  
Associate Transportation Planner  
Washington County  
11660 Myeron Road North  
Stillwater, MN 55082  
651-430-4338

1. Local government submitting the request: **Western Mesabi Mine Planning Board**
2. Project title: Canisteo Outflow Control
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,260		

9. Project description and rationale:

This request is for \$3,259,682 in state funding to construct the Canisteo outflow project; this would include acquiring easements, permitting, construction, administration/construction management, and related costs through the start-up period through acceptance of the project following acceptable demonstration of completion and operability of the facilities. The project comprises a water control and conveyance system to safely and effectively move water from the Canisteo pit (in which the state has a major interest and where rising water levels are creating significant public safety and environmental concerns), through Trout Lake, to the Swan River. The project is important to reduce public safety concerns in and around the cities of Bovey, Coleraine, and Taconite and the Townships of Arbo, Iron Range, and Trout Lake in Itasca County.

The water level in the Canisteo area has been continually rising since pumping of water from this inactive group of mines was discontinued in 1986. It is expected that the water level will rise by 2009-2014 to an elevation that will cause water to overflow natural topography in an uncontrolled manner; a breakthrough in the loose soils could occur before the referenced overflow dates. If uncontrolled discharge occurs, there is a possibility of significant damage to public and private property and perhaps to life and safety in Bovey and Coleraine and to property along the shoreline of Trout Lake and/or Holman Lake. Uncontrolled release of those waters also carries the potential of environmental damage to Trout Lake and/or Holman Lake. In addition, while the water continues to rise, property and economic damage is occurring to an important railroad route that services northeastern Minnesota (railroad service has been halted for more than three years due to the problem) and created a situation where other public infrastructure and private property are endangered. Timely selection and construction of a water level and outflow control system is expected to improve public safety, reduce the threats to public and private property, provide environmental benefits to the water quality of Trout Lake, serve an important role in ameliorating regional economic disruptions, and minimize or eliminate the potential for having to deal with potential emergency conditions.

The physical situation was identified several years ago and the threat has increased as the water level has continued to rise. Programs exist to monitor and report upon water level changes. Data indicate that the water level is continuing to increase. There has been substantial public involvement in and support for the project. Relevant Federal agencies are aware of the situation but have not committed to participate. Two major studies funded by public and private sources were completed that serve as the basis for the project. WMMPB identified and selected the preferred alternative and recently completed detailed engineering design and wetland mitigation work. Pre-permitting has begun and the project is substantially ready for construction to begin upon confirmation of state funds availability.

20. Project contact person, title, and contact information:  
R.D. Learmont, Coordinator  
Western Mesabi Mine Planning Board  
PO Box 166  
Bovey, Minnesota 55709  
e-mail: dlearmon@2z.net

1. Local government submitting the request: **Wheelers Point Sanitary Sewer District**
2. Project title: Wheelers Point Community Sanitary Sewer Collection and Treatment System
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$3,500 (50% of estimated cost)		

9. Project description and rationale:

This request is for \$3.5 Million as a state grant to help pay for land acquisition, engineering, and construction costs related to a sanitary sewer collection and treatment system to serve the Wheelers Point Sewer District in Lake Of The Woods County.

The existing sewage treatment systems for residences and businesses within the District were designed for limited use and subsequent low wastewater flows. Over time the increase in tourism and the conversion from seasonal to year-round residences, have resulted in the overloading of these systems. System failures are becoming more and more frequent. The existing high density development combined with the smaller lot sizes does not conveniently, or may not; allow for a replacement ISTS system because of the space constraints, soil suitability, mandated set-back guidelines and other state and local septic code requirements. These are problems that both residential property owners and commercial business owners are currently faced with.

In order to preserve a healthy public and natural environment, which are vital to maintaining the strong economic tourism foundation of the area; it is essential that the wastewater generated within the area be properly treated. Many of the areas businesses are continually spending money on temporary fixes to their failing septic systems. The Wheeler's Point Community would benefit, and is in need of an alternative method of wastewater treatment. Lower costs for businesses translate into greater opportunities to reinvest in new jobs, training, advertising etc. The wastewater needs continue to grow within the area and it is vital that the proper steps are taken now to ensure the long-term continued prosperity and well being of the area.

A recent needs and feasibility study looked at many factors which included existing development densities, parcel size, existing wastewater flows, available space, soils and hydrologic conditions. The study identified the Wheeler's Point community to be and area in most urgent need of a sanitary sewer collection and treatment system.

20. Project contact person, title, and contact information:

Freeberg & Grund, Inc. (Project Consultant)  
 Attn: Nathan Kestner  
 208 Fourth Street NW  
 Bemidji, MN 56601

- 1) Local government submitting the request: **Town Of White**
- 2) Project title: Town of White Road/Recreation Trail Project
- 3) Project priority number (if the applicant is submitting multiple requests):
- 7) Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$450		

- 9) Project description and rationale:

The Town of White is requesting \$450,000 in state funding in 2008, to complete the construction of a new bituminous surfaced roadway between State Highway 135 and St. Louis County Highway 138.

The entire project consists of three components; roadway, bicycle/walking trail, and snowmobile trail. The roadway component will provide access between the City of Aurora and the Giants Ridge recreational facilities and provide a safer access to Voyageur's Retreat, a new two hundred forty six (246) single family residential development on the east side of Wynne and Sabin Lakes. Although the housing development is located in the City of Biwabik, the only access into the Voyageur's Retreat development is located in the Town of White.

On January 6, 2005 the Biwabik Planning Commission approved the preliminary plat, submitted by Naterra Land, for the 1<sup>st</sup> phase of the housing development consisting of 36 lake lots and 24 back lots. The City of Biwabik approved these plans without addressing issues relating to access into to development area.

Due to this new residential development, use of the current access has created several safety concerns. Increased traffic, poor visibility and location of the existing trails in and along the roadway is a major safety concern. The gravel road that is currently being used as an entrance road to the development was originally an old mining road and was not established, constructed, or designed for a public roadway. It is suitable only for occasional or intermittent traffic. As the Township is the designated road authority with jurisdiction over the road, increased traffic could unnecessarily expose the town to liability.

The Town of White acquired the road from the boat landing to Co. Hwy. 138 as part of its road system pursuant to Minn. Stat. §160.05. Under the provisions of the statute, the town acquired an interest in the road only to the width of actual use and maintenance, and not to the full 66 foot default width. In order to make the necessary improvements to the roadway, the township needed to obtain additional right-of-way. The Town of White has been working with the East Range Joint Powers Board and S.E.H. Engineering for the past three years on establishing the best location for the snowmobile trail, walking/biking trail connection to the Mesabi Trail, roadway design, and in obtaining the necessary easements for the project.

The new roadway will greatly enhance public safety as it will decrease emergency response time for firefighters, first responders and arrival time to the White Community Hospital. In addition, it will provide direct access to the Giants Ridge Recreation facilities and the Town of White's Lake Mine Boat Landing

The recreational trail component of the project will link the existing dead-end portion of the Mesabi Trail system to the City of Aurora trail system. This trail is planned to be a 10-foot wide bituminous paved trail with gravel shoulders that match the features of the existing Mesabi Trail. The existing snowmobile route will be rerouted to run parallel to the new roadway.

Since the LTV shutdown, the East Range Communities have planned for economic recovery and diversification by establishing designated areas for business development and providing the necessary infrastructure and programs to encourage business to locate in the East Range Area. In addition, we have identified tracts of land most suitable for higher density residential development that will promote efficient land use patterns, support growth and utilize the infrastructure investment made by the Town of White, East Range Communities, State of Minnesota, and private investors.

Planning new residential development areas offers the chance to define a larger vision for the growth of the area that will enhance the character of the community, improve connections between neighborhoods, public amenities and include a mix of housing types that will address the full range of local housing needs. The proximity of the project area to the site of the Mesabi Nugget Project will greatly encourage development as it would also reduce the distance which workers must travel to reach employment. These plans will ensure the Town of White and east range area is well prepared to meet the housing needs of all residents by encouraging private sector development of a variety of housing types, styles that meet affordability and the life-cycle housing needs of a growing community.

As economic recovery and diversification through business development expand, the need for recreation opportunities grows and expands as well. The Town of White Road/Recreation Trail Project clearly provides an overall new travel opportunity for vehicles and all forms of recreational trail usage to the entire East Range Area.

20) Project contact person, title, and contact information:

Curt Anttila  
Economic Development Coordinator  
PO Box 127  
Aurora, MN 55705  
Phone: 218-229-3671  
Fax: 218-229-2081  
Email: erjpb@cpinternet.com



1. Local government submitting the request: **City of Williams**
2. Project title: Wastewater Treatment Plant Repair
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 150		

9. Project description and rationale:

These monies are to be used to stop current pitting and corroding that is occurring in our Wastewater Treatment Plant aeration and clarifying tanks before it eats all the way through the aluminum and starts leaking. The City of Williams can't afford to carry this debt all on it's own due to the \$21,000 in loan payments that we make to the USDA Rural Development annually on this 6 year old system. It's not self-supporting as it is and this will literally shut the City down if we don't get any state funding to help with this.

The state and MPCA mandated that the City of Williams put this new facility in 6 years ago and the City ended up barrowing \$282,000 over and above the grant monies that were received in order to complete the project. Now, 6 years later we have a problem that is going to possibly cost the City another \$150,000 in order to fix and needs to be addressed as soon as possible before we have to shut down our Wastewater Treatment Plant completely and leave 204 residents without any sewer at all.

20. Project contact person, title, and contact information:

Randie Johnson, City of Williams, P.O. Box 98, Williams, MN 56686  
 (218) 783-4418  
 Fax (218) 783-3272  
 Email: cityofwilliams@wiktel.com

1. Local government submitting the request: **City of Windom**
2. Project title: Windom Fire Hall
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 775		

9. Project description and rationale:

The City of Windom is requesting state funding of \$775,000 to construct, furnish and equip the renovation and expansion of the existing fire hall. The City of Windom is located in Cottonwood County, on U.S. Highway 71 and MN Highway 60, approximately 125 miles southwest of the Twin Cities. The City's Fire Department is comprised of 29 volunteer firefighters and operates 14 pieces of equipment that need to be stored in a central location to facilitate optimum response times. The existing fire hall is over 40 years old, contains six bays and support areas covering approximately 4,100 square feet. The existing Fire Hall space also supports Ambulance Services and houses two ambulance units.

The City of Windom is planning to construct a fire station located adjacent to the existing Fire Hall at 444 9th Street. The addition to the existing Fire Hall is estimated by the architect to be approximately 8,850 square feet. The new addition would feature double-deep bays for equipment storage with approximately 2,350 square feet of support space. This option would also include design of approximately 20 off-site parking spaces and 18,000 square feet of on-site parking.

The Fire Department and City Council have identified the need to replace or modify the fire hall that was originally built in 1964. When the fire hall was built, equipment size and needs were much different than they are today. As equipment evolves, the original design of the fire hall is becoming increasingly inadequate to serve the needs of the department.

The fire hall no longer accommodates the quantity or size of equipment required by today's average fire department. The Fire Department is currently storing fire fighting and rescue equipment in several locations throughout the city. Due to the storage inadequacies, when emergency calls are received, equipment is not always readily accessible by the department. The fire hall's shortcomings include its inability to adequately accommodate the department's equipment; its inability to provide sufficient space for rapid, unhindered movement of firefighters within the facility; and its inability to provide sufficient space to prevent accidental interaction between firefighters and equipment, thereby creating serious safety issues. Because of the size of the confined space and the close proximity of firefighters and equipment, there are also air quality issues.

The Windom Volunteer Fire Department provides fire services to the City of Wilder, City of Bingham Lake and nine townships located in Cottonwood and Jackson Counties. The City of Windom contributes 67% of the Department's annual operations budget. The cities of Bingham Lake and Wilder and the nine townships, through flat rate long-term contracts, provide 33% of the budget. In an average year, 52% of all fire calls come from areas outside the city limits. However, in recent years, the fire calls from the service area outside the city limits have been well above the average with the highest year at 74% of all calls. Because over 50% of the calls are from outside the city limits, a request has been made to the contracted cities and townships to assist with funds needed to renovate the existing and build a new fire hall addition.

Due to the rural nature of the area, declining population and low household median incomes, these cities and townships do not have the resources needed to contribute additional funds for the annual operations budget. Currently these entities are only funding 33% of the operations budget and they are hesitant with funding commitments needed to assist with the fire hall renovation or construction. Recently one township terminated fire service agreements for several sections partially due to the impending cost associated with the fire hall project.

20. Project contact person, title, and contact information:

Steven Nasby, City Administrator  
City of Windom  
444 9th Street  
P.O. Box 38  
Windom, MN 56101  
507.831.6129 telephone  
507.831.6127 fax  
snasby@windom-mn.com  
www.windom-mn.com

1. Local government submitting the request: **City of Windom**
2. Project title: Windom Dam Renovation\Removal
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 300		

9. Project description and rationale:

The City of Windom is requesting state funding of \$300,000 for engineering and design work on the dam project (including civil engineering, hydrology studies, design\engineering work for stream restoration and trails) and construction\removal\renovation of the dam. The City of Windom is located in Cottonwood County, on U.S. Highway 71 and MN Highway 60, approximately 125 miles southwest of the Twin Cities.

In the Spring of 2007 the Des Moines River worked its way around the dam structure and is eroding the river bank in Island Park. The City of Windom has met set up a committee consisting of the Mayor, a City Council member, MN DNR representative and two City staff members to discuss this matter and consider options.

Due to the existing condition of the Windom Dam the MN DNR has moved up this project to #4 on their priority list. The current situation poses a safety hazard to the public. Attached as Exhibit 1 are photographs of the dam's condition. MN DNR has worked with a number of Minnesota communities on dam safety and removal options. This focus by the MN DNR presents the City of Windom with an opportunity to fully discuss the status of the dam and possible options with the community. On July 17, 2007 a DNR expert on dams will be making a presentation to the Windom City Council.

The dam was originally constructed in 1878 for the Windom Flour Mill. That dam was washed out in 1885 and reconstructed. In 1923 the mill was destroyed by fire and in 1926 the City purchased approximately 50 acres along the Des Moines River which included the old Mill site and area around the dam. After the floods of 1962, which had carried away much of the wooden parts of the dam, the City undertook a major

renovation project in the winter of 1962-63 where the dam was repaired and reinforced. In the 1980's dam was again repaired.

The City of Windom has a heavy debt load due to numerous projects (Fiber to the Home Telecom system, Community Center and Public Works projects) and a limited tax base. As such, State funding is critical to the Windom Dam Project. Windom's tax capacity has grown only slightly and current tax levies are high. In addition to City taxes the local school district is considering an operating levy that will go to voters in fall 2007. With limited taxing and debt capacities the City has had to prioritize present and future public projects. In 2008-09 the City is anticipating the construction of an addition and renovation to the fire hall thus leaving only very limited funding available to address the Windom dam.

20. Project contact person, title, and contact information:

Steven Nasby, City Administrator  
City of Windom  
444 9th Street  
P.O. Box 38  
Windom, MN 56101  
507.831.6129 telephone  
507.831.6127 fax  
snasby@windom-mn.com  
www.windom-mn.com

1. Local government submitting the request: **City of Worthington**
2. Project title: Fire Hall Construction
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,565		

9. Project description and rationale:

The City of Worthington is requesting a capital appropriation of \$1.565 million to predesign, design, construct, furnish and equip a new fire hall in Nobles County in the city of Worthington to provide firefighting services in Worthington and the surrounding area, provide a regional decontamination response, provide statewide and regional training opportunities and provide a community meeting room.

The current fire hall was built in 1966 and no longer meets the service standard necessary for firefighting in a diverse regional center. Since 1966 Worthington has grown in population, diversity, and commercialization, cementing its place as a regional hub. Forty-one years ago high-rise buildings weren't anticipated, nor was one of the nation's largest hog processing plants; these changes and the size of the current fire hall and the size of apparatuses needed to fight fires at high-rise buildings and large commercial operations make it necessary for construction of a new fire hall.

The current fire hall is in a residential district which makes it difficult for safe entry and exit during emergencies. The current building has limited storage space for apparatuses currently needed to combat fires and other emergency calls for service in the surrounding area. The limited storage area also affects the ability to store the decontamination trailer that the State of Minnesota granted us; the trailer, which serves a regional purpose and is valued at \$80,000 should be stored indoors so that it will be operational in the time of need.

The current fire hall has limited training space, not enough to train the entire department simultaneously. A training room that could support 50 people would serve several purposes: it could be used for regional emergency management, police and fire training as well as a community meeting room, it could serve as a secondary emergency operations center (EOC) and it could be used for local training and meeting purposes.

20. Project contact person, title, and contact information:

Rick Von Holdt  
 Fire Chief  
 303 9<sup>th</sup> Street PO Box 279  
 Worthington, MN 56187  
 Phone: 507-360-7240  
 Fax: 507-372-5977  
 Email: rickgtw@frontiernet.net

1. Local government submitting the request: **Wright County**
2. Project title: Regional Park Land Acquisition
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$ 8,000		

9. Project description and rationale:

Wright County, with the support of the City of Monticello (who will be a partner in the acquisition), is submitting a request for \$8 million that will enable us to acquire 1,200 acres, including undeveloped lakes, in Wright County (Monticello Township/City), currently owned by the YMCA of Minneapolis, which will be used for the preservation of open space and natural resources for future public and current enjoyment and recreation.

We are asking the State to supplement a \$24 million project, with \$8 million to come from each Wright County and Monticello City. Both the County and the City have adopted resolutions indicating their support of this land acquisition.

Wright County is one of the fastest growing counties in Minnesota, and with an increase in population and development comes an increased demand for recreational opportunities. As competition for land heats up between those who wish to develop and those who desire to preserve some of our open spaces, costs begin to rise and open areas begin to disappear. It is our hope that early action and commitment on our part will help us protect recreational and outdoor opportunities for generations to come. In order to do this, we will need more funds than those that are available to us at a local level, and we are asking the State to consider contributing one-third of the projected cost. Even though the property under consideration is located in Wright County, many of our park users are Minnesota citizens from outside our county, and this acquisition by the County/City will further enhance the quality of outdoor recreation in our state.

User surveys taken by Wright County at two of our regional parks during the past three years indicate that about 40 percent of all visitors come from neighboring counties, the metro area, and greater Minnesota. In evaluating the regional significance of this proposed Regional Park, it is likely that these numbers will increase due to the proximity to the metro area and transportation corridors.

The Statewide Comprehensive Outdoor Recreation (SCORP) identified seven priorities that were adopted by Minnesota Outdoor Recreation Policy Advisors. This project will address all of them.

- Protect and restore the natural resource base on which outdoor recreation depends—lakes, streams, wetlands, forests, and grasslands.
- Help sustain outdoor recreation facilities for future generations.
- Help reserve prime recreational lands in areas of rapid population growth ahead of development and provide recreational facilities such as trails, water access, shore land, and natural areas.
- Will help respond to demands of Minnesota's changing population by providing diverse form of outdoor recreation to the aging population as well as cultural diversity.
- Will expand nature based outdoor recreation experiences for youth living in urban areas, by providing youth with close-by access to natural areas.
- Improve coordination between governmental agencies by creating a partnership that will work together to plan, maintain, and offer a full range of recreational opportunities.

- Increase the capacity of Minnesota's natural resource to support satisfying outdoor recreational opportunities.

Wright County is located in central Minnesota, and our parks already serve many people from the greater regional area. The beautiful landscape and rural setting in our county both contribute to our high quality of life. Preserving this current YMCA property for recreational and outdoor activities will enable us to share that quality of life with people who are seeking opportunities to enjoy the outdoors in an area close to where they live. Even as open space in the metro area disappears to development, urban residents do not relinquish their desire and need to enjoy an area that is free from the noise and congestion that go hand in hand with an urban setting. Wright County's population is growing fast, and developers are working hard to meet the demand for housing and business. We must act quickly and soon if we are to have a hand in helping shape the quality of life for current and future citizens.

20. Project contact person, title, and contact information:

Marc Mattice, Parks Administrator  
1901 Highway 25 North 505 Walnut Street Suite #1  
Buffalo, MN 55313  
Phone: 763-682-7693  
Fax : 763-682-7313  
marc.mattice@co.wright.mn.us

Jeff O'Neill, City Administrator  
Monticello, MN 55362  
Phone: 763-271-3215  
Fax: 763-295-4404  
jeff.oneill@ci.monticello.mn.us

1. Local government submitting the request: **Yellow Medicine County**
2. Project title: Yellow Medicine County Agriculture and Transportation Museum
3. Project priority number (if the applicant is submitting multiple requests): 1 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$200		

9. Project description and rationale:

This request is for \$200,000 in state funding for electrical system and air quality-related upgrades on the main museum building of the Yellow Medicine County Agriculture and Agriculture and Transportation Museum.

This figure comes from a January 31, 2006 report prepared for the Museum by Vetter Johnson Architects of Minneapolis. In December of 2005, the Museum retained Vetter Johnson to assist in evaluating how an elevator could be accommodated into the building's original multi-story building to make the second floor handicapped accessible. The impetus for this project was a suggestion from U.S. Representative Collin Peterson that federal monies could be found to underwrite an elevator, and a formal proposal to Rep. Peterson—with letters of support from the Yellow Medicine County Board of Commissioners, Western Minnesota Prairie Waters tourism center, and the Minnesota Historical Society—is on file in his office.

In conducting their study, Vetter Johnson Architects identified a number of potential problems with the Museum building—the original Hanley Falls Public School, constructed in 1939 as a WPA project, and therefore itself an historical artifact. “Both the original building and its addition appear to be in good condition and are clearly well maintained,” the report states on page one, “with the exception of mechanical and electrical systems that are outmoded.” Off the record, the architects commented that the Museum’s electrical service system, especially the plug-fuse panel boards, “belongs in a museum.” Thus upgrading the building’s electrical system is a precondition to upgrading its mechanical system and providing climate control, fire protection, and handicapped accessibility in the form of an elevator (projects included in the Colin Peterson request). Actually, upgrading the building’s electrical system is essential to the long-term sustainability of the Museum itself.

The county commissioners have already committed \$20,000 in funds to match bonding money. We also have hopes for the federal monies (which have been applied for), and for other matching possibilities. Our priorities, in order, are basic electrical work, air quality, heating system, and elevator. The funds we are requesting would be directed primarily at electrical work and improving air quality.

20. Project contact person, title, and contact information:

Mavis Gustafson, Museum Director  
Yellow Medicine County Agriculture and Transportation Museum  
P.O. Box 70  
Hanley Falls, MN 56245  
507-768-3522 (office)  
507-768-3580 (home)  
agmuseum@frontiernet.net  
www.mnmachinerymuseum.com



1. Local government submitting the request: **Yellow Medicine County**
2. Project title: Southwest Minnesota Prairie Farm Preservation Education & Exhibit Center
3. Project priority number (if the applicant is submitting multiple requests): 2 of 2
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$1,100		

9. Project description and rationale:

This request is for \$1,100,000 in state funding to design, construct, furnish and equip a new agricultural education and exhibit center for education purposes to be located in Yellow Medicine County, Minnesota. The agricultural education and exhibit center will provide opportunity for state residents and Midwestern travelers to better understand early prairie farm family life and farming practices; the evolution of mechanization of farm equipment; and, the prairie native habitat. This will be accomplished by creating a early prairie farm experience with exhibits, displays of farm machinery, over night stays at the bunk house, participation in early farming activities and consuming authentic farm meals.

20. Project contact person, title, and contact information:

Dick Regnier  
 2851 200<sup>th</sup> Avenue  
 Porter, Minnesota 56280  
 Phone: 507-224-2243  
 Fax: 507-224-2243

1. Entity submitting the request: **Association of Metropolitan Municipalities**, on behalf of Metro Area cities.
2. Project title: Inflow and Infiltration (I/I) Capital Bonding Grants
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$14,000		

9. Project description and rationale:

This request is for \$14 million in capital bonding for grants to at least 46 Metro Area cities to correct inflow and infiltration (I/I) problems in municipal wastewater collection systems.

The Metropolitan Council is projecting one million additional residents in the Metro Area by 2030. As the primary wastewater treatment agency in the Metro Area, Metropolitan Council Environmental Services (MCES) is responsible for providing wastewater treatment services in a manner that will accommodate the future growth, be affordable to the rate payers and meet or exceed state and federal statutory and regulatory clean water standards.

MCES, through an exhaustive technical analytical process has determined that a primary challenge to meeting their goal is significant inflow and infiltration of clear water – generally either storm water or ground water – in municipal wastewater collection systems. According to MCES, infiltration generally consists of ground water entering municipal sanitary sewer collection systems through system defects such as cracks in pipes, leaky pipe joints, and deteriorated manholes. Inflow generally occurs when private property owners illegally connect building rain leaders, sump pumps or foundation drains to the sanitary sewer system. (It should be noted that this request is for funds to be used exclusively for public infrastructure improvements, not for private enforcement or correction activities.)

At a minimum, when added to normal wastewater generated by wastewater customers, the addition of this clear water reduces the capacity in the MCES interceptor system and at the MCES regional treatment plants. Under a worst-case scenario, MCES reports that excessive I/I has in the past, and may in the future, result in sanitary sewer overflows. Sanitary sewer overflows are a violation of federal clean water standards, and offenders are subject to fines. More importantly, sanitary sewer overflows create potential public health threats. Peaks in inflow and infiltration most typically occur after significant storm events.

I/I related reduced capacity within the MCES interceptor and treatment plant system has both macro and micro impacts. On the macro level, Metro Area growth and development is dependent on the availability of wastewater treatment capacity. Simply put, the Metro Area can't grow if wastewater can't be properly treated. On the micro level, because several cities utilize a single MCES interceptor, excessive I/I in one city can result in reduced development capacity and/or sewer backups in a neighboring city.

Correction of the Metro Area I/I problem is regionally significant. There are two ways to mitigate excessive I/I. The first is by creating additional capacity in MCES regional interceptors and treatment plants. A conservative MCES estimate is that the cost of expanding capacity to accommodate I/I will be at least \$900 million. The second option is to address I/I at the local level. MCES, in consultation with local governments has determined that the cost of addressing I/I at the local level is a fraction of the cost to address the problem at the treatment plant. Therefore, expenditures at the local level will result in significant savings at the regional level.

In an effort to assure that I/I is addressed at the local level, for 2007 and four years subsequent, MCES instituted a local I/I surcharge program. At least 46 Metro Area cities are affected. The program assesses cities with excessive I/I a fee based on and estimated cost to make corrections, and the cost to treat the excessive flows. The fee is waived based on local commitment and corresponding documentation that verifies correction related expenditures. 2007 was the first year in a 5 year Met Council I/I Surcharge Program. In light of decreasing resources, including Local Government Aid and categorical federal, state and regional programs, Metro Area cities are concerned about their ability to mitigate I/I problems without raising local property taxes or user rates to unaffordable levels.

Addressing I/I at the local level involves both enforcement of local ordinances to require the disconnection of illegal sump pumps, floor drains and roof leaders, and to correct problems in municipal wastewater collection pipes and manholes. MCES estimates the majority of the cost is on private property. This request is not intended to address the private property issues. The enforcement of local ordinances will be conducted at the local level. Rather, this request is for funds to correct problems in municipally owned and operated wastewater collection systems.

20. Project contact person, title, and contact information:

Louis F. Jambois, Executive Director, Metro Cities, 145 University Avenue West, St. Paul, Minnesota, (ph) 651.215.4001, (fax) 651.281.1299, email louis@amm145.org

1. Entity submitting the request: **Minnesota Military Museum**
2. Project title: Capital Funding of \$80,000 for a Predesign Study
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$80		

9. Project description and rationale:

The Board of Directors seeks funding of \$80,000 to develop a plan that addresses long-range space needs for the military museum at Camp Ripley. The first phase of this plan, a "Pre-Design Study," would be carried out by an architectural design firm experienced in such work. The firm would be asked to:

1. Develop an inventory of existing buildings and building conditions, along with current space utilization in these structures. Gather documentation of site and existing building plans,
2. Facilitate the development of a site activities and space needs program that outlines future development and expansion of the museum, including interior and exterior space usage,
3. Develop conceptual and schematic design plan alternatives for best use of the existing building and site, along with expansion potential for exhibit preparation and staging, storage space, gathering and presentation areas for the public, and for the museum store. Long-range plans will address adjacency relationships and convenient operation of storage, exhibit preparation and expansion of exhibition space. Concepts will include analysis of visitor experience and flow through the museum with recommendations for sound (narration), improved display lighting, signage and graphics. Other aspects of enhancing the visitor experience and historical significance of the exhibits will address the image of the facilities and exhibition areas, while providing for flexibility and ease of rotating and changing exhibits. The visitor experience should begin with an identifiable arrival point.

4. Concept plans (to include diagrams and sketches) would be reviewed with Camp Ripley facilities personnel and local code authorities. The master plan would address building codes, handicapped accessibility, life safety, materials, systems and standards. An estimate of probable construction costs for the various phases of expansion and upgrading of the facilities will be included in the study.

20. Project contact person, title, and contact information:

Gary LeBlanc (member of Board of Directors of the Military Historical Society of Minnesota)  
7342 145<sup>th</sup> Avenue  
Royalton, MN 56373  
320-584-5859  
butternutcove@hotmail.com

1. Entity submitting the request: **Tubman Family Alliance** (This nonprofit agency is in discussions with Ramsey County and/or a Ramsey and Washington County joint powers agreement about this project.)

2. Project title: Family Violence Prevention and Research Center of Ramsey and Washington Counties

3. Project priority number (if the applicant is submitting multiple requests):

7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$5,000		

9. Project description and rationale:

This request is for \$5 million in state funding to acquire land, renovate an existing building of Minnesota architectural significance into a unique multi-disciplinary Family Violence Prevention and Research Center and build 90 affordable housing units. The site will serve Minnesotans who need permanent housing, safe temporary shelter, legal services, mental and chemical health services, counseling, job and career training, school-based violence prevention education and community-wide meal services. It will also house a research center, in partnership with local academia, to explore best practice models to end the cycle of violence as well as a retreat center for public use.

The complex will be operated by Tubman Family Alliance and Commonbond Communities, two nonprofits with over 30 years of experience, in Ramsey County (across the street from Washington County) in the City of Maplewood at the corner of Larpenteur and Century Avenues.

Services operated at the site will fulfill the State's public safety mission to provide immediate safety, legal advocacy and support services to help Minnesotans achieve violence free lives. The affordable housing units provide permanent family housing residences for the graduates of the transition program. These affordable residences are steppingstones to the next level. Residents will benefit from continued support while they develop the skills to move on to new opportunities for market rate rental housing or home ownership. Tubman serves over 30,000 residents in Hennepin, Ramsey and Washington Counties and operates 24 percent of Minnesota's shelter beds. CommonBond Communities manages 69 affordable housing complexes throughout the state. The operations of these two partners will not only directly benefit residents of Ramsey and Washington Counties, but the unique partnership will serve as a statewide service delivery model, and the research center will provide valuable information and practicum on family violence for the entire state and nationwide.

The current structure, known as St. Paul's Monastery, is considered one Minnesota's great works of modern mid-20th Century architecture. Built of poured concrete, stone and brick, the building was constructed in 1965 to last 100 years and serve as the home to 130 members of the Benedictine Sisters. Its renovation into the family violence prevention center and retreat center without significant changes will save this masterpiece for future Minnesotans. Also, the \$8.2 million costs to purchase and renovate the facility is a significant saving from the \$17 million cost to build a new facility.

This 24-acre campus will serve as a Minnesota model for how an in-depth partnership between social services, housing providers and government agencies can provide a continuum of safety net services in a cost-effective and efficient operation ultimately saving tax dollars. The goal of this project is for key partners Tubman and CommonBond Communities to join together with other service providers and government agencies to seek efficiencies in building management, joint-programming, shared administrative functions and service delivery in order to maximize direct support to clients in need.

This unique partnership will not only serve as a first in Minnesota model to bring these safety net services together in one place, but also the Research Center will explore and discover even more ways to provide quality, effective services to end family violence and homelessness.

20. Project contact person, title, and contact information:

Randy Schubring, Director of Public Affairs  
Tubman Family Alliance - 3111 First Avenue South - Minneapolis, MN 55408  
612.767.6693 (direct) - 612.825.3333 (main) – 612.825.6666 (fax)  
Rschubring@TubmanFamilyAlliance.org

1. Entity submitting the request: **Upper Sioux Community**
2. Project title: Water System Improvement
3. Project priority number (if the applicant is submitting multiple requests):
7. Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$775		

9. Project description and rationale:

This request is for \$775,000 in state funding to assist in the construction of a water system improvement project on the Upper Sioux Community reservation, a Federally Recognized Indian Community located outside Granite Falls, in Yellow Medicine County. This would include installation of USC WSI through bonding appropriation. The report by the Indian Health Service outlines two problems: continuity of service and increase in water demand.

1. Continuity of Service. The current water supply for the community water system is located at one extreme of the distribution line. Usually, there is redundancy in a water system by means of distribution loops of multiple sources. Since the Upper Sioux system was developed over time in a linear course, the entire distribution system is critical. Any interruption in the water main due to testing, maintenance, repair, or equipment failure will result in a disruption of water service to parts of the system. Depending on where that interruption occurs, up to 90% of the community could be without water. Therefore, there is an immediate need to provide continuity of service for the system.

2. Increase in Water Demand—Current water supply, storage and distribution facilities are capable of serving the existing water demand. However, current facilities are not capable of sustaining future demands forecasted by the Upper Sioux Planning Department. There is a need to increase the water supply and storage facilities to satisfy future water demand.

A reliable water delivery system is critical for the continued growth of the Upper Sioux Community, both for housing and for jobs. The casino and the other tribal businesses make the Upper Sioux Community one of the largest, if not the largest employer in the community. There are currently at total of 425 jobs, with healthcare benefits. In 1991, there were fewer than 30 employees.

20. Project contact person, title, and contact information:

Chairman, Kevin Jensvold,  
P.O. Box 147  
Granite Falls, MN 56241  
Phone: (320) 564-3853  
Fax: (320) 564-4482  
kevinj@uppersiouxcommunity-nsn.gov

Karen James  
P.O. Box 147  
Granite Falls, MN 56241  
Phone: (651) 690 -1197  
Fax: (320) 564-4482