

2016 Local Government Preliminary Capital Budget Requests

Page	Entity	Project Title	Priority	\$ in Thousands			
				2016 Request Amount	2018 Request Amount	2020 Request Amount	Total Request Amount
1	Appleton Township	Projects Summary		1,000	0	0	1,000
2		100TH ST SW Road Upgrade	1	1,000	0	0	1,000
6	Appleton, City of	Projects Summary		3,250	0	0	3,250
7		Pioneer Public TV	1	3,250	0	0	3,250
13	Arrowhead Regional Corrections	Projects Summary		2,853	0	0	2,853
14		NERCC Vocational Programming Improvements	1	2,853	0	0	2,853
18	Association of Metro Municipalities	Projects Summary		7,000	0	0	7,000
19		Association of Metropolitan Municipalities Inflow-Infiltration Capital Bonding Request	1	7,000	0	0	7,000
23	Aurora, City of	Projects Summary		4,000	12,000	0	16,000
24		East Mesabi Joint Water System	1	4,000	12,000	0	16,000
28	Baxter, City of	Projects Summary		4,745	0	0	4,745
29		Cypress Drive Extension Project	1	4,745	0	0	4,745
34	Bemidji, City of	Projects Summary		4,200	0	0	4,200
35		Regional Dental Facility; Bemidji	1	3,500	0	0	3,500
41		Bemidji Carnegie Library Rehabilitation	2	700	0	0	700
46	Benton County	Projects Summary		6,000	0	0	6,000
47		County State Aid Highway (CSAH) 3 Reconstruction	1	6,000	0	0	6,000
51	Blaine, City of	Projects Summary		3,246	0	0	3,246
52		Reconstruction of 105th Avenue	1	3,246	0	0	3,246
56	Cambridge, City of	Projects Summary		17,000	0	0	17,000
57		State Trunk Highway 95 Improvement	1	15,000	0	0	15,000
62		East Central Regional Library Headquarters and Cambridge Public Library	2	2,000	0	0	2,000
66	Central Iron Range Sanitary Sewer District	Projects Summary		6,950	0	0	6,950
67		CIRSSD Mercury Treatment	1	2,250	0	0	2,250
71		CIRSSD Inflow/Infiltration Reduction	2	4,700	0	0	4,700
75	Chatfield Economic Development Authority	Projects Summary		7,985	0	0	7,985
76		Chatfield Center for the Arts Phase II	1	7,985	0	0	7,985
81	Chisago County	Projects Summary		13,250	0	0	13,250
82		Chisago County "Next Generation" Jail/Law Enforcement Center	1	12,000	0	0	12,000
87		Chisago County US Highway 8 - CSAH 26 Traffic Control System	2	1,250	0	0	1,250
91	Chisholm, City of	Projects Summary		2,650	0	0	2,650
92		New Municipal Building	1	2,650	0	0	2,650
97	Clay County	Projects Summary		22,289	0	0	22,289
98		Clay County Jail	1	13,789	0	0	13,789
103		Clay County Resource Recovery Campus	2	8,500	0	0	8,500
107	Cold Spring, City of	Projects Summary		8,300	0	0	8,300
108		2016 Water Infrastructure Improvements	1	8,300	0	0	8,300
113	Dakota County	Projects Summary		20,558	0	0	20,558
114		Construction of County State Aid Highway 42 Interchange at Trunk Highway 52, Rosemount	1	5,500	0	0	5,500
118		Powerhouse and Turbine Upgrade, Byllesby Dam	2	6,000	0	0	6,000
122		Mississippi River Regional Trail, Rosemount East Segment	3	2,050	0	0	2,050
126		Big Rivers Regional Trail Trailhead	4	787	0	0	787

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130		Minnesota River Regional Trail, Eagan Segment	5	2,500	0	0	2,500
134		East/West Transit Improvements	6	2,000	0	0	2,000
138		Fiber Linking Public Facilities Across Dakota County	7	1,721	0	0	1,721
142	Dennison, City of	Projects Summary		730	0	0	730
143		Lift Station and Sewer Projects	1	730	0	0	730
147	Detroit Lakes, City of	Projects Summary		15,000	0	0	15,000
148		Detroit Lakes Public Utilities Waste Water Treatment Plant	1	15,000	0	0	15,000
153	Duluth International Airport	Projects Summary		4,000	0	0	4,000
154		Runway Reconstruction and Realignment Project	1	4,000	0	0	4,000
159	Ely, City of	Projects Summary		23,100	0	0	23,100
160		17th Avenue East/ Vermilion Community College/ Business Park Infrastructure	1	1,800	0	0	1,800
165		West End Recreation Trailhead Development/ Community Hospital Access Improvements	2	1,300	0	0	1,300
170		Greater Minnesota Business Development Public Infrastructure Grant Program	3	20,000	20,000	20,000	60,000
174	Eveleth, City of	Projects Summary		447	0	0	447
175		Eveleth Alice/Fayal Location Site Redevelopment - Brownfield Cleanup and Infrastructure	1	447	0	0	447
180	Golden Valley, City of	Projects Summary		2,820	0	0	2,820
181		DeCola Ponds Flood Mitigation	1	2,820	0	0	2,820
185	Grand Rapids, City of	Projects Summary		4,275	0	0	4,275
186		Mississippi River Pedestrian Bridge	1	750	0	0	750
190		Mississippi River Amphitheater	2	1,500	0	0	1,500
194		Improvements to the Itasca Recreation Association Civic Center	3	2,025	0	0	2,025
199	Hallock, City of	Projects Summary		700	0	0	700
200		Columbus Ave Sewer	1	700	0	0	700
204	Hennepin County	Projects Summary		86,710	0	0	86,710
205		Regional Medical Examiner's Facility	1	34,033	0	0	34,033
209		Hennepin/Ramsey Joint Juvenile Facility	2	18,677	0	0	18,677
213		Interstate 35W/CSAH 3 (Lake Street) Transit/Access Project	3	25,000	0	0	25,000
218		ArtSpace Hennepin Center for the Arts	5	6,000	0	0	6,000
223		Cedar Cultural Center	6	3,000	0	0	3,000
227	Hennepin County Regional Rail Authority	Projects Summary		20,000	79,000	0	99,000
228		Bottineau LRT (Metro Blue Line Extension)	1	20,000	79,000	0	99,000
232	Hermantown, City of	Projects Summary		8,000	0	0	8,000
233		Arrowhead Regional Health and Wellness Center	1	8,000	0	0	8,000
238	International Falls-Koochiching County Airport Commissions	Projects Summary		4,495	0	0	4,495
239		Airline Terminal Construction Project	1	4,495	0	0	4,495
243	Itasca County	Projects Summary		750	0	0	750
244		Popple River Recreation Bridge and Village Road Connection	1	750	0	0	750
248	Litchfield, City of	Projects Summary		5,000	0	0	5,000
249		Phase 2 Power Generation Improvements	1	5,000	0	0	5,000
253	Mankato, City of	Projects Summary		14,000	0	0	14,000

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254		Regional Water Quality Improvement Strategy	1	14,000	0	0	14,000
258	McLeod County	Projects Summary		2,350	0	0	2,350
259		Morningside (CSAH 15) Corridor Completion	1	2,350	0	0	2,350
264	Minneapolis Park and Recreation Board	Projects Summary		24,500	0	0	24,500
265		Hall's Island Restoration	1	12,000	0	0	12,000
270		26th Avenue River Access: Restoring Connections	2	1,500	0	0	1,500
274		Minneapolis Trail System Gaps	3	9,000	0	0	9,000
278		Upper Harbor Terminal Site Remediation	4	2,000	0	0	2,000
282	Minneapolis, City of	Projects Summary		38,275	0	0	38,275
283		10th Avenue SE Bridge over the Mississippi River Concrete Arch Rehabilitation	1	31,875	0	0	31,875
287		35W North Storm Tunnels	2	2,000	0	0	2,000
291		Emergency Operations Training Facility (EOTF) Enhancement	3	2,500	0	0	2,500
296		Pioneers and Soldiers Cemetery Fence Restoration Project	4	1,900	0	0	1,900
300	Minnesota Valley Regional Rail Authority	Projects Summary		22,000	33,000	25,000	80,000
301		Minnesota Valley Regional Rail Authority Rail & Bridge Rehabilitation Request - 2016	1	22,000	33,000	25,000	80,000
306	Montevideo, City of	Projects Summary		8,208	0	0	8,208
307		Montevideo Flood Control Project	1	3,000	0	0	3,000
311		Montevideo Veterans Home	2	5,208	0	0	5,208
320	Moorhead, City of	Projects Summary		55,810	60,966	0	116,776
321		SE Main Ave/20th St/21st St Railroad Grade Separation	1	42,262	0	0	42,262
327		11th St Railroad Grade Separation	2	13,548	60,966	0	74,514
333	Moose Lake, City of	Projects Summary		800	0	0	800
334		Riverside Center Addition	1	800	0	0	800
339	Morris, City of	Projects Summary		7,000	0	0	7,000
340		Morris Water Treatment Facility	1	7,000	0	0	7,000
345	Morrison County	Projects Summary		400	0	0	400
346		Soo Line Trail - Bridge Pier Restoration Project	1	400	0	0	400
350	Newport, City of	Projects Summary		5,202	0	0	5,202
351		Newport I&I-Sanitary Service Lining and Manhole Seal	1	1,475	0	0	1,475
355		Newport I&I-Sanitary Mainline-Service Lining and Manhole Seal	2	3,512	0	0	3,512
359		Maxwell Avenue Property Acquisition	3	215	0	0	215
363	Otter Tail County	Projects Summary		3,571	3,571	0	7,142
364		Perham to Pelican Rapids Recreational Trail	1	3,571	3,571	0	7,142
368	Pipestone, City of	Projects Summary		9,700	0	0	9,700
369		New Water Treatment Facility and Well	1	9,700	0	0	9,700
374	Plymouth, City of	Projects Summary		2,203	0	0	2,203
375		Plymouth Ice Center Renovations	1	2,203	0	0	2,203
382	Polk County	Projects Summary		3,000	0	0	3,000
383		North Country Food Bank	1	3,000	0	0	3,000
389	Ramsey County	Projects Summary		22,800	0	0	22,800
390		Interstate Highway 694/Rice Street Interchange	1	20,500	0	0	20,500
394		Battle Creek Winter Recreation	2	2,000	0	0	2,000

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398		Improvements to Ramsey County Landmark Center	3	300	0	0	300
403	Ramsey County Regional Rail Authority	Projects Summary		5,000	0	0	5,000
404		Riverview Corridor	1	2,000	0	0	2,000
408		Rush Line Corridor	2	2,000	0	0	2,000
412		Union Pacific/BNSF Grade Separation	3	1,000	0	0	1,000
417	Red Wing, City of	Projects Summary		33,849	0	0	33,849
418		US TH 61 (Main Street) Reconstruction	1	3,380	0	0	3,380
423		Red Wing River Town Renaissance	2	4,480	0	0	4,480
429		Mississippi Riverwalk Trail and Trailhead	3	8,627	0	0	8,627
434		West Red Wing Public Safety Facility	4	2,600	0	0	2,600
438		Highway Rail Grade Separation at Sturgeon Lake Road	5	14,762	0	0	14,762
443	Rochester, City of	Projects Summary		4,985	0	0	4,985
444		Rochester International Airport Customs and Border Patrol Improvements and Other Airport Improvements	1	4,985	0	0	4,985
448	Rockville, City of	Projects Summary		1,495	0	0	1,495
449		Rocori Trail Phase 2	1	1,495	0	0	1,495
453	Roseau, City of	Projects Summary		700	0	0	700
454		Roseau Fire Station Expansion	1	700	0	0	700
459	Silver Bay, City of	Projects Summary		2,977	0	0	2,977
460		Silver Bay Black Beach Campground	1	1,128	0	0	1,128
465		Silver Bay Municipal Campground - Rec Center	2	1,174	0	0	1,174
470		Mary MacDonald Rehabilitation Project	3	675	0	0	675
475	Silver Creek, City of	Projects Summary		8,693	0	0	8,693
476		Stewart River Subordinate Service District - Wastewater Collection and Treatment System	1	8,693	0	0	8,693
480	St. Cloud, City of	Projects Summary		8,000	0	0	8,000
481		Friedrich Regional Park	1	6,000	0	0	6,000
490		Accessibility Improvements St. Cloud's Historic Downtown	2	2,000	0	0	2,000
495	St. James, City of	Projects Summary		2,817	0	0	2,817
496		Highway 4 and Allied Projects	1	1,567	0	0	1,567
500		Storm Water Main St. James Lake/St. James Creek	2	1,250	0	0	1,250
504	St. Louis & Lake Counties RRA	Projects Summary		1,700	0	0	1,700
505		Mesabi Trail Extension 2016	1	1,700	0	0	1,700
510	St. Louis County	Projects Summary		15,500	0	0	15,500
511		St. Louis County - Arrowhead Economic Opportunity Agency (AEOA) and Range Mental Health Center (RMHC) Office	1	15,500	0	0	15,500
515	St. Louis Park, City of	Projects Summary		11,100	14,425	4,500	30,025
516		Beltline LRT Station Avenue Roadway Improvements	1	2,000	3,425	2,500	7,925
520		Xenwood Underpass	2	6,000	9,000	0	15,000
524		Louisiana Station Area Access and Circulation Improvements	3	3,000	2,000	0	5,000
528		Whistle Quiet Zone	4	100	0	2,000	2,100
532	St. Paul Port Authority	Projects Summary		9,900	80,731	0	90,631
533		New Roy Wilkins Center	1	1,900	80,731	0	82,631
537		Minnesota Museum of American Art	2	8,000	0	0	8,000
541	St. Paul, City of	Projects Summary		89,000	0	0	89,000
542		Kellogg - Third Street Bridge Reconstruction	1	52,000	0	0	52,000

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549		Great River Passage - River Recreation And Environmental Education Center	2	19,500	0	0	19,500
553		Como Zoo Habitat Preservation Exhibit Renovation	3	14,500	0	0	14,500
557		Wakan Tipi Center at Bruce Vento Nature Sanctuary	4	3,000	0	0	3,000
561	Staples, City of	Projects Summary		9,200	0	0	9,200
562		Staples Community Center	1	9,200	0	0	9,200
567	Stearns County	Projects Summary		1,000	0	0	1,000
568		Lake Wobegon Trail Extension (St. Joseph to Waite Park)	1	1,000	0	0	1,000
573	Two Harbors, City of	Projects Summary		750	5,000	0	5,750
574		Two Harbors Transient Boat Docking Facility	1	750	5,000	0	5,750
578	Victoria, City of	Projects Summary		500	0	0	500
579		Victoria Community Event Center	1	500	0	0	500
583	Virginia, City of	Projects Summary		4,000	4,000	4,000	12,000
584		Miners Memorial Community Center Upgrade and Expansion	1	4,000	4,000	4,000	12,000
588	Washington County	Projects Summary		4,000	18,000	25,500	47,500
589		Gateway Corridor Transitway	1	3,000	18,000	25,500	46,500
593		Red Rock Corridor Transitway	2	1,000	0	0	1,000
598	Western Lake Superior Sanitary District	Projects Summary		15,200	0	0	15,200
599		WLSSD Combined Heat and Power Energy Project	1	15,200	0	0	15,200
605	Windom, City of	Projects Summary		2,200	0	0	2,200
606		Emergency Services Facility	1	2,200	0	0	2,200
610	Winnebago, City of	Projects Summary		3,740	0	0	3,740
611		Northwest Area Utility Improvements	1	3,740	0	0	3,740
				767,428	330,693	79,000	1,177,121

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
100TH ST SW Road Upgrade	1	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 1,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,000	\$ 0	\$ 0

100TH ST SW Road Upgrade

AT A GLANCE

2016 Request Amount: \$1,000

Priority Ranking: 1

Project Summary: \$1 million in state funds is requested to upgrade a one mile section of township gravel road (100th St SW) to a paved 10 ton class road. This project will connect State Trunk Highways 119 and 7 one mile south of Appleton, MN.

Project Description

This project will encompass paving a one mile section of township gravel road (100th St SW) upgrading it to a 10 ton class road. This road will connect State Trunk Highways 119 and 7. On each side of this mile long stretch of 100 St SW there are triangle intersections connecting to State Highway 119 and State Highway 7. This project would eliminate both triangle intersections and replace them with 90 degree intersections to both state highways. On the east part of this road the triangle intersection crosses the Twin Cities & Western railway in two spots. This project would eliminate those two crossings replacing them with one perpendicular crossing. There are 16 high line power poles located on the north side of this road. They will need to be moved to the north approximately 10 feet along with relocating some power poles on the east triangle corner as well. Costs for this project are estimated to run at 1 million dollars which include the following: Grading, placement of eighteen inches of class 5 gravel and four inches of asphalt on approximately 6000 linear feet of gravel road. Road tie-ins will be redone on the ends to Highway 119 and Highway 7 per MN DOT approval. Electrical power line relocation and new signage. Additional creation of a frontage road located north of Highway 7 opposite of the new east intersection to improve traffic flow from the north and east as per MN DOT specifications.

Project Rationale

In Appleton, there is a difficult corner to make connecting State Highway 7 to State Highway 119. Truck semitrailer traffic must make a severe 35 degree turn to get on 119 and must also yield to traffic going south onto 119 from Highway 7 coming from the north. There is a curve in Hwy 7 at this location which makes it difficult to see traffic coming from the north before making your turn to the south onto 119. Also, north bound traffic pulls right up to Highway 7 making room to complete the turn to the south hazardous with a semitrailer. To help solve the issue with semitrailer truck traffic at the corner described above, we are proposing to upgrade a mile section of township gravel road located one mile south of this corner by paving it to a 10 ton class road.

Other Considerations

Impact on State Operating Subsidies

One year funding for construction of the road upgrade.

Who will own the facility?

Appleton Township

Who will operate the facility?

Appleton Township

Who will use or occupy this space?**Public Purpose**

Public Road

Description of Previous Appropriations**Project Contact Person**

Chris Aasland
Township Supervisor
320-297-0644
chrisa@west-con.com

(\$ in thousands)

100TH ST SW Road Upgrade
PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Pioneer Public TV	1	GO	\$ 3,250	\$ 0	\$ 0
Total Project Requests			\$ 3,250	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,250	\$ 0	\$ 0

(\$ in thousands)

Pioneer Public TV**AT A GLANCE****2016 Request Amount:** \$3,250**Priority Ranking:** 1

Project Summary: \$3.2 million in state funds is requested to acquire land, design, construct, furnish and equip a regional public television studio and office building, with the restoration of an adjacent building for regional arts, public performance, recording and community engagement and education.

Project Description

The project is based on Pioneer Public Television's need to enhance their facility and production capacity to serve the needs of the region; and to use this opportunity as a method to build innate community stability and to spur long term economic planning and revitalization in the region. This project in Appleton, Minnesota involves the construction of a new studio and office building, purchase of adjacent property to facilitate that construction, and the renovation of a historic former city hall building for regional performance arts recording and community engagement. The total estimated cost of \$6.4 million would be funded through local and regional private fundraising by Pioneer, and state capital budget appropriations. The application for this capital request is being made by the City of Appleton. New construction would include approximately 22,000 square feet, renovation and restoration of existing buildings would include approximately 10,000 square feet.

Pioneer Public Television – the only local broadcast television content provider for most small, rural communities in west central and southwestern Minnesota currently operating in studios and production spaces that do not accommodate HD productions, which are becoming an industry norm and will likely soon be bypassed by the next generation of production technology. Pioneer recognizes they need to keep up with contemporary production and distribution standards in order to maintain their ability to provide local, regional and national news and entertainment programming to a very large service area.

Pioneer currently owns an office building located at 120 West Schlieman Avenue and the adjacent, historic City Hall and Opera House at 23 South Miles Street (customarily referred to as the Opera House). The current studios are located in the 23 South Miles building. 120 West Schlieman was built in the 1980s for Pioneer. It has a connection to the Opera House's first floor that was added at the time 120 West Schliemann was built.

As the result of a strategic planning process in 2010/2011, Pioneer's board and staff recognized that its future operational needs could not be met within the two existing buildings. Neither building is able to accommodate High Definition television studios - due to their much larger size, approximately 40' x 50' x 20' tall for the larger of the two studios - and the necessary adjacent spaces, such as control rooms, equipment rooms, the Green Room, and other support spaces.

As part of this project, Pioneer is working with the City of Appleton to sell the existing office building at 120 West Schlieman to the city for its future use as a community library. This sale will create a strong future partnership with a library adjacent to the restored original City Hall and Opera House. The sale will also assist Pioneer with raising funds needed for the planned new facility.

Pioneer believes that a restored and modernized Opera House building at 23 South Miles will function as an important regional performance venue for live audience productions and community engagement. To function as such, the space requires several things:

- An elevator to make the space accessible; the entire building is currently non-accessible
- An updated HVAC system that responds to the heating/cooling requirements of an audience and theater lighting – the existing system is inadequate to heat the space in winter and has no cooling capacity
- Modern theatrical lighting and sound systems capable of supporting HD regional television productions
- Addressing water damage and failing windows that threaten the long term viability of this building that is listed on the National Historic Register
- Better back stage support space, such as a Green Room, restrooms and changing rooms
- Remodeling the existing first floor to allow for community engagement spaces to convene public listening sessions or town meetings, tele-conference meetings, or educational sessions

Thus, after careful consideration, Pioneer came to the conclusion that it was necessary to build a new facility on adjacent property to the south of the Opera House, and connect to the Opera House to better support the reuse of it as an active venue for production and regional community engagement. To make way for the new studio/office facility, it is necessary to move an existing workshop building, and purchase adjacent buildings. Pioneer has started discussions with the landowners, and they are supportive of this project.

The Opera House was purchased by Pioneer in 1980 for \$1 from the city. It is listed on the National Register of Historic Places. Second floor structural joists rest upon exterior and interior bearing walls, which limit reconfiguration of the first floor. The second floor is an open auditorium space that can accommodate performances for up to 300 patrons. There is minimal backstage space. The existing HVAC system cannot adequately heat the Opera House for human habitation, much less comfort. There is limited air conditioning. There are inadequate restrooms per building code and to be considered a modern performance space. Also, there is no elevator, rendering the space inaccessible to many expected patrons who are elderly or disabled.

The Opera House needs long term, capital maintenance work to prepare it for the next generation of its life, including brick tuck-pointing, foundation stabilization at its northeast corner, and updating of HVAC systems to accommodate performance space crowds. Window repair - and possible window replacement – is desperately needed in quite a few locations. Some areas of the first floor of the Opera House have been substantially renovated and all historic distinction removed. However, the Opera House space and the building's exterior remain a significant example of Richardsonian Romanesque civic buildings typical of the late 19th century. In discussion with the State Office of Historic Preservation, it is our understanding that the areas of the Opera House that have not been previously been altered will be subject to compliance with the Secretary of the Interior's Standards for Renovation and Guidelines for Rehabilitation.

Renovation of the existing building to accommodate HD production studios was investigated. But the Opera House cannot be modified without compromising its historic character and the entire roof of the 120 West Schliemann building would need to be lifted at least 12' to accommodate HD production studios. Thus neither existing building is appropriate for the future of Pioneer Public Television's production needs. However, the Opera House is critical to Pioneer's future vision.

The impact of building a new studio/office facility, restoring the Opera House, and the sale of

Pioneer's current building to the City of Appleton for a library, will be dramatic. The block will be transformed into an area with modern production studios, a restored historic arts performance auditorium, and community engagement center adjacent to a new local library, with increased accessibility for all.

Project Rationale

This project is needed to provide improved regional public television service to western Minnesota through the construction of a new TV studio, a regional media community engagement center, and the restoration of regional arts performance center.

Other Considerations

This project is required, in part, by changes in technology. The current studio space is severely restricted in a building that is more than 100 years old, and it is inadequate for digital production. Program offerings and community service will be enhanced by having the upgraded facilities adjacent to a local library.

Impact on State Operating Subsidies

This project will not have any impact on the city's operating budget

Who will own the facility?

City of Appleton

Who will operate the facility?

Pioneer Public Television

Who will use or occupy this space?

Pioneer Public Television is a public television station that has served western Minnesota since 1966. Pioneer will use the new facility for recording television productions, hosting regional arts events, and regional public events related to television and online programming. The facility would be occupied by Pioneer's staff of more than 20 people. Pioneer would lease the building from the City of Appleton.

Public Purpose

The public purpose would be to record and broadcast regional television programs, such as town hall meetings on important public issues, arts events such as musical performances, and provide public engagement and education space for a greater understanding of the issues and arts in western Minnesota communities.

Description of Previous Appropriations

Project Contact Person

Roman Fidler

City Clerk/Treasurer

320-289-1363

roman@appletonmn.org

(\$ in thousands)

Pioneer Public TV

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,250	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$3,250	\$0	\$0
TOTAL	\$0	\$6,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$210	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$114	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,693	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$47	\$0	\$0
Occupancy Costs	\$0	\$503	\$0	\$0
Inflationary Adjustment	\$0	\$931	\$0	\$0
TOTAL	\$0	\$6,498	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
NERCC Vocational Programming Improvements	1	GO	\$ 2,853	\$ 0	\$ 0
Total Project Requests			\$ 2,853	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,853	\$ 0	\$ 0

NERCC Vocational Programming Improvements

AT A GLANCE

2016 Request Amount:	\$2,853
Priority Ranking:	1
Project Summary:	Revitalization and enhancement of the buildings that support vocational and educational programming at the Northeast Regional Corrections Center (NERCC). Total cost of the project is \$2.85 million.

Project Description

This project is of regional significance as it encompasses the 5 counties of northeastern Minnesota via the ARC Joint Powers Board. NERCC is a 144 bed correctional facility for adult men owned and operated by Arrowhead Regional Corrections. ARC is a joint powers agency which provides the correctional services to Cook, Carlton, Koochiching, Lake and St Louis counties. NERCC is a unique facility which provides correctional programming, educational/vocational programming as well as work experience related to the operation of a working farm.

The buildings that provide vocational and farm work experiences are in need of upgrades and in some cases expansion. The legislature has provided emergency funding (Chapter 5, Laws of MN, 2015 1st Special Session) to rebuild the Food Processing Facility. In addition, the legislature invested in a study to be completed on developing a butcher training program (Chapter 4, Article 1, Section 2 2015 Laws of MN, 1st Special Session). This request is the next phase of the project and supplemental to the investment already made. The highest priority is expanding the new processing facility and building a packaging facility. This would create an opportunity to provide a butchers training program as well as meet the meat processing needs for area farmers.

Many of the buildings that house NERCC livestock and are necessary to support the farm operations are in need of repairs and updates as well.

In addition, NERCC has a carpenter shop, a welding shop , a mechanics shop, and a school building. Each of these buildings have a variety of capital improvement needs including new roofs and exhaust and makeup air systems.

The preservation and revitalization of the NERCC facility will allow ARC to explore enhancing vocational training programs and complete the capital project first proposed in 2013.

Project Rationale

NERCC has been providing a unique combination of correctional services and work experiences for adult men since the 1930's with proven results in lowering recidivism rates. The buildings that are used for vocational and educational programming are in need of updating and expansion. This grant would allow ARC to expand the vocational experiences offered to the incarcerated men as well as provide needed services for the region.

Other Considerations

The five counties of ARC have invested more than \$6.5 million into an \$11 million project since 2012. To date, the State of Minnesota has contributed \$737,000 in 2012, \$1 million in 2014 and \$1.2 million in 2015. By necessity, projects in correctional facilities must be completed in phases. This request allows NERCC to move to the next phase of the project.

Impact on State Operating Subsidies

Upgrades and improvements are expected to create energy savings that will positively impact the operating budget.

Who will own the facility?

Arrowhead Regional Corrections.

Who will operate the facility?

Arrowhead Regional Corrections.

Who will use or occupy this space?

144 bed correctional facility for adult men.

Public Purpose

NERCC provides for the public safety of the Arrowhead region.

Description of Previous Appropriations

The 2012 Capital budget allocated \$737,000 for a new boiler for NERCC.

The 2014 Capital budget allocated \$1,000,000 to design, construct, remodel, furnish, and equip improvements at NERCC campus buildings that support farm operations, educational programming, work readiness, and vocational training.

The 2015 capital budget allocated \$1,200,000 to demolish an existing facility and to design, construct, furnish, and equip a replacement food processing facility on the campus of NERCC.

Project Contact Person

Kay Arola
Executive Director
218-726-2640
arolak@stlouiscountymn.gov

Arrowhead Regional Corrections

Project Detail

(\$ in thousands)

NERCC Vocational Programming Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,853	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,853	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,853	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$318	\$0	\$0
TOTAL	\$0	\$3,171	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

			Project Requests for State Funds		
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Association of Metropolitan Municipalities Inflow-Infiltration Capital Bonding Request	1	GO	\$ 7,000	\$ 0	\$ 0
Total Project Requests			\$ 7,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,000	\$ 0	\$ 0

Association of Metropolitan Municipalities Inflow-Infiltration Capital Bonding Request

AT A GLANCE

2016 Request Amount: \$7,000

Priority Ranking: 1

Project Summary: The Association of Metropolitan Municipalities is requesting \$7 million in state bond funding to assist cities in the metropolitan area to correct inflow and infiltration problems in municipal wastewater collection systems.

Project Description

The Association of Metropolitan Municipalities is seeking a \$7 million capital bonding appropriation to assist metro area cities in mitigating inflow and infiltration (I/I) problems in municipal wastewater systems. Inflow and infiltration are terms for the ways that clear water (ground and storm) makes its way into sanitary sewer pipes and is then treated, unnecessarily, at regional wastewater treatment plants. I/I enters the system from a variety of sources including cracks, leaky pipe joints, deteriorated manholes, and through storm water that enters the system through rain leaders, or illegal foundation drains or sump pumps connected to sanitary sewer pipes.

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

Project Rationale

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

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

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

Other Considerations

Impact on State Operating Subsidies

Varies.

Who will own the facility?

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

Who will operate the facility?

Metro area local units of government.

Who will use or occupy this space?**Public Purpose****Description of Previous Appropriations**

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

Project Contact Person

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

Association of Metro Municipalities

Project Detail

(\$ in thousands)

Association of Metropolitan Municipalities Inflow-Infiltration Capital Bonding Request

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$14,000	\$0	\$0
TOTAL	\$0	\$21,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$3,600	\$0	\$0
Construction	\$0	\$14,400	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,336	\$0	\$0
TOTAL	\$0	\$20,336	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
East Mesabi Joint Water System	1	GO	\$ 4,000	\$ 12,000	\$ 0
Total Project Requests			\$ 4,000	\$ 12,000	\$ 0
General Obligation Bonds (GO) Total			\$ 4,000	\$ 12,000	\$ 0

East Mesabi Joint Water System**AT A GLANCE****2016 Request Amount:** \$4,000**Priority Ranking:** 1**Project Summary:** We are requesting \$4,000,000 in state funds for the pre-design/design of the East Mesabi Joint Water System including treatment plant and distribution.**Project Description**

This request is for \$4 M in state funding to acquire land, predesign and design a new water treatment and distribution system for the communities of Hoyt Lakes, Aurora, Town of White, and Biwabik. After predesign & design is completed, we will be applying for additional bonding bill funds for the construction of the water treatment plant and distribution system. Total estimated cost for construction is \$24 million.

The City of Biwabik currently uses the Canton Mine Pit as its source for drinking water. Several years ago ArcelorMittal mining company began dewatering at their East Reserve Mine site adjacent to the Canton Pit. The water elevation in the Canton Pit is lowering and will force the City of Biwabik to find a different source for their water supply. The City of Biwabik began to evaluate options for a new water source and began the discussion with neighboring communities to determine if a collaborative joint water system would be more cost effective and efficient than each community continuing with their own systems.

The communities of Hoyt Lakes, Aurora, Town of White Biwabik and Gilbert have been meeting for over a year to discuss various options for a joint water system. They through the East Range Joint Powers Board, received a \$30,000 grant to start the preliminary planning and design for this new system which is anticipated to be completed by the end of August 2011.. This new system would include one central water treatment plant with a system of distribution lines that would connect to each of the member communities.

Currently each individual community system is being evaluated for water quality, condition of existing facilities, water treatment alternatives and community interconnections.

Completion of this project will ensure a more economical approach to these member communities in providing quality water to their residents and will drastically reduce their annual operating and maintenance costs.

Project Rationale

Currently, the neighboring communities of Aurora (including portions of the Town of White), Biwabik, and Hoyt Lakes each own and operate their own water supply, treatment and distribution system. Each of the systems are facing significant near term and long range challenges. To address these challenges, the potential for a joint water system with the communities of Biwabik, Aurora, Town of White and Hoyt Lakes has been evaluated in the past. A joint water system provides economies of

scale for the member communities and offers more reliability than separate systems.

Other Considerations

If predesign and design occur on an accelerated schedule, it is possible we will be altering or amending our request prior to the October 16th final application deadline to include construction

Impact on State Operating Subsidies

Who will own the facility?

A joint powers authority will be created to own the facility.

Who will operate the facility?

Facility will be operated by the existing water plant operators within the partnering communities.

Who will use or occupy this space?

The four East Range communities including all residents and businesses in each community.

Public Purpose

Provide municipal water services to the communities involved.

Description of Previous Appropriations

Project Contact Person

Britt See-Benes
Administrator/Clerk-Treasurer
218-229-2614
britt@ci.aurora.mn.us

(\$ in thousands)

East Mesabi Joint Water System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$12,000	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$900	\$0	\$0
Pending Contributions				
Other Local Government Funds	\$0	\$0	\$12,000	\$0
TOTAL	\$0	\$4,900	\$24,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$280	\$0	\$0
Design Fees	\$0	\$3,620	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$24,000	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$775	\$4,651	\$0
TOTAL	\$0	\$4,775	\$28,651	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	No
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Cypress Drive Extension Project		GO	\$ 4,745	\$ 0	\$ 0
Total Project Requests			\$ 4,745	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,745	\$ 0	\$ 0

Cypress Drive Extension Project**AT A GLANCE****2016 Request Amount:** \$4,745**Priority Ranking:****Project Summary:** \$4.745 million in state funds is requested to acquire, predesign, design, and Cypress Drive improvements in Baxter, Minnesota.**Project Description**

Street / Project Name: Cypress Drive (MSAS 113) Extension

Termini: Excelsior Road (MSAS 106) to College Road (MSAS 103)

Length: 0.69 Miles

Cost: \$8,400,000 excluding ROW

Construction Year: 2018

Functional Classification: Urban Minor Arterial

Projected 20-year Average Daily Traffic Volume: 20,000

Project Description: Construct Cypress Drive from Excelsior Road to College Road to 4-lane divided urban with 12' trail, sidewalk, roundabout, traffic signal, lighting; Install railroad signals and gates.

The City will provide the 50% match – \$4.745 Million from a variety of local sources including private investment, arterial/collector street fund, and bonding.

Project Rationale

The City of Baxter has limited north / south roadway connectivity east of TH 371 and across the east / west BNSF Railway corridor that splits the City. TH 371 serves as a Principal Arterial in the roadway network. The system lacks a parallel supporting roadway to better serve shorter trips or regional trips with local destinations. This condition creates inconvenient local travel patterns and overburdens TH 371, adding to safety issues and congestion problems. Lack of local connectivity constrains opportunities for private investment and development growth.

The proposed improvements to Cypress Drive will give direct access to commercial and residential development that is currently underway, just north of TH 210. Additionally, the roadway corridor will give direct access from TH 210 south to the City of Baxter's established and expanding Industrial Park, as well as undeveloped industrial land owned by BNSF. The completed Cypress Drive corridor will provide a convenient alternate detour route for TH 371 traffic during maintenance closures of the at grade railroad crossing at TH 210.

This project will also provide relief to one of the busiest intersections in Greater Minnesota – TH 371 and TH 210, with a (2011) ADT of 20,000 vehicles. Cypress Drive is projected to serve 20,000 vehicles per day in 2025.

There is an economic development component to this project as well. It will provide improved access to industrial, commercial, and residential areas currently under development and underserved. The existing industrial area south of the track has well over 1,000 of jobs, and with this project, the number of jobs will increase. The project is needed so that the existing businesses in this park can grow and it will help in new business attraction.

Other Considerations

The City already has invested substantial time and money in this corridor:

- The City has been planning this corridor since the 1970's.
- The City has worked with railroad and transportation partners to close 5 crossings in Baxter since 1980, and all existing crossings have been upgraded with modern railroad signal systems including gates.
- Multiple traffic studies have been commissioned with participation by regional transportation partners and the railroad.
- Portions of the ultimate build-out of Cypress Drive between CSAH 48 and CSAH 49 have been constructed.
- The current project is programmed in the City's 5-year Capital Improvement Plan for construction in 2018.
- The City has invested over \$1,000,000 in this project demonstrating their commitment to the corridor.
- The City has purchased the necessary corridor right of way between TH 210 and Railroad.
- The City has purchased 2 of 5 homes along the Cypress Drive corridor between Industrial Park Road and College Road.
- The City obtained Level 2 Layout approval from MnDOT for layouts for TH210 signalized intersection, Excelsior Road roundabout, and railroad crossing.
- In February 2014, secured \$429,908 in FY 2018 Local Surface Transportation Program federal funding for railroad crossing improvements at Cypress Drive; included in the 2015 to 2018 State Transportation Improvement Program (STIP).

Impact on State Operating Subsidies

The new street will be included within the city's street maintenance program - snow plowing will be funded from the annual budget and pavement maintenance will be funded from the pavement management fund.

Who will own the facility?

City of Baxter

Who will operate the facility?

City of Baxter

Who will use or occupy this space?

None

Public Purpose

Public road - to move goods, services and people efficiently and safely.

Description of Previous Appropriations

None

Project Contact Person

Gordon Heitke
City Administrator
218-454-5105
gheitke@baxtermn.gov

(\$ in thousands)

Cypress Drive Extension Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,745	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$4,745	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$9,490	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,656	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,744	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,090	\$0	\$0
TOTAL	\$0	\$9,490	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Regional Dental Facility	1	GO	\$ 3,500	\$ 0	\$ 0
Bemidji Carnegie Library Rehabilitation	2	GO	\$ 700	\$ 0	\$ 0
Total Project Requests			\$ 4,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,200	\$ 0	\$ 0

(\$ in thousands)

Regional Dental Facility

AT A GLANCE**2016 Request Amount:** \$3,500**Priority Ranking:** 1**Project Summary:** \$3.5 Million in state funds is requested, to construct a new, larger community clinic facility for Northern Dental Access Center, to be located in Bemidji Minnesota.**Project Description**

Northern Dental Access Center is located near the health care campus in northern Bemidji. Sanford Health has committed the donation of 4 acres of property within that campus to support the construction of a new community dental clinic. This pledge has an estimated value of between \$1 and \$1.5 Million.

A 22,000 square foot building will be constructed, with 18 dental operatories and ample space for partner agencies to provide patient support services on-site. The total cost for site preparation, design, construction, equipment, furniture and fixtures, relocation and added staffing is estimated at \$7,000,000.

The building will be a single story, steel frame commercial structure, with a garage and 100 space parking lot. It will be handicap accessible, have its own denture lab, and conference/training space for students from higher education programs throughout the state. The location will be adjacent to Minnesota Highways 71N and 2W, easily accessible by people traveling to the Bemidji area.

Northern Dental Access Center has \$250,000 set aside to support construction; and over \$220,000 in equipment and fixtures that will be relocated to a new facility. Several private foundations are considering capital contributions toward the project and the land contribution from Sanford Health is valued at \$1,500,000.

Project Rationale

Northern Dental Access Center in Bemidji, Minnesota is a regional community access dental clinic that provides low income people with dental care. This nonprofit organization was created through a collaboration of government, nonprofit and educational institutions; since opening in 2009, continuous growth has outpaced the capacity of the current, leased facility. The current building is old, inefficient, does not meet ADA requirements, has inadequate parking. Most importantly, the current clinic building cannot accommodate the growth in need for dental care among Medicaid enrollees.

Over 60,000 people in rural, northwest Minnesota are enrolled in Medicaid and demographic trends indicate that this number will only increase. In this medical and dental health professional shortage area, there are not enough providers who are able to accept Medicaid insurances to adequately serve this population. Alarming rates of oral disease and decay continue to comprise some of the greatest health disparities in the state.

Northern Dental Access Center now logs over 1,200 dental appointments for low income people each month, with a unique and comprehensive approach to care (this represents a 16% growth from last year; a 35% increase in the past three years). By providing patient support services like transportation assistance, insurance counseling, legal assistance, mental health screening and referral—and more, Northern Dental has been recognized nationally as setting a new standard in culturally-competent and effective care.

In its six short years, Northern Dental has become a critical part of the health care system in the region, drawing patients from more than 100 miles—who otherwise would not have access to dental care. This helps people avoid the emergency room for dental pain and improves the overall health of the population. Tooth decay is the most common disease present in children and adults and it is 100% preventable.

A new facility is necessary to cement Northern Dental Access Center's presence, bring greater efficiencies to their work, and to serve an even greater number of low income people needing dental care.

As the only community clinic in the region, Northern Dental is also a center for preparing future health and dental care professionals—with hosting agreements with eight higher education institutions. Dental hygienists and assistances, community health workers, nursing students, and pre-dental students spend time at the clinic for job shadow, community service and internships. Negotiations are currently underway with the University of Minnesota School of Dentistry, which is planning to add four greater Minnesota dental sites to their rural dentistry program—to place 4th year dental students and dental therapy students so that they have exposure to public health dentistry.

Other Considerations

Stakeholders from all sectors throughout the region have been instrumental in the planning, fundraising and development of this community clinic. Schools, employers, government agencies, nonprofit organizations and faith communities—all share the commitment to assure that low income and vulnerable people have access to dental care. Resolutions of support have been received from:

City of Bemidji

Beltrami County

Minnesota Dental Association

University of Minnesota School of Dentistry

Bi County Community Action Council

Minnesota Hygienists Association

Bemidji Area Chamber of Commerce

Headwaters Regional Development Commission

Greater Bemidji

Legal Services of Northwest Minnesota

Evergreen Youth & Family Services

Pending are resolutions of supports from County Commissioners in Clearwater, Lake of the Woods,

Pennington, Polk, Red Lake and Roseau Counties.

A new and larger community dental clinic will further improve the health outcomes of low income people in northwest Minnesota. To date, Northern Dental Access Center has reduced emergency room visits for dental pain by 30%. As Northern Dental has grown and attracted more dentists to work on-site, referrals for specialty care such as pediatric dental and oral surgery have been reduced by 30%. This is critical because specialty care (for the Medicaid population) is only available in Brainerd, Fargo, Duluth or other communities more than 100 miles away.

The current facility cannot be expanded further, yet additional dentists approach Northern Dental to offer services, and they are being turned away because the facility isn't large enough to accommodate them. Yet the waiting list for patients needing care continues to grow.

Impact on State Operating Subsidies

Who will own the facility?

City of Bemidji

Who will operate the facility?

Northern Dental Access Center, a nonprofit 501(c)3 corporation, governed by a 15 member board of directors.

Who will use or occupy this space?

Northern Dental Access Center will lease the new facility from the City of Bemidji, and use it for the daily operation of a community health dental clinic. Additional community partners (nonprofit and government entities) will sublease space in the facility in order to provide services to the target population. Northern Dental Access Center is in negotiations with the University of Minnesota School of Dentistry, which is planning to expand its rural dentistry program by adding four clinical training sites in rural areas. The new clinic facility will have the capacity to house up to three 4th year dental students or dental therapy students, exposing them to the unique challenges of public health dentistry in rural and underserved areas.

Public Purpose

Northern Dental Access Center is a safety net clinic, caring for uninsured and underinsured people throughout the region. The facility operates with the third party reimbursements available for Medicaid services; grant funds and other philanthropic resources provide patient support services to strengthen the organization and provide more comprehensive care to patients in need.

Description of Previous Appropriations

Project Contact Person

Nate Mathews
City Manager
218-759-3565

nate.mathews@ci.bemidji.mn.us

(\$ in thousands)

Regional Dental Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
Funds Already Committed				
Other Funding	\$0	\$1,250	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$2,250	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$35	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$290	\$0	\$0
Construction	\$0	\$4,675	\$0	\$0
Relocation Expenses	\$0	\$100	\$0	\$0
One Percent for Art	\$0	\$70	\$0	\$0
Occupancy Costs	\$0	\$1,120	\$0	\$0
Inflationary Adjustment	\$0	\$589	\$0	\$0
TOTAL	\$0	\$6,979	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Bemidji Carnegie Library Rehabilitation**AT A GLANCE****2016 Request Amount:** \$700**Priority Ranking:** 2**Project Summary:** \$700 thousand in state funds is requested for renovation & relocation of the Bemidji Carnegie Library. The building will be moved back from State Hwy 197, placed on a new foundation, and an ADA-accessible entrance will be constructed.**Project Description**

The historic Carnegie Library was built in 1910 and has served our region in a variety of capacities for over 100 years. Since the building ceased functioning as a library in 1961, the City has leased the building to a variety of non-profit arts and education tenants. We will soon be losing our current tenants, in large part because the building is neither energy efficient nor ADA accessible.

The intent of this project is to enhance the capacity for public use and community access, which could include business and governmental uses (e.g., conference/meeting space), family and group gatherings, receptions, and other events. We also plan a permanent exhibit with displays of regional Native American history, results of the archeological study of Library Park, and the history of the Carnegie Library and Andrew Carnegie - a way to highlight the continuity of cultures on this unusual site. The lower level will include refurbished office space for tenants. The relocation away from the highway will re-establish the historical position of the Carnegie in relation to the road, and restore the original appearance.

These upgrades will assure sustainability of the building and the City's ability to lease space to one or more businesses, providing at least 5 jobs on site and additional associated jobs offsite.

Scope of Work:

§ Move the Building Back. Approximately 25,000 cars pass daily within 5 feet of the front entrance of the building. Patrons are literally at risk of falling into the traffic when exiting the building stairs. Moving the building away from Highway 197 provides a safer venue for visitors, resolves potential litigation issues arising from the proximity to the street, and eliminates the ongoing severe deterioration of the façade due to snowplow throw. Constructing a new foundation will also stabilize the structure and facilitate accessibility and needed mechanical upgrades. MN DOT and the City of Bemidji reviewed traffic & road change alternatives and concluded that there are no viable options except demolition or moving the building away from the road. The National Park Service has approved the move and the Library will remain on the National Register of Historic Places throughout and after the renovation.

§ Construct ADA Entrance and Elevator. In order to enable broader public use, accessibility issues must be resolved. The building currently does not meet accessibility requirements

at the entrance or between the floors. In order to preserve its historic front facade, a new ADA-accessible main entrance addition will be constructed to fulfill those needs. The addition will be located on the northeast side of the existing building, feature an at-grade entrance, stairs and elevator access to lower and upper levels.

§ Restrooms, Mechanical Systems, Energy Efficiency and Abatement. We will modernize the mechanical systems (heating/cooling, electrical and plumbing) to provide more efficient building operation; new, accessible restrooms that are available for park and trail users will be added; all hazardous materials will be abated; and energy efficient windows and insulation will be installed to reduce operating costs and meet B3 standards. We have incorporated significant energy conservation measures into the project specifications and systems design (based on an energy audit in conjunction with Ottertail Power and the Weidt Group Commercial Design Assistance Program).

Funding. A dedicated group of community volunteers has stepped forward to work on behalf of the Carnegie project. We have launched a capital campaign to fund a portion of the aforementioned upgrades. The total estimated cost of the project is \$1.67 million. To date (June 2015), we have raised \$678,000 from individuals and foundations. The City of Bemidji has added a commitment of \$100,000. Our capital campaign will continue through the completion of the renovation.

We intend to apply for a Minnesota Historical and Cultural Heritage Grant in the amount of \$476,000 for restoration work. However, moving the building, and constructing a new foundation and new entrance, activities that are necessary for this project, do not qualify for Historical and Cultural Heritage Grant funding.

Project Rationale

The City of Bemidji requests \$700,000 in state bonding funds for the renovation and relocation of the city-owned Carnegie Library building in downtown Bemidji, Beltrami County. The project will correct long-standing safety and accessibility problems, while simultaneously improving the economic viability and sustainability of the building.

We intend to construct a new foundation, with an ADA-accessible main entrance, and rehabilitate the structure to increase its energy efficiency and functionality for public use. The building will be moved back 17 feet from State Highway 197, which over time has encroached to within 5 feet of the front entrance. This will eliminate the ongoing damage to the façade as well as the safety issues due to the proximity to traffic.

Other Considerations

Bemidji is a regional center for tourism, entertainment, shopping and the arts. Our historic downtown with its vibrant mix of waterfront, businesses, galleries, and restaurants is a key attraction. The completion of this project will preserve a unique cultural asset, increase sustainability of the building and reduce costs to taxpayers and tenants. This renovated public landmark will enhance tourism in Bemidji, leading to increased revenues for local businesses in our historic downtown. There is a strong community desire to preserve this treasured building and restore its role as a centerpiece of our community, but we need state assistance to realize that goal. Thank you for your consideration of our project.

Impact on State Operating Subsidies**Who will own the facility?**

City of Bemidji

Who will operate the facility?

City of Bemidji

Who will use or occupy this space?

The building will support a variety of community uses and events in the upper level and as yet undetermined tenants in lower level.

Public Purpose

The restored Carnegie Library will be used as a community center for events and historical & cultural exhibits. This will also provide opportunities for visitors and residents to see the Bemidji Carnegie Library as it originally looked in 1910. This building will be accessible and usable for everyone regardless of age or disability. Fees generated from rental of the building and tenants will provide income to offset future maintenance, saving taxpayers' money.

Description of Previous Appropriations

N/A

Project Contact Person

Nate Mathews
City Manager
218-759-3565
nate.mathews@ci.bemidji.mn.us

(\$ in thousands)

Bemidji Carnegie Library Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$700	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$50	\$0	\$0
City Funds	\$0	\$100	\$0	\$0
Non-Governmental Funds	\$0	\$628	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$192	\$0	\$0
TOTAL	\$0	\$1,670	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$111	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$1,459	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,670	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
County State Aid Highway (CSAH) 3 Reconstruction	1	GO	\$ 6,000	\$ 0	\$ 0
Total Project Requests			\$ 6,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,000	\$ 0	\$ 0

County State Aid Highway (CSAH) 3 Reconstruction

AT A GLANCE**2016 Request Amount:** \$6,000**Priority Ranking:** 1**Project Summary:** This request is for \$6,000,000 in state bond funds for acquisition, design, and construction for CSAH 3 improvements that will provide for improved regional transportation connections and improved mobility and safety on CSAH 3, located in the City of Sauk Rapids, Benton County.**Project Description**

Solution: The preferred alternative is to rebuild CSAH 3 as a four-lane, urban, divided roadway with roundabouts at two intersections. Most of the rest of the present accesses will be converted into right-in/out accesses. As part of project, the corridor will be shifted slightly to accommodate the additional through travel lanes and to minimize right of way impacts. Right of way acquisition will include taking all of the properties immediately adjacent to CSAH 3 on side of the corridor between the alleyway north of 3rd Avenue to Summit Avenue. Additionally, some parcels will be needed on both sides of the corridor to accommodate the roundabout at 6th Avenue and improvements at 3rd Avenue. The project also includes construction of a 10 foot wide trail and 6 foot wide sidewalk. Ponding will also be provided with the project.

Project Rationale

Regional Significance: This project is a collaboration between Benton County and the City of Sauk Rapids – they have shared in the planning, funding and will continue to share in the implementation and maintenance of the project. It is critically important to both entities, and the entire St. Cloud Metropolitan Statistical Area, that the proposed CSAH 3 improvements are made as it is one of six Mississippi River Crossings in the region. In addition to providing an important river crossing, CSAH 3 is a minor arterial roadway that links Benton and Stearns Counties, links the cities of Sauk Rapids, St. Cloud and Waite Park, and provides connections to many of the area's principal arterials (US 10, TH 15, Division Street and TH 23). CSAH 3 plays a critical role in linking these communities and key destinations (hospitals, St. Cloud Technical College, and several commercial/industrial areas) and needs to be greatly improved in order to continue to provide safe and efficient connections.

Need: CSAH 3 is deficient in providing access and safety to the area. The road is currently a two-lane roadway. Two-lane roadways in urban areas can accommodate between 8,000 and 12,000 vehicles a day depending on features of the roadway. Generally roads with lower speeds, changing topography, more access, and a lack of turn lanes will accommodate less traffic; CSAH has many of these features present. The St. Cloud Area Planning Organization uses 10,000 vehicles as the capacity of a two-lane urban facility for planning purposes, if none of those features are present.

Additional information from the St. Cloud APO indicates that current traffic volumes on CSAH

3 in the project area are approximately 9,200 vehicles per day between 3rd and Summit Avenues and approximately 10,200 vehicles per day between Summit Avenue and the US 10 interchange ramp terminals. These volumes, when combined with existing roadway features, illustrate that CSAH 3 is at or very near capacity. Future volumes for 2035 are projected to be approximately 14,600 vehicles per day near 3rd Avenue and approximately 20,300 vehicles per day between Summit Avenue and the US 10 interchange terminals. The future volumes are over capacity of this two-lane roadway.

In addition to not providing sufficient capacity, CSAH 3 has been an increasing safety concern for the County and the City. Analysis of the most recent three-year crash data shows 18 crashes in the project area between January 1, 2010 and December 31, 2012. Of the 18 crashes on the corridor, 17 of them occurred at public street intersections.

Other Considerations

Impact on State Operating Subsidies

This project is on a County State Aid Highway. The completion of the project will have no impact to the State's operating budget, because maintenance will come from the CSAH gas tax distribution formula.

Who will own the facility?

Benton County

Who will operate the facility?

Benton County

Who will use or occupy this space?

Public Purpose

Public Highway with regional significance.

Description of Previous Appropriations

Project Contact Person

Chris Byrd
Public Works Director
320-968-5054
cbyrd@co.benton.mn.us

(\$ in thousands)

County State Aid Highway (CSAH) 3 Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$6,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$1,707	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$355	\$0	\$0
Project Management	\$0	\$460	\$0	\$0
Construction	\$0	\$6,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$612	\$0	\$0
TOTAL	\$0	\$9,234	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Reconstruction of 105th Avenue	1	GO	\$ 3,246	\$ 0	\$ 0
Total Project Requests			\$ 3,246	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,246	\$ 0	\$ 0

Reconstruction of 105th Avenue**AT A GLANCE****2016 Request Amount:** \$3,246**Priority Ranking:** 1**Project Summary:** Reconstruction of 105th Avenue from TH65 to CSAH52 (Radisson Road)**Project Description**

105th Avenue was a county road turned back to the City in May 2015. 105th Avenue also splits the National Sports Center campus. The current roadway is a four lane undivided street that is posted at 50 mph with no pedestrian component. The City is looking to increase the safety of the corridor with the needed reconstruction. The design elements that are proposed to increase the safety are the addition of two roundabouts, raised medians, and a bituminous trail. The project is proposed to be constructed between the 2016 and 2017 USA Soccer Cup events at the National Sport Center.

Project Rationale

105th Avenue is at the end of its life cycle and needs to be reconstructed. The reconstruction is an opportunity to increase pedestrian and driver safety throughout the corridor. The introduction of two roundabouts and a raised median will slow traffic down and direct pedestrians to defined crosswalks. The addition of a bituminous trail will allow pedestrians a safe location to traverse the corridor.

Other Considerations**Impact on State Operating Subsidies**

No additional state operating funds will be requested.

Who will own the facility?

City of Blaine

Who will operate the facility?

City of Blaine

Who will use or occupy this space?**Public Purpose**

Create a safer corridor for vehicle and pedestrian traffic

Description of Previous Appropriations

Project Contact Person

Clark Arneson
City Manager
763-785-6121
carneson@ci.blaine.mn.us

(\$ in thousands)

Reconstruction of 105th Avenue

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,246	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$3,247	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$6,493	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$493	\$0	\$0
TOTAL	\$0	\$6,493	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
State Trunk Highway 95 Improvement	1	THB	\$ 15,000	\$ 0	\$ 0
East Central Regional Library Headquarters and Cambridge Public Library	2	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 17,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,000	\$ 0	\$ 0
Trunk Highway Bonds (THB) Total			\$ 15,000	\$ 0	\$ 0

State Trunk Highway 95 Improvement

AT A GLANCE**2016 Request Amount:** \$15,000**Priority Ranking:** 1**Project Summary:** \$15 million in state funds is requested for design, right of way acquisition, and construction for the improvement of Trunk Highway 95 in Cambridge, Minnesota.**Project Description**

Trunk Highway 95 in Cambridge was recently widened to four lanes with left turn lanes from Emerson Street east to County Road 2. This greatly improved traffic operations and safety in that section. There has been significant economic growth along that section and congestion has been almost eliminated. The remaining 1.5 miles of two through lanes includes the downtown district, school area, industrial park access, and railroad crossing, sections having an even greater need for increased capacity. This two lane section currently carries 12,000 to 15,000 vehicles per day which is close to maximum capacity considering the turning volumes.

A recent comprehensive traffic safety study of two schools indicated a congested intersection on TH 95 was one of two major sources of congestion and safety concern at the schools, which are actually a block north of TH 95. With rail traffic increasing (estimated at 20 trains per day), the railroad crossing is becoming a major barrier to traffic flow and economic growth. It is limiting the growth of the City's existing businesses and hampering our ability to attract more businesses.

The City of Cambridge has spent approximately \$35 Million over the past 15 years improving alternate transportation routes to help alleviate TH 95 congestion. These projects include the entire downtown area, Opportunity Boulevard, South Garfield Street, South Dellwood Street, 11th Ave S, all of Main Street, and the Rum River Bridge. The City has worked with MNDOT on access management along TH 95. Even with this high level of local effort, TH 95 congestion and traffic volumes have increased. By comparison, design, right of way acquisition, and construction of a four lane section is estimated to cost \$15 Million.

Most of the economic growth in the TH 95 corridor has been along the new four lane section where cross street traffic has reasonable access and traffic operation is efficient. Businesses along and near the two lane section are reluctant to make improvements and the two lane section does not seem attractive to new businesses.

The City of Cambridge has spent approximately \$35 Million over the last 15 years improving alternate transportation routes (entire downtown area, Opportunity Boulevard, S. Garfield Street, 11th Ave. S., S. Dellwood Street, entire length of Main Street, Rum River Bridge), in hopes of alleviating the TH95 congestion. However, the economic development of this area has grown substantially over the last decade and surpassing what improvements the City can afford. If nothing is done, it will limit the region's economic growth due to congestion and adversely impact safety.

Project Rationale

Trunk Highway 95 currently carries between 12,000 and 23,000 vehicles per day at different locations in Cambridge. The volume of traffic on TH 95 combined with a number of signalized intersections and high volumes of cross street traffic create significant congestion. TH 95 is a major east/west corridor in East Central Minnesota carrying a high volume of commercial traffic to and through Cambridge, which adds to the congestion. Since Cambridge is the major economic, employment, education, and government center in the area, there is a high volume of turning traffic and cross street traffic along TH 95.

Adding a second lane in each direction would significantly reduce congestion and increase transportation system efficiency in Cambridge. The second lane would reduce the impacts of slow moving commercial traffic and right turning traffic at intersections and commercial driveways.

Congestion is also created by the at-grade railroad crossing on TH 95 in the center of Cambridge where high traffic volumes occur. Currently there are an average of 14 trains and rail crossing closures per day. The closures average seven minutes each. However, when trains are off-loading propane cars at Federated Coop each week, the rail closures average 12 minutes. A 7-12 minute closure of a highway carrying 14,000 vehicles per day creates significant backup and delay and normal traffic flow does not return until 15 to 20 minutes after the closure ends. A single rail crossing closure can create a 20 to 30 minute period of increased congestion and delay on TH 95 and on cross streets.

Adding a second lane will reduce the length of the rail crossing backup, in turn reducing the added congestion at intersections and commercial driveways created by the backup. The second lane will also reduce the amount of time it takes for traffic flow to return to normal. Cross street traffic, generated not only by residential trips but the economic, employment, education, and governmental activities in Cambridge, currently faces congestion and delay at TH 95 due to the long lines of single lane traffic traveling on TH 95. A second lane on TH 95 will reduce the length of the traffic lines, allowing more opportunities for vehicles to cross or enter Highway 95.

Other Considerations

Although this is a state highway, the City has led efforts to identify improvement opportunities, including reprogramming the MNDOT traffic signal system, and conducting a comprehensive corridor study which involved representatives from MNDOT, the City of Cambridge, East Central Regional Development Commission, Isanti County Board, Isanti County Highway Department, Cambridge Township, Isanti Township, Anoka Hennepin Community College, Cambridge-Isanti ISD 911, Cambridge Medical Center, BNSF Railroad, US House, local businesses and residents.

Options identified:

- Widen Highway 95 to 4 lanes: +/- \$15 Million
- Highway 95 over Railroad: +/- \$20 Million
- Highway 95 under Railroad: +/- \$25 Million
- Railroad over Highway 95: +/- \$45 Million

After reviewing all options, this committee recommended widening Highway 95 to four lanes. MNDOT agreed with the recommendation.

Impact on State Operating Subsidies**Who will own the facility?**

MNDOT

Who will operate the facility?

MNDOT

Who will use or occupy this space?

None.

Public Purpose

State trunk highway system – to move goods, services and people efficiently and safely.

Description of Previous Appropriations

\$1.8 million for engineering, preliminary environmental, and right of way acquisition (2015 Legislative Session)

Project Contact Person

Lynda Woulfe
City Administrator
763-552-3216
lwoulfe@ci.cambridge.mn.us

(\$ in thousands)

State Trunk Highway 95 Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
Trunk Highway Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$1,800	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$1,800	\$15,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$1,450	\$6,100	\$0	\$0
Predesign Fees	\$350	\$0	\$0	\$0
Design Fees	\$0	\$650	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,527	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,723	\$0	\$0
TOTAL	\$1,800	\$15,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

East Central Regional Library Headquarters and Cambridge Public Library**AT A GLANCE****2016 Request Amount:** \$2,000**Priority Ranking:** 2**Project Summary:** \$2 million in state funds is requested to acquire, predesign, design, construct, furnish and equip a new library and headquarters for the East Central Regional Library (ECRL) system to be located in Cambridge, Minnesota.**Project Description**

A new library of 30,000 gross square footage on 4.5 acres is proposed.

\$6,750,000 Construction

\$1,043,500 Acquisition, Architectural, Engineering

\$892,238 Fixtures, Furnishings, and Equipment (FFE)

\$3,313,998 Interest on bonds over 20 year life of bond

\$11,999,736 TOTAL

Project Rationale

The Cambridge Public Library was built 55 years ago and remodeled in 1974. The library is one of 14 branch libraries of the ECRL system, occupying the main floor and the ECRL headquarters is in the basement of the building. Despite significant increase in population and demand for meeting and reading spaces, the library has the same square footage. The library receives heavy use in reading programs, children's programs and after school programs. Additionally, community and local groups use the library often. There are no meeting rooms, program rooms or study spaces available within the current library building. Improvements in technology, electrical loads and computer demand cannot be accommodated in this building due to concrete floors and walls that limit plugged in use. The existing building is worn, lacks daylight in people spaces, has poor lighting, inconsistent temperature control, insufficient parking, and at times receives water in the lower level.

Other Considerations

The City will be holding a local referendum to support the issuance of \$8,000,000 in general obligation debt for the construction of the library and East Central Regional Library Headquarters. The City may also hold a referendum on a local option sales tax to support the debt issuance.

In addition to the new library building, the project is intended to eventually include a future Community Center Building and an adjacent outdoor pool facility, as well as parking to accommodate both buildings and the pool.

Impact on State Operating Subsidies**Who will own the facility?**

City of Cambridge

Who will operate the facility?

City of Cambridge

Who will use or occupy this space?

None.

Public Purpose

Provide increased and enhanced library space along with headquarters space for ECRL, which strengthens communities by connecting people with resources, spaces, and educational experiences that enrich and empower their lives through the regional library system. ECRL serves libraries in East Central Minnesota in Aitkin, Chisago, Isanti, Kanabec, Mille Lacs, and Pine counties.

Description of Previous Appropriations

None.

Project Contact Person

Lynda Woulfe
City Administrator
763-552-3216
lwoulfe@ci.cambridge.mn.us

(\$ in thousands)

East Central Regional Library Headquarters and Cambridge Public Library

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$11,558	\$0	\$0
TOTAL	\$0	\$13,558	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$350	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$694	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,956	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,558	\$0	\$0
TOTAL	\$0	\$13,558	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
CIRSSD Mercury Treatment	1	GO	\$ 2,250	\$ 0	\$ 0
CIRSSD Inflow/Infiltration Reduction	2	GO	\$ 4,700	\$ 0	\$ 0
Total Project Requests			\$ 6,950	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,950	\$ 0	\$ 0

CIRSSD Mercury Treatment**AT A GLANCE****2016 Request Amount:** \$2,250**Priority Ranking:** 1**Project Summary:** Request \$2.25 million in state funds to design, construct, furnish and equip a new Tertiary Mercury Treatment Facility and related improvements for the Central Iron Range Sanitary Sewer District at its new treatment facility located in Chisholm, MN.**Project Description**

On March 9, 2015 the CIRSSD Board adopted and authorized submission of its Mercury Treatment Facility Plan; dated February 9, 2015 to the MPCA for review, comment and approval. The Facility Plan recommended design and construction of a Mercury Treatment Building which would contain "Cloth Disc Filter Technology" which was pilot tested at the CIRSSD Wastewater Treatment Facility in 2014 and found to be effective in removing Total Mercury to acceptable levels. In addition, the plan calls for ancillary pumping, mixing and chemical addition equipment as well electrical, instrumentation and control systems within the Mercury Treatment Building and adjacent unit processes. The estimated total cost of the project is \$4.5 million. The project is listed on the MPCA Project Priority List as Project #279367, Ranked 11th with 86 Priority Points. As such, the project is eligible for funding under the Point Source Implementation Grant program for up to 50% of the eligible project cost. The CIRSSD anticipated applying to the Iron Range Resource and Rehabilitation Board for additional financial support in addition to the CIRSSD's local contribution.

The Mercury Treatment Facility was not part of the initial design/construction of the original CIRSSD project. The District's NPDES Permit allowed the CIRSSD additional time to study the concentration, mass and characteristics of Mercury and other constituents in the new combined wastewater flow of the member communities as well as "Pilot" technology for its removal. This allowed the District and their consulting engineers to study, recommend and design a Tertiary Mercury Treatment Facility based upon actual flow data and the performance of the new secondary treatment facility to remove Mercury.

Project Rationale

The Mercury Treatment Facility is required to comply with the Final Total Mercury Discharge Limits mandated by EPA/MPCA through the enforcement of the CIRSSD's NPDES/SDS Permit No. MN0020117, which requires achieving final limits by March 23, 2017.

Other Considerations

The CIRSSD has committed to \$8,120,363.00 in State Revolving Fund Loans for the construction of the District's conveyance and treatment facilities recently commissioned in 2014. In addition, as a requirement of the District's NPDES/SDS Permit, the District committed to an additional \$600,000.00 in State Revolving Fund Loan for the mandated demolition of the decommissioned Chisholm and Buhl Wastewater Treatment facilities prior to 12/31/14. Without additional financial assistance, the District,

member communities and their citizenry could add an additional \$2,250,000 in long-term debt.

The strict discharge limits imposed on the CIRSSD and a hand full of other small to medium size Iron Range communities are some of the most stringent in the State of Minnesota. The limits are driven by the requirements of the Great Lakes Initiative and the Bi-National Agreement to preserve the Great Lakes as directed through EPA and enforced by MPCA. Compliance with these requirements and the "Advance Treatment Technologies" needed are very expensive and are being mandated on the communities least able to bear the cost.

Impact on State Operating Subsidies

None

Who will own the facility?

Central Iron Range Sanitary Sewer District

Who will operate the facility?

Central Iron Range Sanitary Sewer District

Who will use or occupy this space?

Public Purpose

The CIRSSD Facilities convey and treat the wastewater from its member communities of Chisholm, Buhl, Kinney and the Town of Great Scott prior to discharge into the Lake Superior Basin via the St. Louis River.

Description of Previous Appropriations

In September 2011, the CIRSSD was awarded a \$3,036,133 Wastewater Infrastructure Fund Grant for the Construction of the District's sewage conveyance system.

In July 2012, the CIRSSD was awarded a \$9,000,000 Wastewater Infrastructure Fund Grant for the construction of the District's Wastewater Treatment Facility.

Project Contact Person

Norman L. Miranda
Executive Director
218-326-9930
nmiranda@hrgreen.com

Central Iron Range Sanitary Sewer District

Project Detail

(\$ in thousands)

CIRSSD Mercury Treatment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,250	\$0	\$0
Funds Already Committed				
City Funds	\$42	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,250	\$0	\$0
TOTAL	\$42	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$42	\$0	\$0	\$0
Design Fees	\$0	\$254	\$0	\$0
Project Management	\$0	\$70	\$0	\$0
Construction	\$0	\$4,176	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$42	\$4,500	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

CIRSSD Inflow/Infiltration Reduction**AT A GLANCE****2016 Request Amount:** \$4,700**Priority Ranking:** 2**Project Summary:** Request \$4.7 million for the identification and elimination of Inflow and Infiltration from the Central Iron Range Sanitary Sewer District member communities.**Project Description**

The CIRSSD was formed not only to provide member communities with wastewater conveyance and treatment, but also as a resource to resolve issues and fund projects which affect the entire District. As such, the District procured sewage flow meters, installed them in the Chisholm collection system and commissioned a study to identify the worst sources of I&I. The project identified a very significant source of I&I in the Lakeview Addition which is adjacent to Longyear Lake in Chisholm. The City has adopted and authorized forwarding of the Lake Addition Facility Plan to MPCA for review, comment and approval. The City has also requested to be listed on the MPCA Project Priority List as well as the 2016 Intended Use Plan. This seven-part project to resolve the Lakeview Addition sewer issues is \$4,220,000.00 of this funding request. The remaining \$580,000 will be used for smoke testing and system televising in Buhl and Kinney to identify and eliminate significant sources of I&I.

In addition to this request the CIRSSD intends to apply to the Iron Range Resources and Rehabilitation Board for additional funding. The District and the City of Chisholm have spent considerable funds on the flow monitoring equipment, flow study and the development of the Facility Plan.

Project Rationale

Excessive infiltration and inflow (I&I) of clear water into the CIRSSD conveyance and treatment facilities results in high operation and maintenance costs for power, chemicals and unnecessary wear and tear on equipment. Deteriorating pipes and manholes are crumbling and contributing rocks and bricks which are lodging in pumps and prematurely destroying them. Pipes in the worse condition are in jeopardy of collapse especially in sensitive areas such as around Longyear Lake in Chisholm. In significant rain events, instantaneous peak flows reach the capacity of the new CIRSSD Buhl Lift Station.

Implementation of this project will significantly reduce (I&I) thus reduce O&M costs. Replacement of deteriorated manholes and pipes will avert eventual pipe failure resulting in backups, overflows and potential surface discharge to Longyear Lake.

Other Considerations

The CIRSSD has committed to \$8,120,363.00 in State Revolving Fund Loans for the construction of the District's conveyance and treatment facilities recently commissioned in 2014. In addition, as a requirement of the District's NPDES/SDS Permit, the District committed to an additional \$600,000.00 in State Revolving Fund Loan for the mandated demolition of the decommissioned Chisholm and Buhl

Wastewater Treatment facilities prior to 12/31/14. Without additional financial assistance, the District, member communities and their citizenry could add an additional \$2,250,000 in long-term debt.

The City of Chisholm pays 80% of this debt service through their portion of monthly payments to the District. As such, financing a program to provide significant replacement or rehabilitation to their sewage collection system is very limited.

In the past, the City of Chisholm was under an MPCA imposed moratorium which put strict limits on connections to their collection system. The City, over the past 7-years has made significant strides toward eliminating I&I through their street replacement projects and other spot repair efforts without significant financial assistance. However, at this point, assistance is required in order to finance the more expensive and critical projects such as the Lakeview Addition Project.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Chisholm

Who will operate the facility?

City of Chisholm

Who will use or occupy this space?

N/A

Public Purpose

Collection system conveys wastewater from the City of Chisholm to the CIRSSD's Chisholm Lift Station. Elimination of I&I will decrease the amount of clear water being conveyed, pumped and treated, thus reducing O&M costs. Reduction of flows will reduce the potential for sewer backups and overflows.

Description of Previous Appropriations

None

Project Contact Person

Norman L. Miranda
Executive Director
218-326-9930
nmiranda@hrgreen.com

Central Iron Range Sanitary Sewer District

Project Detail

(\$ in thousands)

CIRSSD Inflow/Infiltration Reduction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,700	\$0	\$0
Funds Already Committed				
City Funds	\$65	\$0	\$0	\$0
Other Local Government Funds	\$55	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$100	\$0	\$0
TOTAL	\$120	\$4,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$120	\$0	\$0	\$0
Design Fees	\$0	\$267	\$0	\$0
Project Management	\$0	\$156	\$0	\$0
Construction	\$0	\$4,377	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$120	\$4,800	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Chatfield Center for the Arts Phase II	1	GO	\$ 7,985	\$ 0	\$ 0
Total Project Requests			\$ 7,985	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,985	\$ 0	\$ 0

Chatfield Center for the Arts Phase II

AT A GLANCE**2016 Request Amount:** \$7,985**Priority Ranking:** 1

Project Summary: \$7.985 million in state funds is requested to complete Phase II renovations to the land and buildings known collectively as the Chatfield Center for the Arts, which is located in Chatfield, Minnesota. The result of this funding will be the completion of the rehabilitation of the 1916 former high school building, the 1936 auditorium building, the structure that links the two buildings, landscaping, etc. All of the spaces within the buildings will then be modernized and the full potential of the Center can be realized.

Project Description

In 2014, the Minnesota Legislature appropriated partial funding in the amount of \$5,352,000 to the Chatfield Economic Development Authority to predesign, design, renovate, furnish, and equip improvements to the Chatfield Center for the Arts project, which generally included the renovation of Potter Auditorium, the installation of an elevator, and improvements to the mechanical and electrical systems, along with other amenity improvements. Since the Legislature realized that the 2014 allocation was not adequate to address all of the needs, the Chatfield EDA was invited to make a supplemental application for the balance of the funding needed, which is estimated to be \$7,900,000.

The Phase II project scope generally consists of demolition and new construction of the existing link between Potter Auditorium and the 1916 building, demolition of a small garage facility on the premises that is not original to the property nor functional any longer, renovations to the 1916 school building, restoration of the 1916 school building skylights, add/improve restroom facilities throughout facility, landscaping, improvements to parking areas, mechanical/electrical/HVAC and other building systems improvements, and repairs to the north façade of the 1916 school building.

The total cost for Phase II renovations, including associated professional fees and contingencies, are estimated at \$7.9 million.

Total square feet of current facilities: 40,863

Total square feet to be renovated: 15,139

Total square feet to be added to existing facilities: 3,071

Project Rationale

The Chatfield Center for the Arts provides southeast Minnesota with a 21st Century regional arts center which bolsters the economy and livability of the region for residents and visitors alike. The Center lends to a more sustainable community, a stronger regional employee base and enhances the livability of Southeast Minnesota. Some specific goals include:

- To create a regional arts center that will not only benefit the residents of Chatfield, but Southeast Minnesota as well
- To restore the Potter Auditorium while preserving and enhancing its historical value
- To create space in a regionally central location, for community events and gatherings such as theater, music, weddings, concerts, conferences
- To create a catalyst for business and economic development in the region
- Create a venue capable of hosting productions and crowds of regional significance
- Nurturing individuals, creating a sustainable community, maintaining a strong regional employee base and enhancing the livability of Southeast Minnesota.

The mission is to create a sustainable attraction for culture, education, entertainment, and economic development that will enhance the quality of life for residents in the region while preserving the historical importance of the most prominent, architecturally significant, and well known building in downtown Chatfield.

Other Considerations

None.

Impact on State Operating Subsidies

N/A.

Who will own the facility?

The Chatfield Economic Development Authority

Who will operate the facility?

The Chatfield Economic Development Authority, either directly or indirectly via a lease arrangement with a management firm.

Who will use or occupy this space?

Private use of the space is expected to be limited to short term such as conferences, workshops, parties, etc.

Public Purpose

Economic and Community Development; Heritage Preservation.

Description of Previous Appropriations

In 2014, the legislature appropriated \$5.352 million to the Chatfield Economic Development Authority to predesign, design, renovate, furnish, and equip what was then called Phase II and IV (now collectively referred to as Phase I) of the Chatfield Center for the Arts project, which generally included the renovation of Potter Auditorium and the installation of an elevator. Also included in this appropriation were seating and amenity improvements, improvements to the mechanical and electrical systems, and other general improvements to the facility and grounds of the Chatfield Center for the Arts.

At the time of this writing, Pre-Design has been completed for Phase I and II, Schematic Design for Phase I and II is nearly complete.

Project Contact Person

Joel Young
City Clerk
507-867-3810
yyoung@ci.chatfield.mn.us

(\$ in thousands)

Chatfield Center for the Arts Phase II

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$7,985	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$7,985	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$502	\$0	\$0
Project Management	\$0	\$387	\$0	\$0
Construction	\$0	\$5,714	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$542	\$0	\$0
Inflationary Adjustment	\$0	\$840	\$0	\$0
TOTAL	\$0	\$7,985	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	Yes
Has the predesign been approved by the Department of Administration?	Unsure
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Chisago County "Next Generation" Jail/Law Enforcement Center	1	GO	\$ 12,000	\$ 0	\$ 0
Chisago County US Highway 8 - CSAH 26 Traffic Control System	2	GO	\$ 1,250	\$ 0	\$ 0
Total Project Requests			\$ 13,250	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 13,250	\$ 0	\$ 0

Chisago County "Next Generation" Jail/Law Enforcement Center

AT A GLANCE

2016 Request Amount: \$12,000

Priority Ranking: 1

Project Summary: Construction of a new \$24 million County Jail/Law Enforcement Center and piloting of "Next Generation" Jail facilities, operations and programming, in partnership with Hazelden Betty Ford Foundation, to address increased incidence of inmates suffering from significant behavioral health and addiction-related issues, especially those with co-occurring mental health disorders.

Project Description

Built in 1974, the existing Chisago County Jail and Law Enforcement (LEC) facilities are both functionally and structurally obsolete and inadequately sized and configured for appropriate current and future programming and operations. Despite a 1994 expansion of minimum security facilities, this now-landlocked 67-bed jail suffers from outdated cell block-style construction, aging and failing infrastructure (foundation and erosion, HVAC systems, electrical, plumbing, roofing, etc.), poor and dangerous design (hallways, doors/locks, sally port, intake, medical facilities, staff offices), and inadequate space for required programming, recreation, visitation, counseling, and rehabilitative/treatment services.

A 2004 waiver from the State of Minnesota Department of Corrections (DOC) for eight (8) additional beds provided temporary relief from overcrowding while a new jail and law enforcement center was studied and planned. Chisago County undertook a major effort to construct a new integrated Public Safety Center, purchased land (\$1.131 million), installed necessary infrastructure (\$1.841 million), and constructed a new \$2.035 million Emergency Communications Center (Phase I of the larger Public Safety Center). However, plans for a new 240-bed jail and law enforcement center were tabled, due to the lasting impact on Chisago County from the 2007-12 great recession and a major drop in crime and incarceration rates.

Despite austere budgeting and reduced County operations and personnel, Chisago County's foreseeable economic and tax capacity outlook continues to be limited by a near-non-existent post-recession recovery, its adjacency to Wisconsin and greater MSP area economic competitors, and the State of Minnesota's current taxing structure. According to the Office of the State Auditor, the County has one of the lowest taxable tax capacities in the State (70 of 87 counties) while one of the lowest per capita levies in the State (34 of 87 counties).

Unfortunately, lingering debt obligations for past investments in local roads and bridges (70%), public facilities (10%), public safety communications/ARMER (9%) and economic development (7%) limit the County's ability to issue significant new debt, leaving the County with the 3rd highest per capita debt service in the State.

With no regional jail facilities available, the closest neighboring facility 30 miles away, and an effective capacity of only 40-45 of the 67 available beds (due to inmate classification and facility block configuration), Chisago County has seen its daily out-of-county placement rates increase significantly,

costing the county approximately \$ 440,000 in 2014 and projected to exceed \$500,000 in 2015. DOC sanctions are now imminent due to facility overcrowding, lack of programming and activity space, and infrastructure issues related to facility function, security and operations, with the County sentenced to lose its 8 additional beds and see its classification reduced from a Class III Jail to a Class II 90-day Lockup (if not to a Class I 72-hour Holding facility).

In constructing and operating its new 120-bed jail and law enforcement center, an opportunity exists to pilot and demonstrate to the State and nation a “Next Generation” jail and law enforcement center. In partnership with the Hazelden Betty Ford Foundation the County’s Health and Human Services Department, and partnering State of Minnesota agencies, Chisago County’s will undertake the first-ever comprehensive planning, design, construction and operation of a county jail facility specifically to address increased incidence of inmates suffering from significant behavioral health and addiction-related diagnoses, especially those diagnosed with co-occurring mental health disorders. This population is currently estimated at over 50% of the typical inmate population and is expected to increase even more so in the future.

The Hazelden Betty Ford Foundation is a world-renown force of healing and hope for individuals, families and communities affected by addiction to alcohol and other drugs and co-occurring mental health disorders. It is the nation’s largest nonprofit treatment provider, with a legacy that began in 1949 and includes the 1982 founding of the Betty Ford Center. With 16 sites in nine states, the Foundation offers prevention and recovery solutions nationwide and across the entire continuum of care to help youth and adults reclaim their lives from the disease of addiction. It includes the largest recovery publishing house in the country, a fully accredited graduate school of addiction studies, an addiction research center, an education arm for medical professionals and a unique children’s program, and is the nation’s leader in advocacy and policy for treatment and recovery.

In consultation with its partners, the county will complete an innovative facility design of jail pods of approximately 12 beds for intensive management of inmates with serious and persistent behavioral and mental health diagnoses, including active and passive monitoring and utilization of specialized materials and construction techniques. Other pods will be utilized, as needed for additional inmates requiring behavioral health services.

Additional collaboration and partnerships efforts will focus on jail operations, inmate services and programming, to include utilization of Hazelden Betty Ford’s world-renown diagnostic assessments and treatment protocols and curricula. The jail’s unique location only 2 miles from Hazelden’s corporate campus and Center City, MN treatment facilities also affords a unique opportunity for integrated treatment services, including through the Hazelden Betty Ford Graduate School of Addiction Studies, specialized services, and/or contracted individualized treatment (via MN Sure or private insurance).

Project Rationale

Chisago County is requesting \$12,000,000 of state funding to match the same amount of funding, or more, from Chisago County to construct a new, “Next Generation” jail and law enforcement center to replace its existing outdated, undersized and obsolete facility. Replacement of the facility is needed to address current structural, capacity and operational deficiencies and ensure public safety and employee and inmate health, safety and welfare for years to come. In partnership with the Hazelden Betty Ford Foundation, Chisago County’s “Next Generation” jail and law enforcement center will pilot for the State of Minnesota and nation innovative facility design, operations and programming to address increased incidence of inmates suffering from significant behavioral health and addiction-related diagnoses, especially those diagnosed with co-occurring mental health disorders.

Other Considerations

Chisago County has undertaken a major effort to construct a new integrated Public Safety Center, including purchase of land (\$1.131 million), installation of necessary infrastructure (\$1.841 million), and construction of a new \$2.035 million Emergency Communications Center (Phase I of the larger Public Safety Center).

State bonding for county jail facilities is authorized and appropriate, especially given the Legislature's 2014 repeal of M.S. 241.022.

Impact on State Operating Subsidies

None

Who will own the facility?

Chisago County, MN

Who will operate the facility?

Chisago County, MN

Who will use or occupy this space?

None

Public Purpose

Public Safety/Law Enforcement/Renewable Energy (Solar)/Public Health (Mental Illness)

Description of Previous Appropriations

No previous State bonding appropriations. Chisago County has received state and MESB grants/funding for construct of certain ARMER and public safety communications equipment upgrades co-located with and integrated into Phase I (Emergency Communications Center) of its new Public Safety Center.

Project Contact Person

Bruce A. Messelt
County Administrator
651-213-8879
bruce.messelt@chisagocounty.us

(\$ in thousands)

Chisago County "Next Generation" Jail/Law Enforcement Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
County Funds	\$5,668	\$0	\$0	\$0
Other Local Government Funds	\$413	\$0	\$0	\$0
Other Funding	\$54	\$0	\$0	\$0
Pending Contributions				
County Funds	\$0	\$12,000	\$0	\$0
TOTAL	\$6,135	\$24,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$1,131	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$863	\$1,482	\$0	\$0
Project Management	\$52	\$0	\$0	\$0
Construction	\$3,876	\$20,760	\$0	\$0
Relocation Expenses	\$213	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,500	\$0	\$0
Inflationary Adjustment	\$0	\$177	\$0	\$0
TOTAL	\$6,135	\$23,919	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Chisago County US Highway 8 - CSAH 26 Traffic Control System**AT A GLANCE****2016 Request Amount:** \$1,250**Priority Ranking:** 2**Project Summary:** Installation of traffic control system (traffic control signals or roundabout) at intersection of U.S. Highway 8 and Chisago County State Aid Highway 26 (Pleasant Valley Road) to address dangerous conditions and facilitate critical traffic safety improvements. Estimated project cost of \$2.5M.**Project Description**

Chisago County, MN, in coordination with the Hazelden Betty Ford Foundation, is requesting state bond funding of \$1.25 million to match local funding by Chisago County of at least \$1.25 million to install a critically-needed traffic control system at the intersection of U.S. Highway 8 and Chisago County State Aid Highway 26 (Pleasant Valley Road), located in Center City, MN.

This project has been denoted as one of the most dangerous intersections in the County, and perhaps in the State of Minnesota. High speed t-bone collisions are common and have resulted in severe injury and death. Location of the Hazelden Betty Ford Foundation Corporate Headquarters and major Treatment Center at this intersection brings with it major client and employee traffic, many of whom are unfamiliar with the area and the dangerous intersection.

U.S. Highway 8 also carries major tourism traffic visiting Interstate Park (Minnesota's busiest State Park), Wild River State Park, and other destinations. Traffic count projections only show significant increase in future ADTs.

The intersection is currently controlled by a two-way, flashing stop sign system and rumble strips on Pleasant Valley Road. Poor sight lines and major elevation changes at the intersection add to dangerous conditions. Recent minor intersection improvements undertaken by MNDOT have only modestly improved safety conditions.

Project Rationale

Chisago County, MN, in coordination with the Hazelden Betty Ford Foundation, is requesting state bond funding of \$1.25 million to match local funding by Chisago County of at least \$1.25 million to install a critically-needed traffic control system at the intersection of U.S. Highway 8 and Chisago County State Aid Highway 26 (Pleasant Valley Road), located in Center City, MN.

This project has been denoted as one of the most dangerous intersections in the County, and perhaps in the State of Minnesota. High speed t-bone collisions are common and have resulted in severe injury and death.

The current two-way stop sign system and rumble strips, along with poor sight lines and elevations, need to be improved to a full 4-way traffic control system (traffic signals or roundabout) and possibly accommodated by slower speeds on U.S. Highway 8.

Based upon current project cost estimates, requested is matching State bond funding of \$1.25 million

of a projected \$2.5 million cost.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

MNDOT

Who will operate the facility?

MNDOT

Who will use or occupy this space?

Public Purpose

Public Safety/Public Transportation

Description of Previous Appropriations

None

Project Contact Person

Bruce A. Messelt
County Administrator
651-213-8879
bruce.messelt@chisagocounty.us

(\$ in thousands)

Chisago County US Highway 8 - CSAH 26 Traffic Control System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,250	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$1,250	\$0	\$0
TOTAL	\$0	\$2,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$50	\$0	\$0
Predesign Fees	\$0	\$125	\$0	\$0
Design Fees	\$0	\$450	\$0	\$0
Project Management	\$0	\$125	\$0	\$0
Construction	\$0	\$1,750	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,500	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
New Municipal Building	1	GO	\$ 2,650	\$ 0	\$ 0
Total Project Requests			\$ 2,650	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,650	\$ 0	\$ 0

New Municipal Building

AT A GLANCE**2016 Request Amount:** \$2,650**Priority Ranking:** 1

Project Summary: This request is for \$2,650,000 in State Bond Funding to construct a New City Hall, Fire, Police, and Community Center facility to be located in the Northwest quadrant of the Trunk Highway 169/County State and Highway 67 intersection in the Southeast portion of Chisholm. The proposed building site is a 6.5 acre tract in the newly platted 2nd Addition to the Chisholm Industrial Park. This facility is expected to spur development of the remainder of the approximate 50 acre plat in the next few years.

Project Description

Being proposed is an estimated 30,000 square foot, \$5.3 million combination City Hall, Fire, Police, and Community Center facility located on a newly platted 6.5 acre site in the City owned Chisholm Industrial Park-2nd Addition. The site is located at the junction of TH 169 and CSAH 67 and serves as a gateway into Chisholm at its' southeast corner. An architectural firm has been retained to conduct a pre-design of the proposed facility including a space-needs analysis and an alternative site evaluation. Preliminary space and design concepts suggest the following: 15,000 square feet, 34' high Fire department segment located at one end of the facility to accommodate future expansion, if needed, and constructed of pre-cast, pre-stressed tip-up concrete panels. Adjacent to the Fire Hall would be a 2-story, 20' high, 5,000 square foot (each story) segment housing the Police station on the lower level and Administrative offices on the 2nd story. Building construction of this segment is envisioned to be structural steel framing with a brick facade. The Community Center would be situated adjacent to the Police/City Hall segment and at the opposite end of the building complex as the Fire Hall. The Community Center is envisioned as a 1-story 12' high, 5,000 square foot area with the same construction as the Police/City Hall segment. Funding of the new facility, as will be detailed in the project financing section of this application, will be through the City's General Tax Levy as well as grants sought through the IRRRB and the State's Bond Grant.

Project Rationale

Chisholm City Hall was constructed in 1923 with a building foot print of 6,768 square feet. Although the City Hall is well-maintained, it is no longer energy efficient, is difficult and expensive to heat and cool and is in need of electrical upgrades to serve current technologies. Additionally the building's physical layout is not conducive to efficient and economical staffing and operation and lacks meeting/conference rooms. Although handicap accessibility is provided to the main floor administrative offices, there is no such accessibility to the basement and 2nd floor levels of City Hall. The City is also in negotiations with several private parties to convert this "historically significant" building into office/retail and/or affordable housing units. The City Fire Hall and Police Station are in a single 2 story building located across the street and down the block from City Hall. The building was constructed in 1914 with the Fire department housed at street level in approximately 3,600 sq ft of space with only two (2) overhead doors for truck and equipment access via main street (TH 73). This extremely undersized space is limiting the quantity and size of the trucks and equipment needed to

serve the community and the surrounding townships. Furthermore, the facility lacks meeting, training and conference rooms and has only a single unisex bathroom without shower facilities. The building is not energy efficient, lacks uniform heating and cooling throughout the space, lacks a hose tower and is in immediate need of mechanical and electrical system upgrades. The Police department is housed on the 2nd floor above the Fire Hall in approximately 2,200 sq ft of space. The Police department space is extremely undersized with minimal or no space for administrative offices, squad, conference, evidence rooms and records/file storage. In addition, there is no provisions for handicap accessibility to this 2nd story level via either ramp or elevator. Again, the existing heating, ventilation, and air conditioning do not provide a consistent and uniform environment within the work space. Lighting (both natural and electrical) is fair to poor and major upgrades are needed for the plumbing and electrical systems. Currently the building is landlocked by development, streets, and/or alleys on all four sides. The vehicle impound lot, police vehicle storage, file & evidence storage are accommodated off-site resulting in inefficient operations. The City of Chisholm does not have a Community Center and City Hall does not have the space or facilities to accommodate the functions of various community and civic groups.

Other Considerations

Impact on State Operating Subsidies

No new or additional state operating dollars will be requested for this project. All operating costs of the new facility will be the responsibility of the City of Chisholm.

Who will own the facility?

City of Chisholm

Who will operate the facility?

City of Chisholm

Who will use or occupy this space?

Public Purpose

The proposed City Hall, Fire, Police, and Community Center facility is an effort by the City of Chisholm to consolidate City services for its residents and constituents at a single site. Doing so will provide greater efficiency and access for the public while providing better operational efficiencies for the staff of each department. The additional space for the City Administrative offices as well as the Police and Fire departments will enable each unit to consolidate their operations. The new facilities will also provide much needed upgrades to the plumbing, heating, air conditioning, ventilation, electrical, insulation, and lighting systems which will result in lower operational and maintenance costs while improving staff morale and performance. The Community Center will finally provide community organizations and civic groups, including Senior Citizens a pleasant, functional, convenient, economical, and accessible facility in which to meet.

Description of Previous Appropriations

Project Contact Person

Ms. Susan Schweiss

Interim City Clerk-Treasurer/Administrator

218-254-7900

sschweiss@ci.chisholm.mn.us

(\$ in thousands)

New Municipal Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,650	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$2,150	\$0	\$0
Other Funding	\$0	\$500	\$0	\$0
TOTAL	\$0	\$5,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,300	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Clay County Jail	1	GO	\$ 13,789	\$ 0	\$ 0
Clay County Resource Recovery Campus	2	GO	\$ 8,500	\$ 0	\$ 0
Total Project Requests			\$ 22,289	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 22,289	\$ 0	\$ 0

Clay County Jail

AT A GLANCE

2016 Request Amount:	\$13,789
Priority Ranking:	1
Project Summary:	\$14 million in State funds is requested for the design, construction, furnishing and equipping of a new 188 bed jail for the Clay County, in Moorhead.

Project Description

Scope: The jail is part of the “Essential Services” pieces of the County’s infrastructure. Predesign began in 2008, by the hiring of Klein McCarthy and Co. LTD., Architects. A schematic design was presented to in 2009.

Several moderate and small remodeling projects were completed in attempt to extend the service life of the jail since 2009.

Predesign has been slightly modified beginning of 2015. Final scope of the project is to construct a free-standing new jail located adjacent to the existing jail, which will be vacated and demolished upon occupying the new jail and after construction of a new Law Enforcement Center. The new MN DOC – compliant jail will be a Class III facility as defined by the Minnesota Department of Corrections, Rules Governing Adult Detention Facilities, 2911.0200, Subpart 13 which states “Class III facility means a secure detention facility used to confine sentenced inmates for a time not to exceed any limits set by Minnesota Statutes, adult pretrial and pre-sentenced detainees indefinitely, and juveniles up to the limits set by Minnesota Statutes and commissioner approval. A Class III facility shall also be known as a jail facility.” The jail facility will be under direct authority of the Sheriff of Clay County, who by the Minnesota Statute is responsible for the managing of the Jail and he has hired a full-time Jail Administrator to manage the day-to-day operations.

The new Jail will be 146 to 150 beds of hard cells, most of which will be double-bunked. A combination of single and double-bunked cells for offenders based on their inmate classification.

The Jail has been planned for expansion to reach a capacity of not less than 200 beds. A 60-bed external expansion pod area is planned on the site. Vertical expansion option, for a 120-bed Level 3 and 4 was designed in the full program scope. Vertical expansion cost factors are significant in jail construction, and may prove to be cost prohibitive to include in a base scope optional design. The horizontal expansion area may be considered for future floors above. These decisions will be made in the design development phase.

Costs: Construction costs of the new jail include \$24,702,785 in actual construction, \$2,876,035 in soft costs, including construction development and furniture, fixtures and equipment for a total of \$27,578,820.

Funding: Funding of the new jail incorporates general levy and wind energy tax revenues.

Project Rationale

Clay County prides itself on providing a safe community and living environment for its residents. Public Safety requires a facility to secure offenders that is safe, humane and conforms to the standards established by the Minnesota Department of Corrections.

Clay County borders Cass County, North Dakota on its western side and is part of the Fargo-Moorhead Metropolitan Area. Clay County's population of 60,426 ranks it 16th in the State. The two-county Fargo-Moorhead area has an overall population of over 228,000 residents.

Built in 1966, the Clay County Jail is the oldest jail in the State and has far exceeded its life expectancy. Due to state mandated changes in cell size, classification and other building requirements, the jail has lost 6 of the original 96 beds available. Additionally, 22 of these remaining 90 beds are non-compliant and as a result, the jail has been operating under a variance by the Minnesota Department of Corrections since 2013.

Limited to a 75% operational capacity, the jail houses an average of 30 inmates at other facilities incurring a cost of over \$545,000 per year.

Although the Red River of the North provides a distinct boundary between the two States, criminal activity is indifferent to such boundaries. On average, 30 % of Clay County Jail inmates are North Dakota residents. This percentage continues to rise as a result of the recent Bakken Formation oil boom in North Dakota and the rising criminal behavior and enterprises that develop along with such population increases.

The jail has not met minimum space requirements since 1978. Beginning in 1995, significant repairs and replacement to critical infrastructure including plumbing, roof and HVAC were completed to extend the life of the jail. Short term remodeling took place in 1998 followed by a needs analysis and future long term planning. Even with repairs and remodeling, the jail has significant issues associated with a 50 year old building that include cracked concrete floors, an over extended electrical system and severe plumbing issues that leak waste and gray water contaminants to the Law Enforcement office space below.

After comprehensive planning and pre-design, a schematic design report was completed by Klein McCarthy and Co. Ltd in 2009 for the construction of a new jail. Considering the current population of the county, as well as the service area of the entire Fargo-Moorhead metro area, a 188 bed jail is required to fulfill the needs today and into the future.

The age and outdated design of the jail, coupled with the substantial population increase over the last several decades, has rendered the jail grossly insufficient and it is well beyond its useful life. Clay County is committed to constructing a new jail as evident in the Board Resolution and expenditures for a design.

Other Considerations

Clay County has been studying building a new jail for some time. This is not a new topic, nor has the County rushed to construction phase without due diligence in study, predesign and thought.

To date, the County has expended \$81,788 for a jail study, and \$168,997 in predesign.

Impact on State Operating Subsidies

Clay County ranks 77th out of 87 counties in taxable tax capacity. If the County were forced to bond for the entire cost of a new jail, the County's levy would increase approximately 8 percent for the jail

bond alone. The jail debt would comprise between 7.5 % and 10 % of the County's levy and would create an enormous burden on Clay County tax payers.

Who will own the facility?

Clay County

Who will operate the facility?

Clay County

Who will use or occupy this space?

The facility will be owned, operated and solely occupied by Clay County.

Public Purpose

To provide a safe and secure facility for inmate incarceration according to the standards established by the Minnesota Department of Corrections.

Description of Previous Appropriations

Project Contact Person

Brian Berg
County Administrator
218-299-7333
brian.berg@co.clay.mn.us

Clay County

Project Detail

(\$ in thousands)

Clay County Jail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$13,789	\$0	\$0
Funds Already Committed				
County Funds	\$402	\$310	\$0	\$0
Pending Contributions				
County Funds	\$0	\$16,722	\$0	\$0
TOTAL	\$402	\$30,821	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$123	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$26,714	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$741	\$0	\$0
Inflationary Adjustment	\$0	\$3,243	\$0	\$0
TOTAL	\$0	\$30,821	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Clay County Resource Recovery Campus

AT A GLANCE**2016 Request Amount:** \$8,500**Priority Ranking:** 2**Project Summary:** This project is the Phase II portion of a solid waste management project which received legislative funding for the Phase I during the 2015 legislative session.**Project Description**

Clay County's project is to construct and co-locate a transfer station and a problem materials facility as well as construct a new single-sort material recover facility. By doing so, Clay County will meet MPCA and Clay County solid waste management goals

Currently Clay County utilizes a transfer station which is over 40 years old. Clay also uses a household hazardous waste facility which is also over 40 years old. Both of these facilities are in need of extensive and expensive repairs. The electronics collection facility is currently in part of a bus barn. Clay County is a growing community and all of these facilities are sized too small to serve this growth. Additionally Clay County feels that due to the extensive upgrades needed for all three facilities construction of new facilities is the financially prudent measure to pursue. Currently these three facilities are located at two sites at opposite ends of the community. Implementation of this project will help upgrade these facilities and improve customer service by having the facilities mutually located.

Recently Clay County joined the Prairie Lakes Solid Waste Authority. Prairie Lakes is composed of Becker, Otter Tail, Wadena, Todd, and Clay Counties. As part of the agreement Clay County is obligated to take 9400 t/y to Perham for processing and incineration. Clay County agreed to take up to 11,000 t/y of fines at our landfill. Initially it was hoped that the same containers could be used to transport this material. Unfortunately the loadouts at the facilities are not compatible resulting in containers from both facilities are being deadheaded.

Implementation of this project will make the regional system more efficient and economical.

Clay County has a significant number of multi-family homes which are being underserved by the current recycling system. Other counties which have implemented a single sort material recovery facility have significantly increased the volume of material recovered and number of people who recycle. Clay County expects the same result.

Funding for this project will ensure Clay County meets MPCA and their own solid waste goals.

Project Rationale

This project helps Clay County meet three goals. The first goal achieved is by updating the facilities as well as making waste management facilities more customer friendly through a centralized location. The second goal achieved is completion of the ability for Clay County to participate in a regional solid waste management system. And the third goal achieved is to maximize the number of people who will

recycle their own material rather than use a landfill for disposal.

Other Considerations

Impact on State Operating Subsidies

Assistance from the state will help minimized any increased costs. Clay County is moving from a volume based fee to a weight based fee next year. During this transition, all disposal costs as well as the service fees all Clay County homes and businesses pay will be analyzed

Who will own the facility?

Clay County

Who will operate the facility?

Clay County

Who will use or occupy this space?

Public Purpose

Meet requirements mandated by the State's Waste Management Act. Provides Clay County the opportunity to minimize the amount of material landfilled by enabling the county to participate in a regional solid waste management system.

Description of Previous Appropriations

During the 2015 special legislative session, Clay County received a matching grant of \$600,000 from the legislature for funding Phase I of this project. The money will be used for final design of the project.

Project Contact Person

Kirk Rosenberger
Solid Waste Director
218-299-7332
kirk.rosenberger@co.clay.mn.us

Clay County

Project Detail

(\$ in thousands)

Clay County Resource Recovery Campus

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$600	\$8,500	\$0	\$0
Funds Already Committed				
General Obligation Bonds	\$1,200	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$1,800	\$8,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
2016 Water Infrastructure Improvements	1	GO	\$ 8,300	\$ 0	\$ 0
Total Project Requests			\$ 8,300	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,300	\$ 0	\$ 0

2016 Water Infrastructure Improvements**AT A GLANCE****2016 Request Amount:** \$8,300**Priority Ranking:** 1

Project Summary: The City of Cold Spring is applying for up to 8.3 million in State Funds to fund the 2016 Water Infrastructure Improvements. The project includes: Source- The replacement and/or augmentation of potable wells 4, 5 and 6 and the construction of new wells and new well pump houses at an estimated cost of \$841,000. Treatment- The proposed construction of two water treatment plants to treat nitrates, and iron/manganese at an estimated cost of \$5,705,000. Distribution- The proposed construction of raw water mains from the existing and new wells to the new water treatment plants and distribution system at an estimated cost of \$1,771,000.

Project Description

The first step for the City of Cold Spring will be to locate a viable water source as part of the overall project. A viable water source will be one that provides adequate volume, rate and quality. Once an analysis of the water has been completed a decision can be made as to the type of treatment that will be required.

If the water analysis requires both nitrate and iron/manganese treatment, project costs could reach \$8.3 million.

The City of Cold Spring has looked at a number of sources for funding this project. They are:

- Rural Development, Stearns Electric
- Rural Development Loan and Grant Program
- Minnesota Public Facilities Authority, Drinking Water Revolving Fund

City is currently on the 2015 Intended Use Plan and has submitted to be included on the 2016 intended Use Plan. Department of Employment and Economic Development, State of Minnesota Capital Bonding Process, Special Legislation, City Water Fund, City Bonding Authority.

Project Rationale

The City of Cold Spring is facing a significant reduction in water supply and impacts on both residential and commercial users because of the legislation that was passed in the 2010 legislative session to protect trout streams. The Minnesota Department of Natural Resources has determined that the proximity of the wells being used by the Cold Spring Brewery, and at least City wells 4, 5, and 6 have an influence on the trout stream that runs adjacent to the Cold Spring Brewery. The Minnesota Department of Natural Resources has determined because of this influence to the trout stream the Cold Spring Brewery wells must be closed and that City wells 4, 5, and 6 may continue only at the present rate and capacity thus limiting their ability to meet future City needs. The only

viable water source for the Cold Spring Brewery will be the City. The Cold Spring Brewery water needs will equal approximately fifty percent of the City's current water production.

The City of Cold Spring will not only have to substantially increase water production to meet the Cold Spring Brewery needs, but because of the heavy use of ground water irrigation for agricultural purposes it is expected the levels of nitrates in the ground water will continue to rise. This increase in nitrates in the ground water and the presence of high levels of iron and manganese may require the construction of two new water treatment plants. One water treatment plant will remove iron and manganese the other to remove nitrates from the potable water.

Other Considerations

The City of Cold Spring believes that if it were not for the legislation passed by the Legislature in 2010 regarding the protection of trout streams, and the determination by the Minnesota Department of Natural Resources that the Cold Spring Brewery closes their wells along with the limitations place on City wells 4 5, and 6, the City would not be considering these improvements at this time and would not be making this request.

Impact on State Operating Subsidies

There will be an impact on the City's Water Operating Fund because of the increase in operating expenses to operate the new water treatment plants and pay for loans or bonds that are used to pay for the water infrastructure improvements that are not covered by State bond funds or other revenue sources.

Who will own the facility?

City of Cold Spring

Who will operate the facility?

City of Cold Spring

Who will use or occupy this space?

Public Purpose

Production, conveyance and treatment of potable water for the City of Cold Spring.

Description of Previous Appropriations

The City of Cold Spring is currently on the Minnesota Public Facilities Authority Drinking Water Revolving Fund 2015 Intended Use Plan. The City has also made application to the Public Facilities Authority Drinking Water Revolving Fund to be placed on the 2016 Intended Use Plan. The City of Cold Spring's median household income currently exceeds agency limits to qualify for principal forgiveness, therefore any money received from the PFA will be repaid in it's entirety.

Project Contact Person

Kris Dockendorf

Acting City Administrator

320-685-3653

kdockendorf@coldspring.govoffice.com

(\$ in thousands)

2016 Water Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$8,300	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$8,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$111	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,068	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,121	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$827	\$0	\$0
TOTAL	\$0	\$9,127	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Construction of County State Aid Highway 42 Interchange at Trunk Highway 52, Rosemount	1	GO	\$ 5,500	\$ 0	\$ 0
Powerhouse and Turbine Upgrade, Bylesby Dam	2	GO	\$ 6,000	\$ 0	\$ 0
Mississippi River Regional Trail, Rosemount East Segment	3	GO	\$ 2,050	\$ 0	\$ 0
Big Rivers Regional Trail Trailhead	4	GO	\$ 787	\$ 0	\$ 0
Minnesota River Regional Trail, Eagan Segment	5	GO	\$ 2,500	\$ 0	\$ 0
East/West Transit Improvements	6	GO	\$ 2,000	\$ 0	\$ 0
Fiber Linking Public Facilities Across Dakota County	7	GO	\$ 1,721	\$ 0	\$ 0
Total Project Requests			\$ 20,558	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 20,558	\$ 0	\$ 0

(\$ in thousands)

Construction of County State Aid Highway 42 Interchange at Trunk Highway 52, Rosemount**AT A GLANCE****2016 Request Amount:** \$5,500**Priority Ranking:** 1**Project Summary:** This request is for \$5,500,000 in State bond funding to construct the first stage of a future system interchange reconstruction project developed in cooperation with the Minnesota Department of Transportation and the City of Rosemount.**Project Description**

This project includes reconstruction of CSAH 42, a principal arterial, to create a four-lane divided combination urban / rural roadway section. The project also replaces two TH 52 mainline bridges over CSAH 42 and reconstructs the freeway access ramps. Protected turn lanes will be included on CSAH 42 at all intersections with ramps and designated local roads, as well as at intersections with major driveways.

Currently, CSAH 42 transitions from a 4-lane highway to a 2-lane highway west of the interchange with TH 52, with one of the eastbound travel lanes dropping into a turn lane near the interchange. This project will extend the 4-lane section of CSAH 42 past the interchange to remove the lane drops and transitions at the interchange. In addition, protected turn lanes will be added for all turning movements at the interchange. These improvements will reduce conflict points and allow for safer turning movements at the interchange.

This project has a total cost of \$16.8 million, and is a partnership between the County, MnDOT, and the City of Rosemount (although Rosemount is the only financial partner). Federal Highway Administration funds have also been committed to this project, including \$7 million awarded through the regional solicitation process for FY 2017.

Project Rationale

Trunk Highway (TH) 52 is a High Priority Interregional Corridor connecting Rochester to the Twin Cities, and this segment of County State Aid Highway (CSAH) 42 is the only east/west principal arterial route south of I-494 and east of I-35. Despite CSAH 42 being under county jurisdiction, the interchange is an important connection between two principal arterial routes in the regional transportation system.

Projected growth and immediate safety concerns drive the demand for this project. The existing interchange has limited visibility along CSAH 42, and has been the site of a number of severe and fatal crashes over the past few years. Furthermore, it is projected that the population of the City of Rosemount will more than double by 2030, meaning demands on this intersection will only increase.

Other Considerations

n/a

Impact on State Operating Subsidies

The County is adding approximately 2 lane miles to CSAH 42, and will be responsible for future operating costs associated with this expansion. MnDOT is not adding any lane miles, so there are no increased operating costs expected in the future.

Who will own the facility?

CSAH Road 42 is owned by Dakota County. MnDOT owns TH 52 and the bridges along the route.

Who will operate the facility?

Dakota County will operate CSAH 42 and MnDOT will operate TH 52 and the bridges.

Who will use or occupy this space?

None.

Public Purpose

Both CSAH 42 and TH 52 are principal arterials and provide key connections for residents across the metropolitan area.

Description of Previous Appropriations

The County was awarded \$7,280,000 through the regional solicitation process for this project. There is also \$2,900,000 in federal funding available for design and right-of-way acquisition.

Project Contact Person

Steve Mielke
Physical Development Director, Dakota County
952-891-7007
steve.mielke@co.dakota.mn.us

(\$ in thousands)

**Construction of County State Aid Highway 42 Interchange at Trunk Highway 52,
Rosemount**
PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$5,500	\$0	\$0
Funds Already Committed				
Federal Funds	\$2,900	\$7,000	\$0	\$0
City Funds	\$0	\$614	\$0	\$0
County Funds	\$0	\$786	\$0	\$0
Pending Contributions				
TOTAL	\$2,900	\$13,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$2,700	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,041	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$13,059	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,283	\$0	\$0
TOTAL	\$0	\$19,083	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Powerhouse and Turbine Upgrade, Byllesby Dam**AT A GLANCE****2016 Request Amount:** \$6,000**Priority Ranking:** 2**Project Summary:** This request is for \$6,000,000 to fund turbine and powerhouse improvements to the Byllesby Dam, a hydroelectric generating facility in Cannon Falls.**Project Description**

The Byllesby Dam is located on the Cannon River on the boundary of Dakota and Goodhue Counties, approximately one mile upstream from the City of Cannon Falls. While the Dam is located on the boundary of Dakota and Goodhue Counties, water flows into the reservoir (Lake Byllesby) from 8 upstream counties. As the sole owner, Dakota County is responsible for all Dam safety related issues. The Dam (and hydro-electric generating facility) has been operated under an exemption from licensing issued by the Federal Energy Regulatory Commission (FERC) since 1986. The Dam is considered a high-hazard Dam due to its upstream proximity to the City of Cannon Falls.

This project will upgrade and enhance the electrical generating facilities at the Dam, for a total cost of \$12,000,000. This project is solely under the jurisdiction of Dakota County; no other partners are involved in rehabilitation of the Dam.

Project Rationale

The three existing turbines within the Byllesby Dam hydro-electric generating facility have nearly reached their operational life. Dakota County has made significant capital investment in recent years to safely pass the Probable Maximum Flood through the installation of new gates and spillway as required by FERC and a multi-year Capital Improvement Project (CIP) for long-term maintenance and repair to the 103 year old dam. To help repay back the costs associated with the FERC required spillway project and the multi-year CIP, in 2014 two studies were conducted to look at the electrical energy market and the feasibility of upgrading the aging turbines. The studies showed that a \$12,000,000 turbine upgrade and powerhouse enhancement provided the best Return on Investment. A turbine upgrade and powerhouse enhancement will ensure that the Dam remains operational, enabling the County to pay back the costs associated with above mentioned projects and further ensures continued use of a clean, renewable energy source for decades.

Other Considerations

n/a

Impact on State Operating Subsidies

Operating costs for the Dam are currently budgeted by the County. There will be no impact on the State budget.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy this space?

None.

Public Purpose

To provide recreational resources to the region through Lake Byllseby and to provide clean, renewable energy to the southern metro area.

Description of Previous Appropriations

None.

Project Contact Person

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

(\$ in thousands)

Powerhouse and Turbine Upgrade, Byllesby Dam

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$1,000	\$0	\$0
Pending Contributions				
County Funds	\$0	\$3,000	\$2,000	\$0
TOTAL	\$0	\$10,000	\$2,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,750	\$2,000	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,237	\$247	\$0
TOTAL	\$0	\$11,237	\$2,247	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Mississippi River Regional Trail, Rosemount East Segment**AT A GLANCE****2016 Request Amount:** \$2,050**Priority Ranking:** 3**Project Summary:** This request is for \$2,050,000 in State bond funding to design and construct 1.7 miles of the Mississippi River Regional Trail (MRRT) within the City of Rosemount.**Project Description**

The Rosemount East segment is the final unfunded segment of the 27 mile Mississippi River Regional Trail in Dakota County. The Mississippi River Trail Rosemount East project is a 1.7 mile bike and pedestrian trail segment that includes two grade separated crossing of Union Pacific Railroad facilities. When completed, the Mississippi River Regional Trail will connect from St Paul to Hastings, with additional connections funded to Downtown St. Paul and Prescott WI in 2017.

The project will construct a 10-foot wide bituminous trail in Rosemount parallel the Mississippi River, completing a gap that currently lacks safe non-motorized infrastructure. The project will include clearing, grading, landscaping, plantings, and two pedestrian tunnels of Union Pacific tracks. Over the past year Dakota County has been working with the Union Pacific Railroad on a design that provides grade separation of adjacent rail facilities.

The total cost of this project will be \$4,100,000. Dakota County is solely responsible for this initiative.

Project Rationale

The trail will provide surface transportation infrastructure for non-motorized uses between Pine Bend Trail in Rosemount and Spring Lake Park Reserve. This will form a critical link for cyclists commuting between Hastings, Prescott, Nininger Township, Rosemount, Inver Grove Heights, South St. Paul and St. Paul. The corridor also contains employment throughout, including downtown St. Paul to the north, Hastings on the south and major industry and business parks in South St. Paul, Inver Grove Heights, and Rosemount along the way.

The trail will provide outstanding recreation opportunities by providing access to the Mississippi River and many destinations in the corridor. Destinations include the Mississippi National River and Recreation Area, Spring Lake Regional Park Reserve, Pine Bend Bluffs Scientific and Natural Area, River to River Greenway, Rosemount Greenway (planned), Kaposia Landing (South St Paul park), MnDNR boat launch (South St Paul), Rock Island River Pier (Inver Grove), Heritage Village Park (Inver Grove Heights), historic downtown Hastings and many historic and cultural resources the length of the trail.

Other Considerations

n/a

Impact on State Operating Subsidies

The County will increase its request for Operations and Maintenance appropriations in the future, depending on the final design of the greenway and the ongoing maintenance required.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy this space?

n/a

Public Purpose

Regional Greenway for recreation, transportation, water quality and habitat protection.

Description of Previous Appropriations

None.

Project Contact Person

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

(\$ in thousands)

Mississippi River Regional Trail, Rosemount East Segment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,050	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$2,050	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$205	\$0	\$0
Project Management	\$0	\$205	\$0	\$0
Construction	\$0	\$3,634	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$550	\$0	\$0
TOTAL	\$0	\$4,594	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Big Rivers Regional Trail Trailhead**AT A GLANCE****2016 Request Amount:** \$787**Priority Ranking:** 4**Project Summary:** This request is for \$787,500 in State bond funding to design and construct the Big Rivers Regional Trail (BRRT) trailhead and site improvements in Mendota Heights.**Project Description**

This request would provide basic public services, such as: (1) an expanded parking lot to meet demand; (2) a heated restroom with running water; (3) an information plaza providing recreation and wayfinding information; (4) a bike repair station; (5) a picnic area; and (6) an interpretive exhibit to share the trail's rich history.

The BRRT is 4.5 miles long serving 143,000 visitors year-round and accommodating diverse recreation and commuting needs. The trail uniquely provides key trail continuity and connections to Minneapolis, St. Paul and the southern suburban metropolitan area. The trail links to the 72-mile Mississippi National River and Recreation Area, hundreds of miles of trails throughout the greater Twin Cities area, and historic landmarks including Fort Snelling, Pike Island and the city of Mendota, one of Minnesota's oldest settlements.

The total cost of this project will be \$1,575,000. Dakota County is solely responsible for this initiative.

Project Rationale

Dakota County is requesting bond appropriations because the current trailhead site is inadequate. The parking lot is undersized, there is only a portable restroom and the site is without running water.

Other Considerations

n/a

Impact on State Operating Subsidies

The County will increase its request for Operations and Maintenance appropriations in the future, depending on the final design of the greenway and the ongoing maintenance required.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy this space?

n/a

Public Purpose

Regional Greenway trailhead to serve 143,000 annual visitors with improved parking, drinking water, toilets and public information.

Description of Previous Appropriations

None.

Project Contact Person

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

(\$ in thousands)

Big Rivers Regional Trail Trailhead

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$787	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$787	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,574	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$157	\$0	\$0
Project Management	\$0	\$157	\$0	\$0
Construction	\$0	\$1,232	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$136	\$0	\$0
TOTAL	\$0	\$1,682	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Minnesota River Regional Trail, Eagan Segment**AT A GLANCE****2016 Request Amount:** \$2,500**Priority Ranking:** 5**Project Summary:** This request is for \$2,500,000 in State bond funding to design and construct 3.2 miles of the Minnesota River Regional Trail (MNRRT) within the City of Eagan.**Project Description**

The Eagan Extension of the MnRRT is a 3-mile trail in Fort Snelling State Park between Cedar Avenue and Lone Oak Road. It is the last critical trail gap in the MnRRT, and thus when constructed will complete a long planned regional trail between Burnsville and downtown St. Paul. The Extension includes a 10-foot off-road bituminous trail to serve pedestrians, bicyclists and other users of non-motorized transportation. It builds on existing facilities, including an existing trailhead at the Cedar Avenue Bridge and a new trailhead with parking being built at Lone Oak Road. The Eagan South Extension is entirely located within Fort Snelling State Park and will not require right of way acquisition.

This project will be in partnership with the MN DNR, MN DOT and the City of Eagan, and supports each agency's mission. Trail construction includes site clearing, trail-bed preparation and surfacing, orientation signage, and landscaping.

Dakota County has committed to providing the local match and costs associated with project delivery. The Minnesota River Greenway is funded from the I35W bridge to 494 with the exception of the segment through Fort Snelling State Park in Eagan. The total cost of this segment of the trail will be \$5,000,000, and it will be constructed solely by Dakota County.

Project Rationale

The Eagan South Extension will fill a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Regional Trail (under construction 2015). In a larger context, the Eagan Extension responds to the need for a continuous trail along the Minnesota River called for by several plans and efforts at federal, state, local and nonprofit levels. Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to St. Paul.

It will connect trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, St. Paul and beyond. Key connections include the Cedar Avenue and 494 bridges, providing direct access to jobs at the Mall of America, Minneapolis St. Paul International Airport, Twin Cities Premium Outlet Mall in Eagan, and workplaces along 494. Commuters will gain a safer, scenic, more direct route when this project is completed. As part of the larger Minnesota River Greenway, the Eagan South Extension will be a highlight, immersing visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment. In addition to transportation benefits, trail users will experience Fort Snelling's impressive ecological and historical features. The trail will provide

new opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge.

Other Considerations

n/a

Impact on State Operating Subsidies

The County will increase its request for Operations and Maintenance appropriations in the future, depending on the final design of the greenway and the ongoing maintenance required.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy this space?

n/a

Public Purpose

Regional greenway for recreation, transportation, water quality and habitat protection.

Description of Previous Appropriations

None.

Project Contact Person

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

(\$ in thousands)

Minnesota River Regional Trail, Eagan Segment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$2,500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$500	\$0	\$0
Construction	\$0	\$4,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$804	\$0	\$0
TOTAL	\$0	\$5,804	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

East/West Transit Improvements**AT A GLANCE****2016 Request Amount:** \$2,000**Priority Ranking:** 6**Project Summary:** This request is for \$2,000,000 to fund east-west oriented transit improvements in Dakota County.**Project Description**

The Dakota County East-West Transit Study anticipated to begin in early 2016 and take about a year, intends to address both existing and emerging needs and opportunities to improve the quality of transit service in Dakota County and improve connections to the regional transit system.

This study is expected to produce a set of recommended service improvements to the regional transit network that primarily address east-west travel needs. The study will also provide an estimate of capital and operating needs for each improvement, as well as additional improvements including shelters and expanded operating facilities. An implementation plan detailing a timeline for all service changes and addressing all relevant operating and policy considerations will also be produced. This bonding request would implement the near term recommended improvements in the implementation plan.

Project Rationale

The County, in cooperation with the Minnesota Valley Transit Authority (MVTA), the Metropolitan Council and its constituent cities, has made progress in developing transitway services that provide frequent limited stop service along several main thoroughfares in Dakota County. These transitways provide connections to major destinations and activity centers in Dakota, Hennepin and Ramsey Counties. However, planned and established transitways in the County are all of a north-south orientation. The County plans to analyze opportunities for new or enhanced transit service operating in a generally east-west orientation to complement established and planned transitways.

Other Considerations

n/a

Impact on State Operating Subsidies

Operating costs will fall to the owners/operators of the facilities. MVTA does not rely on State funds, but a small portion of Metro Transit's budget is funded by the State.

Who will own the facility?

The Minnesota Valley Transit Authority (MVTA) and/or the Metropolitan Council, depending on the location of the defined improvements.

Who will operate the facility?

MVTA and/or the Metropolitan County

Who will use or occupy this space?

The facility would be operated by MVTA and/or the Metropolitan Council, both public entities.

Public Purpose

The project will expand transit to underserved areas and improve the quality of existing transit services.

Description of Previous Appropriations

None.

Project Contact Person

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

(\$ in thousands)

East/West Transit Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$300	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$3,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$200	\$0	\$0
Inflationary Adjustment	\$0	\$544	\$0	\$0
TOTAL	\$0	\$4,544	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Fiber Linking Public Facilities Across Dakota County**AT A GLANCE****2016 Request Amount:** \$1,721**Priority Ranking:** 7

Project Summary: This request is for \$1,720,000 in State bonding funding for 21.19 miles of fiber linking public facilities in the County. This will be the final link of an innovative, jointly-operated, amalgamated institutional network (I-Net), formed primarily from existing publically-owned assets, that will serve public institutions throughout the County.

Project Description

The County will lay 21.19 miles of fiber, making the final connections for an amalgamated County-wide I-Net, for a total cost of \$3,442,000. This fiber will help the County form a backbone for the countywide I-Net, linking schools, libraries, museums, courthouses, traffic signals, and other public facilities throughout the County.

The project is part of an overall effort between Dakota County and its cities to develop I-Net, an institutional fiber network that provides consolidated management and tracking of fiber assets and allows quick, easy, and cheap sharing of fiber. The network also eliminates redundancies in the fiber network and improves the network's reliability, thus improving the reliability of government services like police and firefighters. I-Net also allows connections with neighboring municipalities, thus helping to bolster a region-wide fiber network.

The County has already laid over 120 miles of fiber for I-Net. These existing County assets will be combined with more than 60 miles of other existing publically-owned assets from other agencies under joint operation. This bonding request will fund the continued development of this network and finance key final last-piece connections between public facilities.

Project Rationale

This connected network provides an important regional benefit, serving Dakota County's 400,000+ citizens. Connecting these diverse facilities on a single robust fiber network will also strengthen network efficiency and security and promote intergovernmental collaboration.

Other Considerations**Impact on State Operating Subsidies**

Minimal to zero; we would expend the bond funds to be expended either directly by the County or via a JPA with participating local governments.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County or an assigned agency

Who will use or occupy this space?

There are no current plans for private entities to lease the fiber from the County, although there is potential for this in the future.

Public Purpose

This will allow public facilities hroughout the County to access an enhanced robust, interconnected broadband infrastructure.

Description of Previous Appropriations

None.

Project Contact Person

Matt Smith
Deputy County Manager
651-438-4590
matt.smith@co.dakota.mn.us

(\$ in thousands)

Fiber Linking Public Facilities Across Dakota County

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,721	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$1,721	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,442	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$465	\$0	\$0
Construction	\$0	\$2,976	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$322	\$0	\$0
TOTAL	\$0	\$3,763	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Lift Station and Sewer Projects	1	GO	\$ 730	\$ 0	\$ 0
Total Project Requests			\$ 730	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 730	\$ 0	\$ 0

Lift Station and Sewer Projects**AT A GLANCE****2016 Request Amount:** \$730**Priority Ranking:** 1**Project Summary:** The City of Dennison is requesting \$730,000 in state funds to predesign, design and construct a lift station. In addition, we plan to line our sanitary sewer lines.**Project Description**

The City of Dennison will rebuild the lift station and wet well. The plan also includes running electricity to the sewer ponds. To help prevent water infiltration in our sewer lines, which could give the City another 20-30% capacity in our sewer ponds, we will line our sanitary sewer lines. An estimated 4,300 feet of sewer lines and 22 manholes will be lined. The cost is based on lining 8" pipe, \$90 per foot. Lining each manhole is around \$1,000. With a 15% contingency, total cost is around \$500,000. The new lift station will be built next to the existing lift station. All control panels will be above ground. Projected costs for the lift station, wet well and electricity to our sewer ponds will amount to \$230,000. To help pay for the projects, the city council approved collecting a \$25 monthly water fee increase, and this amounts to about \$1,800 per month. That money is going into a dedicated Sewer Capital Fund. The city has also set aside \$33,000 in a sewer savings account for the lift station/ sewer projects.

Project Rationale

Currently, our lift station doesn't meet OSHA standards for confined space issues. The original lift station was built in 1962, which was a metal tube structure, and was last upgraded in 1992. In the long term, it makes sense to rebuild than fix up the current one. The wet well, which was built in 1962 and remains next to our lift station, will be closed. The main reason to close the wet well is the fact there's a flow valve in the bottom and the ductile pipe could fail at any time and allow sewage to flow into a nearby creek.

Other Considerations

Because of the lift station, it's difficult finding anyone to apply for our open sewer/water operator position. Once improvements are made, it will make the position more desirable and fulfill a critical need for our City. With the addition of electricity to our sewer ponds, this will cut down on labor hours needed to discharge the water. I believe it will be another incentive to attract applicants for our city maintenance position as well.

Impact on State Operating Subsidies

Small impact, hopefully.

Who will own the facility?

City of Dennison

Who will operate the facility?

City of Dennison

Who will use or occupy this space?

No private use.

Public Purpose

Needed public infrastructure for the City of Dennison

Description of Previous Appropriations

None, as far as I know.

Project Contact Person

Jeffrey W. Flaten
Mayor
507-338-9619
jflaten19@gmail.com

(\$ in thousands)

Lift Station and Sewer Projects

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$730	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$33	\$0	\$0
Pending Contributions				
City Funds	\$0	\$38	\$0	\$0
TOTAL	\$0	\$801	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Detroit Lakes Public Utilities Waste Water Treatment Plant	1	GO	\$ 15,000	\$ 0	\$ 0
Total Project Requests			\$ 15,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,000	\$ 0	\$ 0

Detroit Lakes Public Utilities Waste Water Treatment Plant

AT A GLANCE

2016 Request Amount: \$15,000

Priority Ranking: 1

Project Summary: \$15 million in state funds is requested to acquire, predesign, design, construct, and initiate operation for a new wastewater treatment facility for the City of Detroit Lakes.

Project Description

The Detroit Lakes Public Utilities Commission (DLPUC) commissioned a Facility Plan in accordance with NPDES permit and to:

- Address the phosphorous and toxicity limits in the current NPDES permit and comply with the required water quality based effluent limit (WQBEL) of 198 kg/yr by October 1, 2022.
- Assess the existing WWTF structures for potential re-use or re-purposing.
- Estimate flows and loads to the WWTF for the 20-year design period (2038) including planned annexations.
- Evaluate alternate discharge locations, options for discharge (seasonal vs year round), and technologies for liquid and solids treatment improvements.
- Develop cost estimates for treatment alternatives and evaluate user rate impacts resulting from recommended improvements.

The facility plan's recommended alternative is construction of a new wastewater treatment facility at the existing facility site with continuous discharge year around to St Clair Lake. The total estimated project cost for the liquid treatment and solids treatment improvements is \$30,489,000. The City is requesting state bonding to help with 50% of the costs and will apply for a low interest loan from the Clean Water Fund for the remainder of the project costs.

The treatment improvements are categorized under "Liquid Treatment" and "Solids Treatment." Liquid Treatment is then further separated into preliminary, primary, secondary/tertiary and disinfection. Specifics under Liquid Treatment is proposed to include:

- A new preliminary treatment building to house new mechanical screening, a wetwell, and new wastewater lift pumps. The aerated grit basin would be replaced with a vortex grit system.
- The new vortex grit chamber would be constructed such that the existing effluent channel for the aerated grit basin could be utilized for the vortex grit effluent.
- The equipment required for the vortex grit system would replace the equipment in the existing Grit Removal Building, including the grit pumps and grit classifier.
- The electrical system for the grit system and primary clarifiers is currently housed in a steel enclosure added on to the Grit Removal Building. The Grit Removal Building would be modified to add a room for the electrical equipment.
- A new primary clarifier would be built south of the existing primary clarifiers as the original design intended. New piping would be added from the splitter structure to the new clarifier.

- The two existing primary clarifiers would be rehabilitated with new drives, scrapers, skimmer arms, skirts, scum beaches, and launders.
- A new activated sludge/IFAS process would be constructed with enhanced biological phosphorous removal (EBPR) for secondary treatment. These processes would require new structures and equipment, including blowers, diffusers, and mixers. Membrane Bioreactor (MBR) treatment process may also be considered.
- Two new final clarifiers would be constructed as part of the secondary treatment. The new clarifiers would require new structures and equipment and would be covered.
- Additional tertiary processes are required to polish effluent to reliably achieve the ultra-low effluent phosphorus concentrations. A two-stage granular filtration process would be constructed in a new building. Two-stage granular media filtration processes involve either filters operated in series or special media which uses filtration and adsorption to remove phosphorus.
- Chemical feed systems would be needed for the tertiary treatment process.
- UV disinfection would be added for disinfection. The UV disinfection channel and equipment would be housed in the same building as the tertiary treatment process.
- The UV disinfection would be the last step prior to discharge of effluent.

Categories under Solids Treatment are Solids and Biosolids; specifics are proposed to include:

- Anaerobic digestion, aerobic digestion, autothermal aerobic digestion (ATAD), and sludge drying were evaluated. Detail on the evaluation of each alternative can be found in Technical Memorandum No. 4.
- Changes are recommended to improve the operation and replace aging components of the existing anaerobic digesters.
- It is assumed that both the primary digester and secondary digester would require new covers. Mixing and heating systems would be replaced and the existing building area is assumed sufficient for these replacements.
- Solids dewatering and new storage facilities are recommended.
- The anaerobic treatment process can cause the release of biologically bound phosphorus, resulting in a return stream with high phosphorus concentrations as well a high ammonia concentrations. The presence of high concentrations of phosphorus or ammonia is a concern with low-level phosphorus permit limits and ammonia toxicity issues. These return streams can also upset the EBPR process and can produce conditions conducive to struvite formation. Sidestream handling processes, ranging from equalization to struvite harvesting, would be added to address these return streams.

Project Rationale

The City of Detroit Lakes discharges treated wastewater to a shallow lake called St. Clair Lake. St. Clair Lake was placed on the 303(d) list of impaired waters in 2006. A Total Maximum Daily Load Study (TMDL) study was conducted for the lake due to phosphorous impairment. The TMDL study determined the mass loading for the Detroit Lakes wastewater treatment facility to be 198 kg/yr total phosphorous, which is a 93% reduction from current permitted limit. The projected average wet weather flow for the Detroit Lakes WWTF is 2.2 Million Gallons per Day (MGD). At the projected flow, the concentration limit equivalent is around 0.066 mg/L.

Other Considerations

The current Detroit Lakes wastewater treatment plant is not designed to meet the "ultra low" phosphorous limit needed to protect St. Clair Lake and downstream lakes. Significant capital improvements are necessary to achieve compliance. A 1.0 mg/L limit is considered to be low in Minnesota; Detroit Lakes will need to be at or below 0.066 mg/L, which may possibly be the most stringent limit in the upper Midwest. The new limit is a 93% reduction from the current NPDES permit limit for phosphorous. There is precedence for state funding for this type of request, as can be seen in Litchfield and Willmar.

Impact on State Operating Subsidies

No State dollars will be requested for the operations of this facility

Who will own the facility?

City of Detroit Lakes

Who will operate the facility?

Detroit Lakes Public Utilities

Who will use or occupy this space?

None

Public Purpose

Wastewater treatment is needed for safe and sanitary disposal of waste in such a manner to provide for sound environmental stewardship. With the proposed effluent limits for the Detroit Lakes facility, it will provide a delicate balance between discharge water quality and ensuring water quality so that we can use our rivers and streams for fishing, swimming and drinking water. In the 20th Century, pollution problems and their control were primarily local, not state or national, concerns. Since then, population and industrial growth have increased demands on our natural resources, altering the situation drastically. This facility will provide for maintaining water quality in many of the area lakes and preserve water and lake quality in a multi-county area.

Description of Previous Appropriations

None

Project Contact Person

Vernell Roberts
General Manager Public Utilities
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vroberts@ci.detroit-lakes.mn.us

(\$ in thousands)

Detroit Lakes Public Utilities Waste Water Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,000	\$0	\$0
Pending Contributions				
User Financing	\$0	\$0	\$13,500	\$0
TOTAL	\$0	\$17,000	\$13,500	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,700	\$0	\$0
Project Management	\$0	\$1,500	\$0	\$0
Construction	\$0	\$25,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$10,343	\$0	\$0
TOTAL	\$0	\$40,843	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	N/A
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Duluth International Airport

Projects Summary

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Runway Reconstruction and Realignment Project	1	GO	\$ 4,000	\$ 0	\$ 0
Total Project Requests			\$ 4,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,000	\$ 0	\$ 0

Runway Reconstruction and Realignment Project**AT A GLANCE****2016 Request Amount:** \$4,000**Priority Ranking:** 1**Project Summary:** The Duluth Airport Authority (DAA) is requesting \$4,000,000 in state funds, to be matched by \$28,000,000 in federal dollars, for design and construction monies to reconstruct and realign two of its existing runways.**Project Description**

Runway 9/27, the main runway at the Duluth International Airport, is in need of a major reconstruction effort in the very near future to provide safe and reliable runway infrastructure for civil and military aircraft operations. At 10,162 feet in length, this runway at DLH serves commercial, military, and general aviation operations. The concrete pavement on Runway 9/27 has been in place since the 1940s and recent geotechnical studies have indicated that it is reaching the end of its useful life.

One of the challenges during any reconstruction would be the displacement of the 148th Fighter Wing, located in Duluth. The 148th Fighter Wing is expected to be engaged offsite in April of 2016 for a period of three to six months, and will likely take the majority of their aircraft with them. Without the military presence at the airport, a unique opportunity presents itself to reconstruct the middle 6,200 feet of Runway 9/27. The F16 is extremely susceptible to foreign object debris (FOD) which can be more prevalent during construction. Reconstructing the middle section of Runway 9/27 while the 148th is offsite also relieves the need for a costly temporary relocation of the fighter wing during construction that could also attract unwanted attention of a future base realignment and closure (BRAC) process in Washington DC.

The current air carrier fleet mix can be accommodated on the existing crosswind runway of 5,700 feet in length. While the regularly scheduled air carriers servicing Duluth (Delta and United) are moving away from 50-seat regional jets, they have not divested themselves of them to this point. The current fleet mix can be accommodated during the limited period of construction in 2016.

The estimated total project cost for this project is \$20,000,000. The Federal Aviation Administration (FAA) has indicated support for the project under the condition that the project schedule be condensed, with final design, plans and specifications developed and in place for an August 2015 bid opening. An FAA discretionary grant would be issued in September of 2015 to provide \$18,000,000 in funding. State bonding would be a primary source of the remaining contribution of \$2,000,000.

Runway 14/32 located at the DAA's Sky Harbor Airport has been in operation on Minnesota Point since 1939 and consists of a single 3,050 foot runway and a seaplane ramp and dock for seaplane access. The unique location of the airport allows it to serve a wide variety of users including multiple businesses and U.S. Customs Services. Over time, a number of red and white pine trees located off the south end of the runway within airport property and the Minnesota Point Pine Forest Scientific

and Natural Area (SNA) have grown tall enough to be considered obstructions for aircraft on approach to the airport. A majority of the obstructing trees are part of the old growth forest protected by the SNA. The old growth forest on Minnesota Point is uniquely significant in Minnesota by virtue of its presence on Lake Superior sand dunes, with the red and white pine woodland, its understory components, and ecological setting being the only example of this in Minnesota. In 2006, Minnesota Department of Transportation (MNDOT) Office of Aeronautics directed the airport to clear the trees on the approach to the runway in order to maintain a State of Minnesota airport license.

The Duluth Airport Authority (DAA) is in the final stages of the state and federal environmental review, which is expected to be completed in July 2015, for a solution that prevents the need to remove any trees or otherwise impact the SNA. DAA has worked in consultation with many federal and state agencies, as well as local interested public groups throughout the environmental review process. The DAA is proposing to shorten the runway to 2,600 feet and rotate the runway onto new fill material in Superior Bay in order to relocate the runway approach outside of the SNA. While no expanded or improved facilities or services will be provided to airport users, the project serves to protect the valuable resources within the SNA. The next step in the process is to secure project funding, obtain permits and complete project design. Construction is expected to occur over a 3-year period. The estimated total project cost for this project is \$12,000,000. The FAA is providing \$10,000,000 in funding for the project. State bonding would be a primary source of the remaining contribution of \$2,000,000.

Project Rationale

Runway 9/27 has been in place for over 60 years and must be reconstructed to accommodate passenger, business and commercial operations (See narrative). Runway 14/32 needs to be realigned in order to preserve the Minnesota Point Pine Forest Scientific and Natural Area (SNA) (See narrative).

The successful completion of the airport reconstruction/realignment project will have a multitude of positive benefits. The existing SNA will be protected, an additional 10.35 acres of DAA property will be added to the SNA, the 148th Fighter Wing will remain in MN (Duluth) at its existing site, the DAA will not be in jeopardy of losing a significant amount of Federal dollars (\$28,000,000) and the airport will continue to function in an efficient and effective manner.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Duluth Airport Authority

Who will operate the facility?

Duluth Airport Authority

Who will use or occupy this space?

Public Purpose

General Use Airport

Description of Previous Appropriations**Project Contact Person**

Thomas Werner

Executive Director

218-625-7766

twerner@duluthairport.com

Duluth International Airport

Project Detail

(\$ in thousands)

Runway Reconstruction and Realignment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$28,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$32,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$28,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,958	\$0	\$0
TOTAL	\$0	\$35,958	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
17th Avenue East/ Vermilion Community College/ Business Park Infrastructure	1	GO	\$ 1,800	\$ 0	\$ 0
West End Recreation Trailhead Development/ Community Hospital Access Improvements	2	GO	\$ 1,300	\$ 0	\$ 0
Greater Minnesota Business Development Public Infrastructure Grant Program	3	GO	\$ 20,000	\$ 20,000	\$ 20,000
Total Project Requests			\$ 23,100	\$ 20,000	\$ 20,000
General Obligation Bonds (GO) Total			\$ 23,100	\$ 20,000	\$ 20,000

17th Avenue East/ Vermilion Community College/ Business Park Infrastructure**AT A GLANCE****2016 Request Amount:** \$1,800**Priority Ranking:** 1**Project Summary:** The City of Ely is requesting state funding to provide for adequate water, sewer and street infrastructure to support the Ely Business Park, the Industrial Park and Vermilion Community College. These improvements are required to support economic development and job creation.**Project Description****Project Rationale**

The City of Ely is hereby submitting a request for capital budget consideration in the 2015 legislative session for the required improvements to infrastructure for the current Vermilion Community College housing project, industrial park and the existing and proposed expanded Ely Business Park. The project is located in the City of Ely in St. Louis County. This project has been determined by both the Ely Economic Development Authority and the City of Ely to be the top priority project in 2015 for funding.

The total cost for all portions of this project is \$8,400,000. The amount of state funds requested in the 2015 bonding cycle is \$1,800,000.

Vermilion Community College is currently in the final design phase of a one hundred twenty bed, five building housing project. This project currently has \$5.8 million in funding secured. The project was funded by \$4.0 million in revenue bonds, \$1.1 million through a Minnesota Housing grant, \$350,000 from an IRRRB infrastructure grant and \$350,000 from VCC's capital budget. Construction of the housing units is planned to start in the summer of 2015.

Upon the completion of the new five building housing unit a parking lot needs to be constructed for the additional students living on campus. A parking lot for 120 cars is planned in the location of the existing modular housing units. The estimated cost to remove the modular housing units and construct a parking lot and required sidewalks is \$295,800. This construction would also correct safety issues with the current alignment of the driveways in this area. The parking lot would be maintained and owned by Vermilion Community College. Removal of the modular housing units and construction of the parking lot is anticipated in 2016.

17th Avenue East is the access route to the existing and proposed housing units. This roadway is gravel with little shoulder and no sidewalks. This roadway is also the main access road for the Industrial Park and Business Park. Many businesses in this area are negatively affected by the lack of adequate infrastructure in this area. With the high level of traffic, the roadway remains muddy and rutted every spring, being nearly impassible at times. There is also a large drainage ditch in this area that collects storm sewer from a large area of Ely. During numerous rain events in the past the ditch has been over capacity resulting in culvert washouts and road closure.

This route is also used by student pedestrians to walk to and from school and the downtown shopping area. Without a designated sidewalk and the muddy conditions, it is a safety concern.

The utilities in this area are also inadequate and require replacement. The water main is of a substandard size and requires replacement to meet proper fire flow standards. The sanitary sewer in this area also requires improvements. The estimated project cost to upgrade the utilities and reconstruct and pave the roadway is \$1,274,200. This roadway is owned by the City of Ely and would continue to be maintained by the City. This is a shovel ready project that could be completed in 2016.

Vermilion Community College is part of the state education system and is an importation educational facility for the region and the State of Minnesota. The College is also a major employer in the region and critical asset for the community.

Currently, the City of Ely has a lack of available sites for business development. The buildable lots in the existing business park have been sold and there is demand for additional property. The City of Ely has designated a 6.5 acre parcel for the development of additional business lots. These lots are adjacent to the original business park, including the State Department of Revenue Building. The estimated project cost to extend utilities, improve the roadway and prepare the site for future business development is \$1,030,000. The City of Ely and the Ely Economic Development Authority have secured a \$250,000 grant from DEED for the Greater Minnesota Business Development Public Infrastructure (BDPI) Grant Program and a \$200,000 grant from the Iron Range Resources and Rehabilitation public infrastructure funds for the extension of water and sewer service to this site as well as improvements to Miner's Drive. Currently the roadway in this area is gravel and requires paving for the same reasons as 17th Avenue East. The area has a high traffic volume and the mud and dust is an issue for the businesses and State facility in this area. Both the infrastructure and the roadway in this project will continue to be owned and maintained by the City of Ely. This is a shovel ready project that is being started in 2015.

Other Considerations

Impact on State Operating Subsidies

The requested funding will greatly reduce the cost of utility maintenance as well as reduce the cost of the current grading, graveling and dust control.

Who will own the facility?

The City of Ely will own all infrastructure and roadways.

Who will operate the facility?

The City of Ely.

Who will use or occupy this space?

It is anticipated that the business park lots will be offered for sale to private entities. Depending on the proposed development, the City may also consider building to suit or leasing.

Public Purpose

Public infrastructure for roadways, and utility improvements.

Description of Previous Appropriations

None

Project Contact Person

Harold R. Langowski

Clerk-Treasurer

218-226-5474

elyod@ely.mn.us

(\$ in thousands)

17th Avenue East/ Vermilion Community College/ Business Park Infrastructure

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,800	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$6,600	\$0	\$0
TOTAL	\$0	\$8,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,400	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,400	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

West End Recreation Trailhead Development/ Community Hospital Access Improvements**AT A GLANCE****2016 Request Amount:** \$1,300**Priority Ranking:** 2**Project Summary:** The City of Ely is working with community partners to develop a recreation trail complex and provide for improved access to the Ely Bloomenson Hospital Campus.**Project Description****Project Rationale**

The City of Ely is hereby submitting a request for capital budget consideration in the 2016 legislative session for the development of a trailhead facility along with access improvements to the Ely Bloomenson Hospital. The project is located in the City of Ely in St. Louis County. The City of Ely is currently working with the various trail groups and has made this development a priority for economic development of the area.

The total cost for all portions of this project is \$1,300,000. The amount of state funds requested in the 2016 bonding cycle is \$1,300,000.

The City of Ely is currently working with the Prospectors Loop Alliance Board, The Mesabi Trail Group and the Minnesota DNR and local snowmobile club concerning the trail systems connecting Ely to the rest of the Region. Through the development and promotion of these trail systems a significant economic impact can be realized by the City of Ely and the region.

The Prospectors Loop Alliance is working to develop an all terrain vehicle trail system connecting Ely and many other communities in the region by a designated route. This effort is a collaboration of all area cities, townships and Lake and St. Louis County. The details of this project are still being worked out and it is anticipated that the trail system will be included in future State funding requests.

The Taconite Snowmobile Trail is also a significant economic and recreation resource for the businesses and citizens of the region. The local snowmobile club maintains this route, with assistance from the state, and the winter use is critical to the area economy.

The Mesabi Trail is also working on the final sections of trail alignment to complete the trail route from Ely to Grand Rapids. This will be a great asset for the region to attract additional visitors and drive economic development and additional recreation opportunities.

To provide for trail access and proper facilities for trail users coming to Ely, the City of Ely is planning a trail head be constructed on the west end of town near highway 169. The trailhead would provide for parking, visitors information, and a rest stop for trail users. The City of Ely has also looked at other commercial and recreation opportunities in this area for further development. The preliminary cost to develop the infrastructure and parking for a trailhead was estimated at \$300,000. The trailhead facility and parking would be owned and maintained by the City of Ely. This is a shovel ready project that could be completed in 2016.

The City of Ely has been working with The Ely Bloomenson community Hospital on a development agreement concerning future hospital expansion in this same area. The Ely Area Joint Powers Ambulance Service is also planning the construction of a new ambulance garage in this same area. To improve access to the hospital, clinic and nursing home it is planned to construct an extension to Pattison Street to provide a direct connection from Highway 169 to County Highway 21. This would allow for direct access by emergency vehicles to the hospital without having to travel through residential neighborhoods. This route would also allow for a bypass for commercial traffic as well. With future development of other City property in this area this would promote additional economic development and job creation. The preliminary cost estimate for roadway improvements is \$1,000,000. Both the infrastructure and the roadway in this project would continue to be owned and maintained by the City of Ely. This is a shovel ready project that could be completed in 2016.

Other Considerations

Impact on State Operating Subsidies

It is anticipated that the proposed trail head will be a major economic driver for the community that will promote job creation and further economic activity.

Who will own the facility?

The City of Ely

Who will operate the facility?

The City of Ely

Who will use or occupy this space?

The proposed trail head complex may include vending facilities or private businesses providing services to the trail users. This may require future lease considerations.

Public Purpose

Provide for a trail head for the Taconite snowmobile trail, future Mesabi Trail, and the proposed Prospector's Loop ATV trail.

Description of Previous Appropriations

None

Project Contact Person

Harold R. Langowski
Clerk-Treasurer

218-226-5474
elyod@ely.mn.us

(\$ in thousands)

**West End Recreation Trailhead Development/ Community Hospital Access
Improvements**
PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,300	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,300	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Greater Minnesota Business Development Public Infrastructure Grant Program**AT A GLANCE****2016 Request Amount:** \$20,000**Priority Ranking:** 3**Project Summary:** The City of Ely is requesting \$20 million in state bonding funds on behalf of the Coalition of Greater Minnesota Cities for the Business Development Public Infrastructure Grant Program.**Project Description**

This request is for \$20 million in state bonding funding for grants to greater Minnesota cities to stimulate new economic development and/or create or retains jobs through public infrastructure investments for industrial park development and/or business expansion that would not occur without public financial assistance.

For more than a decade, the Business Development Public Infrastructure Grant program has helped small and large cities in Greater Minnesota build the required infrastructure for businesses to locate or expand. A list of cities that have received these grants is attached.

Under the program, cities receive grants of up to 50 percent of the capital costs of industrial park development or other projects that will keep or enhance jobs, increase a city's tax base, and expand or create new economic development. Eligible projects are publicly owned infrastructure that may include wastewater collection and treatment, drinking water, storm sewers, utility extensions, and streets that support economic development projects. Projects include manufacturing, technology, warehousing and distribution, research and development, and agricultural processing.

The return on investment and job creation arising a result of this program has been phenomenal. Between 2003 and the end of 2010, more than 90 cities received grants and more than 2400 jobs were created. According to DEED, during that time frame, nearly \$134 million in total investment resulted, a nearly 4 to 1 return on the state investment. The program is almost always oversubscribed. Between 2003 and 2010, \$40.5 million was appropriated, and over \$31 million additional requests from local communities went unfunded.

The program is restricted to Greater Minnesota communities for good reason. Greater Minnesota does not have the abundance of business redevelopment opportunities and resources that the Twin Cities Metropolitan area possesses. Other programs at DEED are not adequate to address the economic development needs of Greater Minnesota. Although other programs may provide funding for roads or wastewater grants, this grant program addresses the multiple needs that may exist for a development project. In this way the program provides flexibility and comprehensiveness for Greater Minnesota communities to increase their economic development and job opportunities.

The grant program has regional and statewide significance because cities throughout Greater Minnesota participate.

This program is a model of efficiency in that a city may receive no more than \$1,000,000 in two years for one or more projects. If after five years the project has not proceeded in a timely manner and is unlikely to be completed, the grant will be cancelled and grant money awarded to the city

must be returned. Cities must provide a match of at least 50 percent of the project capital costs. The city receiving the grant must provide for the remainder of the capital costs of the project, either in cash or in-kind contributions.

Project Rationale

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The Department of Employment and Economic Development will administer the grant program. Eligible applicants are statutory or home rule cities outside the seven-county Twin Cities metropolitan area.

Who will operate the facility?

Statutory or home rule cities outside the seven-county Twin Cities metropolitan area receiving the grants will operate the facilities.

Who will use or occupy this space?

N/A

Public Purpose

Public Infrastructure to support job creation and economic development.

Description of Previous Appropriations

Between 2003 and 2010, \$40.5 million was appropriated, and over \$31 million in additional requests from local communities were unfunded.

Project Contact Person

Heidi Omerza
Councilmember, Ely, MN and President of the Coalition of Greater Minnesota Cities
218-235-1125
heidimerza@ely.mn.us

(\$ in thousands)

Greater Minnesota Business Development Public Infrastructure Grant Program

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$20,000	\$20,000	\$20,000
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$20,000	\$20,000	\$20,000
TOTAL	\$0	\$40,000	\$40,000	\$40,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$40,000	\$40,000	\$40,000
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$40,000	\$40,000	\$40,000

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Eveleth Alice/Fayal Location Site Redevelopment - Brownfield Cleanup and Infrastructure	1	GO	\$ 447	\$ 0	\$ 0
Total Project Requests			\$ 447	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 447	\$ 0	\$ 0

(\$ in thousands)

Eveleth Alice/Fayal Location Site Redevelopment - Brownfield Cleanup and Infrastructure

AT A GLANCE

2016 Request Amount:	\$447
Priority Ranking:	1
Project Summary:	\$447,000 in state funds is requested for brownfield cleanup and to design and install public utilities and roadways for industrial/commercial development on a historically industrial blighted brownfield site in the Alice and Fayal Locations in Eveleth, MN.

Project Description

The City of Eveleth (6.45 square miles and population 3718) located on the Virginia Horn of the Mesabi Range, owns 12.44 acres (Alice Location) acquired from Eveleth Mines LLC in 1997 and .83 adjacent acres (Fayal Location) acquired from Arrowhead Senior Living Community in 2014. The City has limited land for new development and has made the redevelopment of these properties a priority: brownfield cleanup per MPCA guidelines; design and install public utilities and a roadway; and develop lots for sale for commercial/industrial use.

Historical Use and Development:

The property is located along the former main railroad corridor into the commercial district of Eveleth, situated between the developed part of Eveleth and a historical open pit to the south. Original uses included Fitger Brewing beer depot, Duluth and Iron Range Railroad main track and two additional rail spurs, Duluth and Iron Range Railroad freight and passenger depot, sash and door warehouse, two lime warehouses, Schultz Brewing Company beer depot, a gas fueling station, and the Colvin-Robb Lumber Yard. Coal sheds were added to the property in 1906.

Recent Use:

Laundry facility, Petroleum bulk tank storage, concrete plant, contractor storage and open space (most uses authorized with land licenses between the City and user).

Current Status:

The petroleum bulk storage and concrete plant have been removed by the land license holders and the City. The City has commenced work on cleaning up the title encumbrances. These encumbrances restrict the City from conveying clean title to a future user or a future user getting a mortgage for development on the property.

A Phase I Environmental Site Assessment (ESA) and a Phase II Site Investigation and preliminary Risk Assessment were completed on the properties in 2013 and 2014. The field work and documents associated with this work were funded by a United States Environmental Protection

Agency (US EPA) Assessment Grant for Hazardous Substances and Petroleum (Grant 00E00897-0) in the amount of \$154,010. In July 2013, the City enrolled the properties into the Minnesota Pollution Control Agency (MPCA) Voluntary Brownfields Program in response to measured poly-aromatic hydrocarbons (PAH) and diesel range organics (DRO) concentrations in near surface soils on the property. MPCA staff assigned the Property the numbers VP30370 and PB4394.

In May 2015, the City applied to the DEED Contamination Cleanup & Investigation Grant Program to complete a Response Action Plan (RAP) which is the next step in the redevelopment process for these properties. Once the RAP is completed, it is presumed that additional work may be required by MPCA staff; additional work may include mitigating vapor intrusion pathways and / or cleanup of the property.

At a minimum, to eliminate a vapor intrusion pathway it may be required that passive vapor barriers are added to new building construction. The cost of these barriers is estimated to be about \$1.50 per square foot. In buildings that already exist, the concrete slabs should be sealed to minimize vapor intrusion. Vapor retarder paint costs about \$60.00 to \$90.00 per five-gallon pail.

It is anticipated that some areas may require excavation of contaminated soils beneath parking areas, greenspace, and / or building footprints. Excavation, loading, hauling, disposal, and adding new clean fill costs may range from approximately \$24,000 to \$98,000 depending on the volume of soil that needs to be removed. These figures were based on 740 cubic yards and 3000 cubic yards of contaminated material. A more definitive answer can be provided once the RAP is completed.

Project Budget: Total - \$1,032,000

Completed:

Hazardous materials testing and abatement, and building removal = \$ 11,000 (City)

Phase I and Phase II = \$154,000 (EPA)

Phase I and Phase II report review by MPCA = \$ 1,000 (City)

Grant Application (writer fee) to Deed Contamination Cleanup and Investigation Grant Program (for Response Action Plan) = \$ 1,000 (City)

In-process/Pending:

Title work = \$ 10,000 (City)

Grant Application to Deed Contamination Cleanup and Investigation Grant Program (for Response Action Plan) = \$6,000 (City), \$ 44,002 (DEED)

Preliminary and final plat = \$ 10,000 (City)

Pending based on funding requests:

Cleanup - soil removal, disposal, clean fill = \$ 25,000 (City), \$ 73,000 (DEED)

Cleanup - passive vapor barrier = \$ 95,000 (Capital Budget)

Construction design = \$ 42,000 (Capital Budget)

Construction contract = \$268,000 (Capital Budget), \$250,000 (IRRRB)

Construction observation = \$ 42,000 (Capital Budget)

Key Funding Sources:

City - \$64,000; EPA - \$154,000; IRRRB - \$250,000; DEED - \$117,000; Capital Budget Request - \$447,000

Project Rationale

This project is needed to clean up a historically industrial blighted brownfield site and to make land available for development with the City. Without the City's action and the assistance of various partners, this property would remain the status quo. This property is located at the intersection of two major roadways in the City providing businesses with easy access in and out of the properties.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Eveleth owns the properties and will own them through brownfield cleanup, redevelopment, and title clean-up. It is the City's intention to then lease or sell the properties to private business entities for business retention and business development.

Who will operate the facility?

Who will use or occupy this space?

Current land license with a contractor. Property can be leased (licensed) until the title work is complete.

Public Purpose

Economic Development

Description of Previous Appropriations

Project Contact Person

Jackie Monahan-Junek
City Administrator
218-744-7563
jackie@evelethmn.com

(\$ in thousands)

Eveleth Alice/Fayal Location Site Redevelopment - Brownfield Cleanup and Infrastructure**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
<i>State Funds Requested</i>				
General Obligation Bonds	\$0	\$447	\$0	\$0
<i>Funds Already Committed</i>				
City Funds	\$0	\$64	\$0	\$0
Other Funding	\$0	\$154	\$0	\$0
<i>Pending Contributions</i>				
Other State Funds	\$0	\$367	\$0	\$0
TOTAL	\$0	\$1,032	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$42	\$0	\$0
Project Management	\$0	\$42	\$0	\$0
Construction	\$0	\$948	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,032	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
DeCola Ponds Flood Mitigation	1	GO	\$ 2,820	\$ 0	\$ 0
Total Project Requests			\$ 2,820	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,820	\$ 0	\$ 0

DeCola Ponds Flood Mitigation**AT A GLANCE****2016 Request Amount:** \$2,820**Priority Ranking:** 1**Project Summary:** Flood mitigation in DeCola Ponds Sub-watershed area – Golden Valley**Project Description**

In 2011 and 2012 the City of Golden Valley initiated a study of the DeCola Ponds Sub-watershed area to address flooding at a low point on Medicine Lake Road, east of Winnetka Avenue and around the downstream DeCola Ponds. Using flood modeling, engineering alternatives were developed to reducing flooding the area. No alternatives fully resolved flooding in the area, and most promising options came with a high capital cost. Therefore, the cities of Golden Valley, Crystal and New Hope began a second study to develop a long term flood mitigation plan for the area. Solutions include a variety of measures including flood proofing and expanding flood storage in the area.

In 2014, a developer proposed redeveloping several parcels in the southeast corner of the intersection. One property proposed for redevelopment currently floods. The developer and the City of Golden Valley are collaborating to install flood storage tanks underneath the site provide flood storage for the redeveloped property and to expand flood storage in the area. Flood storage would occur both on the private site as well as on a public owned park with two ponds, which are planned for expansion of flood storage.

Project Rationale

The project will create additional flood storage in the DeCola Ponds sub-watershed area to reduce flooding of public facilities (CSAH 70 and 156), and private homes and businesses.

Other Considerations**Impact on State Operating Subsidies**

The City estimates the maintenance of the flood storage facility to be no more than \$2500 annually. Maintenance will include bi-annual inspection and removal of sediment and floatable materials. The facility will operate (drain) by gravity. No mechanical devices or pumps are planned for the operation of the facility.

Who will own the facility?

The City of Golden Valley will own the flood storage facility.

Who will operate the facility?

The City of Golden Valley will operate the flood storage facility.

Who will use or occupy this space?

NA

Public Purpose

The project will reduce flooding in the DeCola Ponds sub-watershed area, thereby preserving public facilities, ensuring access of area by public safety vehicles during a storm event, and protecting private homes and businesses.

Description of Previous Appropriations

None

Project Contact Person

Marc Nevinski
Physical Development Director
763-593-8008
mnevinski@goldenvalleymn.gov

(\$ in thousands)

DeCola Ponds Flood Mitigation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,820	\$0	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$2,820	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$5,640	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	N/A
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Mississippi River Pedestrian Bridge	1	GO	\$ 750	\$ 0	\$ 0
Mississippi River Amphitheater	2	GO	\$ 1,500	\$ 0	\$ 0
Improvements to the Itasca Recreation Association Civic Center	3	GO	\$ 2,025	\$ 0	\$ 0
Total Project Requests			\$ 4,275	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,275	\$ 0	\$ 0

Mississippi River Pedestrian Bridge**AT A GLANCE****2016 Request Amount:** \$750**Priority Ranking:** 1**Project Summary:** \$750,000 in state funds is requested to assist in the design and construction of the Mississippi River Pedestrian Bridge located in Grand Rapids, Minnesota.**Project Description**

The proposed Mississippi River Pedestrian Bridge will provide a necessary alternate route to the TH 169 vehicle bridge for pedestrians and bicycles. The bridge will be located ¼ mile east of the US TH 169 bridge over the Mississippi River. With the good structural condition of both existing vehicular bridges and the limited right-of-way on both corridors, the potential to create a “complete street” with a safe pedestrian environment is non-existent. In addition, the bridge connects to the existing trail systems on each side of the river giving residents and visitors a safe way to access the City’s facilities and amenities on either side of the river. Support for this bridge was developed from the 2009 update of the City’s Riverfront Framework Plan. Securing 2016 state funding is critical in this year’s solicitation so that the funds may be leveraged against the already secured 2016 federal TE funds for the project.

Project Rationale

The City of Grand Rapids has been developing a comprehensive multi-use pedestrian trail network throughout the City for the past twelve years. The river and the bridges have become a barrier for pedestrians and the promotion of a healthy community. Within the city core there are two vehicular bridges that cross the Mississippi River, but both have narrow sidewalks and no room for bicycles to cross the river safely. The Comprehensive Complete Streets Plan for Grand Rapids, federally funded and prepared by MnDOT, recommends the City “provide alternative routes to provide safe and convenient river crossing for all modes of travel”. A “Complete street” design, with a safe pedestrian environment, was not a feasible option for MnDOT during the recent TH 169 reconstruction project because of limited public right-of-way, structural condition of the bridge, and high vehicle per day counts. The MnDOT Project Memorandum for the reconstruction of TH 169 from 1st Street to 10th Street stated that “the proposed cross section is not desirable for bicycles”. MnDOT justified not accommodating for bicycles by recommending a parallel city street be used as an alternate route. The alternate route does not account for crossing the river and requires a new bridge. Additionally, the City’s Comprehensive Plan recommends continuing to “Strive to become a Walkable City” and “Promote bicycling for commuters and recreational riders”. Without the Mississippi Riverfront Pedestrian Bridge, the ability for the City’s to reach many of its comprehensive goals is limited. It is critical to obtain funding in FY '16 so the \$296,696 in already secured federal TE funds are not forfeited.

Other Considerations

The Grand Rapids Mississippi Riverfront Pedestrian Bridge will connect people and the outdoors by creating a safe opportunity to experience the attractive natural features of the Grand Rapids Riverfront. The Pedestrian Bridge will connect to the existing City of Grand Rapids Trail System which includes over 60 miles of non-motorized access to pedestrians and bicyclists. From the City's Trail system, users can link to several other regional, state, and national trails. Grand Rapids serves as the western most gateway community to the regional Mesabi Trail. This trail, when completed, will traverse 132 miles and connect more than 25 communities. Additionally, MnDOT recently completed the local section of the Mississippi River Trail (MRT), the State's first US Bike Route. The MRT runs right through Grand Rapids providing avid cyclists and outdoor enthusiasts access to a host of recreational activities within the City. Hikers can connect to the North Country Trail (NCT) and gain access to the rugged, natural beauty of the longest National Scenic Trail in the nation. The NCT will be 4,600 miles long when complete and passes through 12 National Forests.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Grand Rapids

Who will operate the facility?

The City of Grand Rapids

Who will use or occupy this space?

None.

Public Purpose

To provide a safe alternative for pedestrians to cross the Mississippi River in the absence of being able to utilize TH 169.

Description of Previous Appropriations

In 2010, under Chapter 189, Subdivision 7, paragraph (b), the City received \$900,000 for rail crossing safety improvements.

Project Contact Person

Julie Kennedy, P.E.
City Engineer
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(\$ in thousands)

Mississippi River Pedestrian Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$750	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$297	\$0	\$0
City Funds	\$0	\$453	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$10	\$0	\$0
Design Fees	\$0	\$108	\$0	\$0
Project Management	\$0	\$24	\$0	\$0
Construction	\$0	\$1,343	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$15	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,500	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Mississippi River Amphitheater**AT A GLANCE****2016 Request Amount:** \$1,500**Priority Ranking:** 2**Project Summary:** \$1,500,000 in state funds is requested to design and reconstruct a new amphitheater on the Mississippi River located at the Forest History Center in Grand Rapids, Minnesota.**Project Description**

Mississippi River Amphitheater, relocated to the Forest History Center, a Minnesota Historical Society property, will replace the existing Showboat Landing which is in need of replacement and relocation due to the future expansion of manufacturing. The existing facility was originally established in 1955 bringing arts and entertainment regionally and statewide through the Mississippi Melody show. More recently, the facility has expanded into a music, arts, plays, and cultural events center.

The relocation of the amphitheater to the Forest History Center is a natural collaboration. For 37 years the center was known to the public as a "logging camp". Once visitors had experienced the exhibit, it was difficult to get them to return on a regular basis. In 2012, the center had reached a low point in attendance of 12,850. Recognizing a need to change and connect to the greater Grand Rapids community, the leadership of the center reconnected with the community by collaborating with artisans, clubs, and organizations to bring new exciting programming to the Forest History Center. The "Into the Woods" program includes events such as Forest Jam, a musical event sponsored by a local bank, Oktoberfest, sponsored by the Grand Rapids Area Community Foundation, and several educational classes on how to build wood ski's, make maple syrup, and fat tire races. As a result of this collaboration, attendance has grown to over 30,000 people in 2015.

There is a huge collaborative opportunity to expand the use and grow the value of the Forest History Center in Itasca County. By relocating the amphitheater to the center, attendance will continue to grow, appreciation and connection to the center will prosper, and the history of hosting arts & cultural events on the Mississippi River will continue.

Project Rationale

The existing amphitheater is beyond its useful life. There are structural deficiencies and the facility does not meet current ADA requirements. Technical production equipment needs to be replaced. In addition, the City's Comprehensive Plan has recommended, and the City has rezoned the property to Industrial to accommodate growth of an existing manufacturing facility. As a result, it is time to relocate the amphitheater.

Other Considerations

To the best of the City's knowledge, the existing Showboat Landing is the only facility that has a stage located on the waters of the entire Mississippi River, from the Headwaters at Lake Itasca to the Gulf of Mexico. By rebuilding/relocating this facility to the Forest History Center, this tradition and experience can continue.

Impact on State Operating Subsidies

There will be no increase in operating budgets. This project replaces/relocates a facility that has exceed its useful life.

Who will own the facility?

The City of Grand Rapids will own the facility.

Who will operate the facility?

The Forest History Center, a Minnesota Historical Society facility, will operate the facility in collaboration with the City of Grand Rapids.

Who will use or occupy this space?

Public Purpose

The public purpose of this facility is to continue to provide access to arts & culture on the Mississippi River.

Description of Previous Appropriations

In 2010, under Chapter 189, Subdivision 7, paragraph (b), the City received \$900,000 for rail crossing safety improvements.

Project Contact Person

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City Administration
218-326-7626
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(\$ in thousands)

Mississippi River Amphitheater

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$500	\$0	\$0
Non-Governmental Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$400	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$2,125	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$30	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$345	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Improvements to the Itasca Recreation Association Civic Center**AT A GLANCE****2016 Request Amount:** \$2,025**Priority Ranking:** 3**Project Summary:** \$2,025,000 in state funds is requested to make improvements at the Itasca Recreation Association Civic Center. Projects include replacing a refrigeration system, replacing a dehumidification system, installing an elevator to make the facility ADA compliant, renovating the upper lobby, and constructing an addition to the east venue.**Project Description**

In 2020 the production and importation of R-22 refrigerant in the U.S. will be halted due to its high ozone depleting potential. Knowing this, we had Stevens Engineering develop a plan to replace our existing R-22 refrigeration system in our West Rink, which was built in 1967. Their recommendation is to connect the West Rink floor to the ammonia-based refrigeration system in the East Rink which was built in 1995. Serving two rink floors from one common refrigeration system is the most efficient type of operation. This will require adding cooling capacity to the existing ammonia-based system and replacing the rink floor in the West Rink.

Our existing dehumidification system was installed in 1992 and is under-sized to perform the demands of year-round ice. At the time the system was installed, ice was only put in for two weeks during the summer. To add to the problem, the manufacturer has since gone out of business making parts extremely difficult to find and very expensive. As the trend in ice sports has moved towards skating year-round, a new dehumidification system is essential for the facility to remain viable during the summer months.

We have made great strides in improving the ADA accessibility in our facility over the past two years installing automated entrances and remodeling restrooms to meet current ADA standards. Unfortunately, having two-levels within the facility, a person confined to a wheelchair must currently go outside to move from one level to the other. The construction of an elevator would eliminate this inconvenience and make our entire facility ADA accessible.

In 1980 an addition was built onto the south end of the Civic Center to provide additional locker rooms and a large upper lobby that provided an enclosed viewing area and large concession stand. In 1995 a second sheet of ice was added to the facility which included a new lobby area and concession stand which now serves as the primary concessions for the facility. Remodeling the upper lobby would allow us to reduce the size of the old concession stand making the space marketable for larger meetings, banquets and receptions.

When the east venue was constructed in 1995, an enclosed viewing area and banquet facilities were cut from the project to meet budget. With hockey tournaments now accounting for a huge portion of our local tourism dollars during the winter months, we feel offering an improved overall experience

while at our facility is imperative. Offering an enclosed viewing area of our east rink and having banquet facilities to host events for visiting teams would ensure continued growth of our tournaments.

Project Rationale

The EPA's phase out of the refrigerant R-22 in the year 2020 has prompted us as well as many other ice arenas across the state to retrofit or replace their existing cooling systems. As we assessed this requirement we began to consider other needs in our aging facility. Our undersized dehumidification system cannot handle the demands of year-round ice and has become extremely difficult to find parts for as the manufacturer is no longer in business. An elevator would make our facility fully accessible as currently people in wheel chairs need to go outside to move from our upper lobby to our main floor. Renovating our upper lobby and constructing an addition to the east venue would add marketable banquet/meeting space as well as improve the viewing experience for those traveling to Grand Rapids for hockey tournaments.

Other Considerations

In February, 2015 the University of Minnesota Tourism Center completed a year-long economic impact study of the IRA Civic Center. The study estimated \$3.4 million in gross output of economic impact to the Itasca County economy on an annual basis from IRA Civic Center. Of the \$3.4 million, \$2.2 million is associated with visitor spending in the area while on day and overnight trips and \$1.2 million is associated with the annual operation of the Civic Center facility and its effects in the local economy.

Impact on State Operating Subsidies

The project will increase revenues within the Civic Center's enterprise fund budget while expenditures are expected to remain unchanged. No additional state operating dollars will be requested.

Who will own the facility?

City of Grand Rapids

Who will operate the facility?

City of Grand Rapids

Who will use or occupy this space?

The facility is used in an ice skating capacity by youth hockey organizations, figure skating clubs, private hockey groups, and private tournaments. It is also used by many private entities for trade shows, a variety of performances, receptions, banquets, and meetings.

Public Purpose

The facility hosts many non-profit gatherings, walks/runs, benefits, community health events, and serves as an emergency shelter for our our community. The facility also serves as the home to several school district activities including boys and girls high school hockey, graduation ceremony, dances, kindergarten round-up, and the college fair. It also serves as the emergency evacuation site for Grand Rapids High School and is also part of the Itasca County Emergency Management Plan.

Description of Previous Appropriations

In 2010, under Chapter 189, Subdivision 7, paragraph (b), the City received \$900,000 for rail crossing safety improvements.

Project Contact Person

Dale Anderson
Director of Parks and Recreation
218-326-2500
danderson@cityofgrandrapidsmn.com

(\$ in thousands)

Improvements to the Itasca Recreation Association Civic Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,025	\$0	\$0
Funds Already Committed				
Other Funding	\$0	\$2,305	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,330	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$590	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,208	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$35	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$498	\$0	\$0
TOTAL	\$0	\$4,331	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Columbus Ave Sewer	1	GO	\$ 700	\$ 0	\$ 0
Total Project Requests			\$ 700	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 700	\$ 0	\$ 0

Columbus Ave Sewer**AT A GLANCE****2016 Request Amount:** \$700**Priority Ranking:** 1**Project Summary:** The sanitary sewer main under Columbus Ave, Hallock is deteriorating and needs repair.**Project Description**

We have created a city wide sewer facilities plan and have applied for funding with the PFA. The total projected cost is \$1.534M, which would be funded with a GO bonds grant from the state and the PFA with the remaining amount covered by the City of Hallock. The cost included removal and replacement of the deteriorating vitrified clay pipe as well as the attached manholes and service connections. The design and bidding will be completed in summer/fall 2015 with the project construction starting in spring 2016.

Project Rationale

This is needed in order to prevent a shutdown of our city's sanitary sewer system. This is a large expense for our sewer utility.

Other Considerations**Impact on State Operating Subsidies**

This will potentially save the city \$100,000 per year over the next 20 years.

Who will own the facility?

City of Hallock

Who will operate the facility?

City of Hallock

Who will use or occupy this space?

No private use

Public Purpose

Sanitary sewer

Description of Previous Appropriations

Project Contact Person

Ryan Evenson

City Administrator/Clerk

218-843-2737

revenson@hallockmn.org

(\$ in thousands)

Columbus Ave Sewer

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$700	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$228	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,306	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$75	\$0	\$0
TOTAL	\$0	\$1,609	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Regional Medical Examiner's Facility	1	GO	\$ 34,033	\$ 0	\$ 0
Hennepin/Ramsey Joint Juvenile Facility	2	GO	\$ 18,677	\$ 0	\$ 0
Interstate 35W/CSAH 3 (Lake Street) Transit/Access Project	3	GO	\$ 25,000	\$ 0	\$ 0
ArtSpace Hennepin Center for the Arts	4	GO	\$ 6,000	\$ 0	\$ 0
Cedar Cultural Center	5	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 86,710	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 86,710	\$ 0	\$ 0

Regional Medical Examiner's Facility**AT A GLANCE****2016 Request Amount:** \$34,033**Priority Ranking:** 1**Project Summary:** Construct a 90,000 SF regional, state of the art medical examiner's facility for Dakota, Hennepin, and Scott Counties with the flexibility to accommodate future partner counties and agencies.**Project Description**

This project proposes the development of a 90,000 square foot state-of-the-art medical examiner facility to support projected population growth within the current regional service area over the next 25 years as well as potential growth for expanding regional services for additional counties and entities under contractual and/or joint powers agreements. As such, this facility will be planned for phased implementation with future expansion capability. Furthermore, the facility will be built at a location that best supports access needs for the three founding counties and reasonable scene response times for a growing geographic service area.

Project Rationale

According to state statute, counties in Minnesota are required to provide for coroner/medical examiner services. A 2006 statutory change raised the qualifications of those who serve that role and has resulted in an increased number of counties seeking partnerships for medical examiner services. Technology advancements have allowed for service boundaries to expand, creating opportunities to more efficiently utilize resources and effectively respond to the needs of a larger area.

Dakota, Hennepin, and Scott Counties are committed to the development of a regional medical examiner's office business plan and that will provide high quality, cost-effective, state-of-the-art forensic death investigation and autopsy services. In January 2013, the three counties, recognizing opportunities for efficiencies and excellence in service, staffing, and educating future medical professionals, decided to join forces. The result has been more flexibility in service and positive outcomes for the counties. The next step is to construct a facility that can take the service model to the next level of excellence and potentially serve a wider area.

Other Considerations**Impact on State Operating Subsidies****Who will own the facility?**

Hennepin County

Who will operate the facility?

Hennepin County

Who will use or occupy this space?**Public Purpose**

To provide effecient and effective medical examiner services on a regional basis.

Description of Previous Appropriations**Project Contact Person**

Dr. Andrew Baker

Chief Medical Examiner

612-215-6312

andrew.baker@hennepin.us

(\$ in thousands)

Regional Medical Examiner's Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$34,033	\$0	\$0
Funds Already Committed				
County Funds	\$750	\$0	\$0	\$0
Pending Contributions				
County Funds	\$0	\$33,283	\$0	\$0
TOTAL	\$750	\$67,316	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$750	\$0	\$0	\$0
Design Fees	\$0	\$3,847	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$54,470	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$8,999	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$750	\$67,316	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Hennepin/Ramsey Joint Juvenile Facility**AT A GLANCE****2016 Request Amount:** \$18,677**Priority Ranking:** 2**Project Summary:** Construct a new 100 bed joint Hennepin/Ramsey juvenile corrections facility.**Project Description**

A shared 100 bed facility of roughly 60-90,000 square feet will be constructed on a site that is convenient to serve the populations of both Ramsey and Hennepin counties. By pooling existing resources, both counties can fill gaps in existing services leading to an expansion and effectiveness of services. The increase in service options will keep more youth closer to home, as some are currently sent out of county when there is a gap in existing programming options. The additional programming and decreasing the likelihood that children are sent out of county for services will likely result in reduced recidivism further reducing cost and improving the lives of youth the programs are designed to serve.

Project Rationale

Ramsey and Hennepin counties recognize the many program benefits and efficiencies that will be gained by consolidating programs and facilities. Both currently operate residential treatment centers that provide services to youth based on Evidenced Based Practices which concludes that the best approach to successfully serving youth with delinquencies is to limit the practice of removing youth from their families and homes, and providing risk/needs-based services within their communities. For youth whose risk and needs are best addressed by removal from the home, the evidence indicates that the residential placement approach should be based on Evidenced Based Practice principles. This approach has significantly reduced the needed residential demand- creating large vacancies at both treatment centers.

The existing facility layouts in both institutions are not functional by today's standards, have numerous accessibility issues, and are not conducive to providing proper care and confinement of youth. Both institutions have antiquated designs that demand inefficient deployment of staff, which poses additional challenges to maintaining safety and security on these campuses. The number of staff required to maintain safety hinders the overall effective implementation of services because it unduly tilts the staff resource balance toward security and away from treatment interventions. In each case, the buildings used to house youth and programming are aging and require significant on-going preservation and maintenance efforts.

The joint facility collaboration between Hennepin and Ramsey counties will be beneficial to the youth and families served and a cost effective solution for taxpayers to address the needs of juvenile treatment programs.

Other Considerations

Operational costs will decline with a joint facility serving both counties. Improved staff efficiency, the creation of a new energy-efficient building, and the benefits of economies of scale will actualize efficiencies with a smaller overall footprint.

Impact on State Operating Subsidies**Who will own the facility?**

Hennepin and/or Ramsey County.

Who will operate the facility?

Hennepin and/or Ramsey County.

Who will use or occupy this space?**Public Purpose**

Provide residential correctional treatment for at risk youth in Hennepin and Ramsey counties.

Description of Previous Appropriations**Project Contact Person**

Mark Thompson
Assistant County Administrator for Public Safety & Judiciary
612-348-9050
Mark.Thompson@hennepin.us

(\$ in thousands)

Hennepin/Ramsey Joint Juvenile Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$18,677	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$18,677	\$0	\$0
TOTAL	\$0	\$37,354	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$32,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$5,354	\$0	\$0
TOTAL	\$0	\$37,354	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Interstate 35W/CSAH 3 (Lake Street) Transit/Access Project**AT A GLANCE****2016 Request Amount:** \$25,000**Priority Ranking:** 3

Project Summary: \$25 million in state funds are requested to complete the design; purchase right of way; construct exit ramps from and reconstruct local streets in the vicinity of I-35W; and, construct a quality pedestrian/bicycle connection between Lake Street and the Midtown Greenway, all in conjunction with the I-35W Transit/Access Project located at Lake Street in South Minneapolis.

Project Description

The I-35W-Lake Street Transit/Access Project addresses the Lake Street interchange area between approximately 32nd Street and 28th Street. A new transit station is the heart of this project, providing a hub for local busses on Lake Street and for BRT above Lake Street in-line with the freeway. This project, estimated to cost \$150.2 million and planned for 2017 construction includes:

- Full rehabilitation of freeway, ramps, and some sections of local streets and sidewalks immediately adjacent to the freeway
- Orange Line BRT station at Lake Street
- New bridges at 31st Street, Lake Street, Midtown Greenway, and 28th Street
- High-quality bicycle/pedestrian connection between Lake Street and the Midtown Greenway, including connectivity to potential future rail transit service along the Midtown Greenway
- Noise walls and retaining walls
- New exit ramp at Lake Street from southbound I-35W
- New exit ramp from northbound I-35W to 28th Street

Project Rationale

The I-35W corridor is identified as a transitway (Metro Orange Line) in the regionally adopted long-range transportation plan. The Lake Street multimodal station in the middle of I-35W is the keystone, providing critical local connections to bus rapid transit (BRT).

Construction of a high-quality off-street pedestrian/bicycle connection between the Midtown Greenway, located in the trench of a former freight rail corridor; and the new transit station is necessary to eliminate the barrier presented by the trench, eliminating excess intersection crossings, and reducing the travel distance for pedestrians and bicyclists wishing to connect to the Orange Line via the Midtown Greenway.

Construction of a new southbound exit ramp from I-35W to Lake Street with an auxiliary lane extension from southbound I-35W provides both improved regional connectivity to the Lake Street

area and better overall operation of the interstate while serving much higher demands along I-35W.

Construction of a new northbound exit ramp to 28th Street provides both an operation and safety benefit to the interstate and improved regional connectivity to the Lake Street area which serves South Minneapolis residential and employment destinations in the adjoining neighborhoods.

Other Considerations

The widening of I-35W to accommodate the Lake Street multimodal station in the middle of I-35W will necessitate the removal of the 2nd Avenue link between Lake Street and 28th Street and will cause significant rerouting of exiting northbound I-35W traffic now destined for 28th Street via 2nd Avenue. The introduction of the northbound I-35W exit to 28th Street will keep the regional traffic on the interstate where it belongs.

Impact on State Operating Subsidies

The introduction of the two proposed I-35W exits will include auxiliary lanes and exit ramps that MnDOT will have to plow during the winter. This modest increase in lane miles requiring snow clearance should not require any additional snow plows to the existing fleet. The only additional cost to be incurred by MnDOT would be affiliated with the extra salt used during plowing. This increase will be imperceptible in terms of total salt placed along I-35W.

Who will own the facility?

MnDOT will “own” the auxiliary lanes and exit ramps affiliated with the two interstate exits. The county and city will continue to own the local streets, and connection between the Midtown Greenway and Lake Street constructed under the project. Metro Transit will own the Lake Street multimodal station constructed under the project (but not funded by this request).

Who will operate the facility?

MnDOT will operate the auxiliary lanes and exit ramps affiliated with the two interstate exits. The county and city will operate the local streets reconstructed, and the connection between the Midtown Greenway and Lake Street constructed under the project. Metro Transit will operate the Lake Street multimodal station constructed under the project (but not funded by this request).

Who will use or occupy this space?

Public Purpose

Exit ramps from I-35W for regional access to destinations and local street reconstruction to accommodate the Lake Street multimodal station.

Description of Previous Appropriations

Project Contact Person

Debra Brisk

Assistant County Administrator- Public Works
Debra.Brisk@hennepin.us

(\$ in thousands)

Interstate 35W/CSAH 3 (Lake Street) Transit/Access Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$25,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$3,693	\$0	\$0	\$0
Federal Funds	\$10,424	\$8,100	\$0	\$0
City Funds	\$1,376	\$0	\$0	\$0
County Funds	\$1,479	\$0	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$100,460	\$0	\$0
City Funds	\$0	\$6,355	\$0	\$0
County Funds	\$0	\$6,355	\$0	\$0
TOTAL	\$16,972	\$146,270	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$3,600	\$0	\$0
Predesign Fees	\$13,042	\$0	\$0	\$0
Design Fees	\$3,930	\$7,862	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$134,808	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$16,972	\$146,270	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

ArtSpace Hennepin Center for the Arts**AT A GLANCE****2016 Request Amount:** \$6,000**Priority Ranking:** 4

Project Summary: This request is for \$6 million in state funding for capital improvements and asset preservation that will fully rehabilitate and restore the eight story Hennepin Center for the Arts building which is part of the newly completed Cowles Center for Dance and the Performing Arts in Downtown Minneapolis in Hennepin County.

Project Description

Artspace is ready to initiate the work on the Hennepin Center for the Arts if awarded \$6.0 million in state funds. Artspace estimates that as many as 95 people could be employed during the construction period. The Cowles Center, along with more than 120 nonprofits who call the Cowles home, employ nearly 100 people in full and parttime positions annually.

Project Rationale

In 2009, with the help of US Representative Ellison (MN-5th), Artspace secured a \$240,000 Federal Earmark from the Department of Interior's Save America's Treasures budget to begin work on restoring this significant historic structure in downtown Minneapolis; we also received a Small Grant (\$7,000) from the Minnesota Historical Society to help complete this work. Work to be completed includes: 1) a new roof and gutters, the existing ones having failed past the point of temporary repair; 2) brick work, a result of leaking gutters that are contributing to brick staining and degradation; 3) replacement of the two cupolas (onion domes) at the corners of the building along the 6th Street side of the building, including replacement and restoration of the decorative flashing along the entire roof-line connecting them; 4) decorative finials and cornices are rusting and degrading rapidly and in need of replacement or restoration; 5) street front façade upgrades to historic storefront replacing the inadequate mid-1960s renovation; 6) stone and brick cleaning of entire building; 7) stone replacement along sidewalk and at entrances (may require Dutchmen style replacement); 8) historic door replacement at the main entrance.

As noted, this building is part of a newly created three building complex: The Cowles Center. In 2009 the \$45 million capital campaign to begin the project was completed and the Center opened in 2011. However, because of an undisclosed abandoned well and associated soils that were contaminated (undetectable through common methods of measurement), the building's entire \$3,000,000 contingency was depleted. Artspace was forced to abandon its plans to make the necessary repairs to the Hennepin Center for the Arts building and focus instead on restoration of the Shubert Theater (another part of the complex) and construction of the new atrium. Only minor improvements were made to the Hennepin Center for the Arts building.

The Hennepin Center for the Arts building (formerly known as Historic Masonic Temple) is the nerve center of the complex and arguably the most important building in that it houses nearly 30 dance and music organizations and other non-profits that serve all of Minnesota, not just the Twin Cities. Many

of these groups participate in the Cowles Center's Distance Learning Program, which provides free arts education programs to Minnesota schools all across the state, giving children even in the remotest parts of the state exposure to world-class arts instruction. In most cases these are experiences that their own schools do not offer due to financial constraints and distance. This program has been in service since 2002 and has even branched out to instruct the disabled or elderly in the state.

Beyond its contribution to statewide arts education and arts programming the Historic Masonic Temple, built in 1888, is renowned as one of the finest examples of Richardsonian Romanesque buildings still standing; it was developed by Long & Kees, a local firm, responsible for some of Minneapolis' other finest historic buildings, including City Hall, the Lumber Exchange, and the Flour Exchange. All of them, like the Historic Masonic Temple, are listed on the National Register of Historic Places.

The Historic Masonic Temple is approximately 100,000 sq.ft., and is the anchor building to the Cowles Center which is comprised of three buildings: The Cowles (frmr. Shubert) Theater, the USBank Atrium, and the Masonic Temple. The three buildings viewed together give the Cowles Center roughly 150,000 sq.ft of performance, rehearsal, administrative, and education space.

No new square footage will be added as a result of this effort. This request is for asset preservation only; work to be completed will ensure the soundness of the building's structural integrity with some cosmetic enhancements to bring the building into compliance with historic preservation standards. The MN-State Historic Preservation Office (SHPO) will supervise work.

Other Considerations

Impact on State Operating Subsidies

Artspace has a long-standing track record of proven successful public/private partnerships. Their good reputation is owed, in large part, to their unbroken promise that once a building is placed into service they do not return seeking operational support. Rather, very carefully constructed operating proformas, strong management/oversight at each facility, and plans for cash reserves in each building allow them to solve many problems internally as an organization. Given these circumstances, and the fact that the building is already in operation, we do not believe that any new or additional state operating dollars will be requested.

Who will own the facility?

Artspace Projects of Minneapolis currently owns and operates the Hennepin Center for the Arts as part of the recently completed Cowles Center and will continue to do so in perpetuity.

Who will operate the facility?

Artspace Projects

Who will use or occupy this space?

Hennepin Center for the Arts is home to more than 30 Minnesota arts organizations and nonprofits

providing arts programming and free education to urban and rural schools throughout Minnesota. Current Tenants include: Aegis Foundation; ARENA Dances; Arquette & Associates; Arts ink, Inc.; Black Label Movement; Cowles Center for Dance and the Performing Arts; Data Raker; Dovetail Partners; DRD Designs; Green T Productions; Italian Cultural Center; Illusion Theater; James Sewell Ballet; John D. Gross Commercial Real Estate Development; Minnesota Chorale; Minnesota Concert Opera; Minnesota Dance Medicine; Minnesota Dance Theater and Dance Institute; Minnesota Pollution Control; Moves; National Lutheran Choir; Tom Nordyke; One Roof; Screenwriters Workshop; Shapiro and Smith Dance; The Singers; Stuart Pimsler; Twin Cities Gay Men's Chorus; VSA Minnesota; Zenon Dance Company and Dance School.

Public Purpose

Rehabilitate a national landmark building serving as the home to multiple nonprofit organizations serving the public.

Description of Previous Appropriations

2005 Capital Investment Bill: \$1,000,000 for planning and design work

2006 Capital Investment Bill: \$11,000,000 for capital

2014 Capital Investment Bill: \$550,000 (\$300,000 for planning and design work/\$250,000 for capital)

Project Contact Person

Stacy Mickelson

Artspace

612-810-1759

stacey.mickelson@artspace.org

(\$ in thousands)

ArtSpace Hennepin Center for the Arts

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$1,250	\$0	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$1,750	\$0	\$0
TOTAL	\$1,250	\$7,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$800	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$450	\$7,750	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$1,250	\$7,750	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Cedar Cultural Center

AT A GLANCE

2016 Request Amount:	\$3,000
Priority Ranking:	5
Project Summary:	Increase the capacity, ensure sustainability and enhance the experience at the Cedar Cultural Center.

Project Description

The investment will:

- **Increase capacity** via enhanced efficiency, flexible performance and teaching space, and an expanded outdoor performance area.
- **Ensure sustainability** through long-term maintenance projects and improving revenue-producing space.
- **Enhance The Cedar experience** with improved sound and lighting, expanded and accessible bathrooms, and increased food options in order to attract more performers and patrons.

Project Rationale

The Cedar is an anchor nonprofit organization in the Cedar-Riverside neighborhood -- located at the center of the commercial and residential hub of the most densely populated neighborhood in Minnesota. The neighborhood, which is adjacent to **downtown Minneapolis** and the new Vikings Stadium, has a significant number of affordable housing units due to the iconic Riverside Plaza towers, and its proximity to **Augsburg College** and the **University of Minnesota**. Riverside Plaza houses over 5,000 residents alone, largely refugees and immigrants who fled civil war in **Somalia** and began settling in Minneapolis in the 1990s.

After 25+ years operating in a 1940s-era building, The Cedar Board of Directors has authorized a **\$7 million capital investment** to support program development, increased access, and infrastructure expansion in order to:

- Meet the growing demand for The Cedar's programs and performances;
- Maximize live music access and opportunities for Minnesota students, and
- Expand access to cultural and community-based performances.

Other Considerations**Impact on State Operating Subsidies****Who will own the facility?****Who will operate the facility?**

Who will use or occupy this space?

Public Purpose

Description of Previous Appropriations

Project Contact Person

Rob Simonds
Executive Director
612-338-2674
rsimonds@thecedar.org

(\$ in thousands)

Cedar Cultural Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Non-Governmental Funds	\$0	\$4,000	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Bottineau LRT (Metro Blue Line extension)	1	GO	\$ 20,000	\$ 79,000	\$ 0
Total Project Requests			\$ 20,000	\$ 79,000	\$ 0
General Obligation Bonds (GO) Total			\$ 20,000	\$ 79,000	\$ 0

Bottineau LRT (Metro Blue Line extension)**AT A GLANCE****2016 Request Amount:** \$20,000**Priority Ranking:** 1**Project Summary:** This request is for \$20 million in state funding for preliminary engineering and/or final design activities for the METRO Blue Line Extension.**Project Description**

The METRO Blue Line Extension (BLRT) project is a 13 mile extension of the existing METRO Blue Line with up to 11 new stations. The current total budget is nearly \$1 billion. It is anticipated that 49 percent of the funds will come through the Federal Transit Administration's New Starts Program with the remaining funding coming from the Counties Transit Improvement Board (31 percent), the Hennepin County Regional Railroad Authority (10 percent), and the State of Minnesota (10 percent). Nearly 27,000 weekday boardings are anticipated in 2030. Numbers will be updated as the Project Development activities advance.

Project Rationale

The METRO Blue Line Extension (Bottineau LRT) project extends between Downtown and North Minneapolis through the Northwest Suburbs of the Twin Cities serving; Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. This will provide an attractive travel option for those accessing jobs in Downtown Minneapolis, as well as suburban jobs in the Northwest region. The project will result in reduced greenhouse gas emissions and oil dependency, as well as increased mobility and development densities.

The METRO Blue Line Extension (BLRT) connects with existing and future transit system investments in Downtown Minneapolis. The BLRT investment will be integrated into the existing Metro Blue Line (Hiawatha LRT) at Target Field Station. This will provide convenient connections from the Northwest region to the following Twin Cities Transitway Facilities:

- METRO Blue Line (in operation since 2004)
- Northstar Commuter Rail (in operation since November 2009)
- METRO Green Line (Central Corridor)(in operation since 2014)
- METRO Red Line (Cedar Ave BRT)(in operation since 2014)
- METRO Green Line Extension (Southwest LRT) (Preliminary engineering in progress)
- METRO Orange Line (I-35W BRT) (Project Development in progress)

High Transit Market Potential; Serves a variety of transit markets including:

- High concentrations of transit dependent people
- Fully developed suburbs facing the challenges of redevelopment
- Growing suburban communities including large development tracts
- Institutions including a medical center and two college campuses, large scale commercial development including the Target North Corporate Campus
- Theodore Wirth Regional Park
- Target Field Station

Other Considerations

An estimated 2,500 construction workers will be needed to build the line, with \$300 million estimated construction payroll.

Impact on State Operating Subsidies

It is anticipated that 50 percent of the operating costs (after fare box recovery) would be paid by the Counties Transit Improvement Board and 50 percent from the Metropolitan Council. The Metropolitan Council portion is estimated to be in the \$8-9 million range in 2021.

Who will own the facility?

Metropolitan Council

Who will operate the facility?

Metropolitan Council

Who will use or occupy this space?

Public Purpose

Mobility, Access to jobs, education, health care, and recreational activities

Description of Previous Appropriations

\$1 million in 2014 funding

Project Contact Person

Debra Brisk
Executive Deputy Director for the HCRRA
612-348-3406
Debra.Brisk@hennepin.us

Hennepin County Regional Rail Authority

Project Detail

(\$ in thousands)

Bottineau LRT (Metro Blue Line extension)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$20,000	\$79,000	\$0
Funds Already Committed				
Other State Funds	\$1,000	\$0	\$0	\$0
County Funds	\$18,400	\$0	\$0	\$0
Other Local Government Funds	\$27,600	\$0	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$0	\$490,000	\$0
County Funds	\$0	\$11,600	\$70,000	\$0
Other Local Government Funds	\$0	\$47,400	\$235,000	\$0
TOTAL	\$47,000	\$79,000	\$874,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$5,000	\$21,000	\$32,000	\$0
Predesign Fees	\$42,000	\$48,000	\$0	\$0
Design Fees	\$0	\$10,000	\$51,000	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$651,000	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$140,000	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$47,000	\$79,000	\$874,000	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	Yes
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Arrowhead Regional Health and Wellness Center	1	GO	\$ 8,000	\$ 0	\$ 0
Total Project Requests			\$ 8,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,000	\$ 0	\$ 0

Arrowhead Regional Health and Wellness Center

AT A GLANCE**2016 Request Amount:** \$8,000**Priority Ranking:** 1

Project Summary: The Arrowhead Regional Health and Wellness Center (ARHWC) is a community focused facility to be built and owned by the City of Hermantown and operated by the YMCA. A budget of \$16 million has been established for the 71,000 square foot facility and is predicated on the adaptive reuse of the Hermantown Middle School building and 11 acre site with existing sports fields, parking, and utilities. Approximately half of the total useable area of the building will be open to the general public with community based and health care uses and the remaining half of the facility as a fully functioning YMCA, which will bear the operational expenses through its, subtenant leases, memberships and programs.

Project Description

The ARHWC will be a \$16 million facility consisting of a 71,000 square foot building on 11 acres of land at the corner of Ugstad and Arrowhead roads on the current Hermantown Middle School site. Amenities will include:

- A top notch aquatics center as the cornerstone for the facility
- Modern fitness facilities with gymnasium, running track, and racquetball
- Locker rooms accommodating adults, all-ages, families, and special needs
- Fully licensed daycare
- Teens and Seniors Center
- Community Education facility
- Multipurpose community center with Café
- Healthcare system providing programs and services focused on preventative health including; Physical therapy, Dietetics and Health Education
- Large lobby linking uses into a “Main Street” and acting as a public amenity.

A key decision in the predesign process that allows the facility to maximize the budget was the reuse of specific portions of the existing middle school in Hermantown. Slated for demolition at the end of the school year in May of 2016, the middle school facility and site was the top choice in the site selection process. The existing 1992 classroom addition and gymnasium provide 26,000 square feet of reusable public building infrastructure that can be remodeled at a fraction of the cost to build new. This also reduces the cost of demolition, disposal, energy, and materials for new construction. The savings to the project conservatively equates to \$100 per square foot or roughly \$2,500,000.

The Arrowhead Regional Health and Wellness Center will be owned by the City of Hermantown and

operated by the YMCA as a single tenant. Operational partnerships through sublease agreements between the YMCA and regional healthcare and community education providers will reach the diverse demographics of Saint Louis County. The project has broad support with endorsements from regional businesses, St. Louis County, the City of Hermantown, the City of Proctor, and 15 surrounding Townships. A population base of over 50,000 will be served through this facility with expanding reach for regional events and activities. The ARHWC will help Saint Louis County make a strong turn-around in health outcomes. The partnerships between the State, County, City, Townships, private sector operators, and capital campaign donors are overwhelmingly strong and will continue to grow with the potential that this project will bring to building a healthy and thriving Saint Louis County Community.

Project Rationale

The Arrowhead Regional Health and Wellness Center facility project is being developed to address the negatively trending health statistics for St. Louis County.

Health Needs Assessments commissioned by St. Louis County Health Department, Essentia Health, and St. Luke's consistently concluded that despite great access to healthcare (ranking 7th in the State), the health outcomes affecting length and quality of life for this region are concerning with a ranking of 75th of 87 Counties in Minnesota. The facility will consist of multiple amenities in one location to foster preventative health and wellness, community connectivity, and health education and services throughout southern St. Louis County. Negotiations with local healthcare, community service organizations, and the School District are in process to solidify the programming that will make this facility a catalyst for change to improve the overall health of St. Louis County's residents.

Other Considerations

none

Impact on State Operating Subsidies

The facility will be fully operated by the YMCA and will require no operations budgeting by the City. The YMCA has allocated funds in its pro forma for the operations costs of the facility, including long term maintenance and replacement. This will be overseen by the Advisory Board for the facility as a sub-committee to the Duluth Area YMCA Board of Directors.

Who will own the facility?

City of Hermantown

Who will operate the facility?

YMCA

Who will use or occupy this space?

YMCA will be the sole tenant to the City. All other users will be subtenants to the YMCA including healthcare systems, community service organizations, and food service providers.

Public Purpose

To provide a community based health and wellness facility to proactively combat the negative trending health outcomes identified in the Community Health Needs Assessments commissioned by St. Louis County, Essentia Health, and St. Luke's.

Description of Previous Appropriations

The State of Minnesota awarded \$250,000 in 2014 to the City of Hermantown to prepare the Pre-Design Report. The City awarded the Pre-Design services contract to LHB, who conducted community outreach, space needs programming, site analysis and selection, conceptual site master planning, conceptual building design, and budgeting.

Project Contact Person

John Mulder
City Administrator
218-729-3600
jmulder@hermantownmn.com

(\$ in thousands)

Arrowhead Regional Health and Wellness Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$8,000	\$0	\$0
TOTAL	\$0	\$16,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$869	\$0	\$0
Project Management	\$0	\$35	\$0	\$0
Construction	\$0	\$12,623	\$0	\$0
Relocation Expenses	\$0	\$257	\$0	\$0
One Percent for Art	\$0	\$160	\$0	\$0
Occupancy Costs	\$0	\$976	\$0	\$0
Inflationary Adjustment	\$0	\$1,084	\$0	\$0
TOTAL	\$0	\$16,004	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

International Falls-Koochiching County Airport Commission

Projects Summary

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Airline Terminal Construction Project	1	GO	\$ 4,495	\$ 0	\$ 0
Total Project Requests			\$ 4,495	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,495	\$ 0	\$ 0

International Falls-Koochiching County Airport Commission

Project Narrative

(\$ in thousands)

Airline Terminal Construction Project

AT A GLANCE

2016 Request Amount: \$4,495

Priority Ranking: 1

Project Summary: The International Falls-Koochiching County Airport Commission is requesting \$4,495,000 in state bond funds to complete Phase II of their Airline Terminal Construction Project.

Project Description

The City of International Falls and Koochiching County have partnered to operate the airport at International Falls for over 50 years through a joint powers agreement.

The International Falls-Koochiching County Airport Commission is currently undertaking a two-phased approach to constructing a new terminal facility.

Phase one activities include the demolition of a portion of the existing terminal building, site, preparation including electrical room/building, utilities and site civil work, design, construct, furnish, and equip Phase I of new terminal building to include: public bathrooms, vestibules, public waiting lounge, car rental ticket counter/offices, taxi/tour bus ticket counter/offices, baggage claim, ticket hall, baggage handling, airline ticket office, airline ticket counter, baggage screening, jet bridge and associated access ramp and circulation corridor, secure passenger gate lounge, secure bathrooms and storage area, passenger screening area, search area, janitor closet, and vending area and associated appurtenances of capital nature at the Falls International Airport.

The total cost for Phase I is \$9,000,000. The International Falls - Koochiching County Airport Commission did receive \$2,200,000 in state bond funds during the 2014 legislative session for Phase I that was matched by \$6,800,000 in state, local and federal dollars.

Phase two activities include the demolition of the existing terminal building, site preparation including utilities and site civil work, design, construct, furnish, and equip Phase II of new terminal building to include: TSA office, weather office, conference room, circulation corridor, airport administration offices, customs and border patrol storage, offices, restrooms, passenger processing area, wet hold room, interview room, search room, pre and post customs passenger waiting areas, and vestibule and associated appurtenances of a capital nature at the Falls International Airport.

Total estimated cost for Phase II is \$4,000,000. The International Falls-Koochiching County Airport Commission is requesting this entire amount in 2016 state bond funds to complete this project. Upon completion of both phases of this project, if the commission is successful with this bonding request, \$6,200,000 in state bonding dollars will have been matched by \$6,800,000 in state, local and federal dollars.

Project Rationale

The Falls International Airport is one of the few airports in the state that is an International Port of

Entry. The airport is also one of the nine key airports in the MN State Aviation System. This new terminal project is needed to accommodate increasing domestic and international passenger travel, increased business traffic and U.S. Customs activities. The successful completion of this project, the airport will have a multitude of positive benefits including necessary space for public and private traffic, the ability to keep the customs office at the airport and an influx of federal project dollars to the local economy.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

International Falls - Koochiching County

Who will operate the facility?

International Falls - Koochiching County Airport Commission

Who will use or occupy this space?

Public Purpose

To provide air service to the general public.

Description of Previous Appropriations

See project narrative.

Project Contact Person

Robert (Bob) Anderson
Airport Commission Chairman
218-240-4233
boba@ci.international-falls.mn.us

International Falls-Koochiching County Airport Commission Project Detail

(\$ in thousands)

Airline Terminal Construction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$2,200	\$4,495	\$0	\$0
Funds Already Committed				
Federal Funds	\$6,800	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$9,000	\$4,495	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$630	\$400	\$0	\$0
Project Management	\$630	\$0	\$0	\$0
Construction	\$7,740	\$3,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$495	\$0	\$0
TOTAL	\$9,000	\$4,495	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	Unsure
Has the predesign been approved by the Department of Administration?	Unsure
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Popple River Recreation Bridge and Village Road Connection	1	GO	\$ 750	\$ 0	\$ 0
Total Project Requests			\$ 750	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 750	\$ 0	\$ 0

Popple River Recreation Bridge and Village Road Connection**AT A GLANCE****2016 Request Amount:** \$750**Priority Ranking:** 1

Project Summary: \$750,000 in state funds is requested to design, bid and construct a multi-use recreation bridge over Popple River and extend paved trail to Village Road in the city of Squaw Lake with Itasca County serving as local government sponsor with City and recreation clubs partnering on maintenance.

Project Description

The multi-use Popple River Bridge and paved trail connection to Village Road is part of a 150 mile ATV/OHM trail system that extends from Island Lake to Sure Game Resort to Winnie Lake Dam to Decker Lake Area. Squaw Lake is a critical connector trail for the entire trail system. There are numerous partners involved and in support of this project. They include the City of Squaw Lake, Leech Lake Tribal Council, Itasca County, the Alvwood-Squaw Lake ATV Club, and local businesses.

The City of Squaw Lake is known for their well-maintained ditches along highway 46. While the Squaw Lake Multi-use Corridor Trail was being planned in this area it was directly noted that the City would like their ditches protected as well as allowing other uses on the trail to access multiple businesses. Currently, residents walk the shoulder of the heavy traveled highway to get to other homes and local businesses. This presents a significant safety risk with vehicles going 40-50 mph.

It is important for this project to be funded so residents and visitors do not have to walk on the busy state highway and county road alongside 50mph vehicle traffic. Additionally, there is no other way to connect the 150 mile ATV Trail system so users can access food, groceries, gas and restrooms in Squaw Lake.

Project Rationale

There is a bottleneck of traffic on the State Highway #46 Popple River Bridge that includes pedestrians, bicyclists, ATV, snowmobile and 40+ mph vehicle traffic. There is no other connection opportunity for recreational trails in Squaw Lake. Public safety is of high concern for the citizens of Squaw Lake. Leech Lake Tribal Council requests safe passage for Village residents to get to general store, other businesses and neighbors.

Other Considerations

The overall Squaw Lake Multi-Use Corridor Trail was proposed and planned to solve the present safety risk for the community's residents, enable protection of the ditches from ATV use, and providing tourism and economic development for the local businesses. The proposed multi-use

paved and non-paved corridor trail will be 10 feet wide. A dual-use trail segment goes from Round Lake public access road to The Hill Restaurant in the west TH#46 ROW. The remainder of this 1.26 mile paved trail is pedestrians/bikes only with a separated non-paved ATV trail in the corridor and connects to the East Squaw Lake Road Community center.

The attached letter of support from Leech Lake and their commitment of \$150,000 is for the 1.26 mile paved trail that connects to this project.

Impact on State Operating Subsidies

State grant-in-aid money will be used for maintenance along with the City, Leech Lake and recreational clubs funds and volunteer labor.

Who will own the facility?

Ultimately, Itasca County...in cooperation with the City and recreation clubs.

Who will operate the facility?

The City, Leech Lake Tribal Council and recreation clubs are the front line of maintaining the bridge and paved trail.

Who will use or occupy this space?

Private entity use is the recreation clubs maintaining the facility otherwise it is all public use.

Public Purpose

multi-use recreation and improved public safety.

Description of Previous Appropriations

None, to the best of my knowledge.

Project Contact Person

Garrett Ous
Land Commissioner
218-327-2855
garrett.ous@co.itasca.mn.us

(\$ in thousands)

Poppo River Recreation Bridge and Village Road Connection

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$750	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$110	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$605	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$55	\$0	\$0
TOTAL	\$0	\$770	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	N/A
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	N/A
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Phase 2 Power Generation Improvements	1	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 5,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0

Phase 2 Power Generation Improvements**AT A GLANCE****2016 Request Amount:** \$5,000**Priority Ranking:** 1**Project Summary:** \$5 million in state bond funding to design and construct electrical generation improvements in the City of Litchfield to expand the current standby generation capacity to meet the expanding electrical demands in the City as a result of the continuous expansion of First District Association (FDA).**Project Description**

First District Association (FDA) is a dairy processing facility that is undertaking an expansion that will double their processing capacity of their facility, which, in turn, substantially increases their usage of electricity. Overall, the project will create 30 new jobs, create a potential 410 associates jobs in Central Minnesota and leverage over \$100M in private investments. The impact of the FDA expansion is not limited to Litchfield or Meeker County, but will extend throughout Minnesota. Currently, FDA producers are located in 36 Minnesota Counties, which will all benefit from the expansion. In addition, FDA products are sold to customers all over the world.

Based on the above information, the City of Litchfield is committed to partnering with FDA to prove them a reliable power source even during times of outages. The City invested \$15 million to complete Phase 1 of their generation improvements and is now will to undertake Phase 2 to add the necessary generation capabilities to meet the demands of the expanding industry as well as the rest of the community. Given the state and regional impact of the FDA expansion, a \$5 million commitment from the State would help bring the City's generation project to completion and ultimately provide FDA a reliable power source to operate their expanding facility.

Project Rationale

First District Association (FDA) is undergoing an expansion that will more than double the electricity that the facility uses and will likely exceed 8 MW. Therefore, in order to be prepared to provide standby power to FDA, the City is looking to add 4 MW of standby generation to their generation facility that was constructed in 2008 (10 MW facility). In addition, the City has two old generators in their old generation facility that are in need of replacement to ensure that they are able to provide reliable power. FDA relies 100% on the City of Litchfield to provide power to their facility at all times, even during power outages, so it is critical that the City be prepared to meet the demands of this regional facility.

Other Considerations**Impact on State Operating Subsidies**

No additional State operating dollars will be requested for this project.

Who will own the facility?

City of Litchfield

Who will operate the facility?

City of Litchfield

Who will use or occupy this space?

No private entities will occupy or use the Generation Facility.

Public Purpose

The City of Litchfield's expansion of the Generation Facility will not only provide reliable electricity to FDA but also to the residents and businesses in the region. In addition, expanding the Generation Facility and thus providing the electricity necessary for the First District Association (FDA) will create numerous job opportunities and leverage considerable private investments in and throughout Minnesota.

Description of Previous Appropriations

The City received a \$250,000 matching grant in 2014 for predesign and design activities. The City provided an additional \$250,000 in local matching funds towards the predesign and design activities. The City is anticipating additional appropriations funding in 2016 for construction of the project.

Project Contact Person

Mr. David Cziok
City Administrator
320-693-7201
dave.cziok@ci.litchfield.mn.us

(\$ in thousands)

Phase 2 Power Generation Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$5,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$10,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$450	\$0	\$0
Project Management	\$0	\$650	\$0	\$0
Construction	\$0	\$8,900	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$766	\$0	\$0
TOTAL	\$0	\$10,766	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Regional Water Quality Improvement Strategy	1	GO	\$ 14,000	\$ 0	\$ 0
Total Project Requests			\$ 14,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 14,000	\$ 0	\$ 0

Regional Water Quality Improvement Strategy**AT A GLANCE****2016 Request Amount:** \$14,000**Priority Ranking:** 1

Project Summary: \$14 million is requested to implement a comprehensive regional water quality improvement strategy, including projects in and around Mankato, North Mankato, Eagle Lake, Madison Lake, South Bend Township and areas in Blue Earth and Nicollet Counties. Funds will be used for inflow and infiltration investigation/monitoring, acquisition of easements and land, predesign, design, and construction to implement the comprehensive regional water quality improvement strategy, including infrastructure, storm water management and flood protection improvements.

Project Description

The comprehensive regional water quality improvement strategy includes inflow and infiltration investigation and inspections, including televising existing lines, to determine existing conditions of sanitary sewer infrastructure in Mankato, North Mankato, Eagle Lake, Madison Lake and South Bend Township, as well as necessary infrastructure improvements based on the findings of the investigation and inspections. Other initiatives included in the project include storm water management improvements such as regional ponding, outfall erosion reduction and flood protection improvements, such as river bank stabilization, pump station improvements and regional erosion control. Total project cost is \$28,100,000. Matching funds will be provided through a variety of sources, including assessments, utility funds, sewer rates and local option sales tax.

Project Rationale

The comprehensive regional water quality improvement strategy will address water quality issues related to the Minnesota River and its tributaries in the Mankato region. The Minnesota River in south central Minnesota has been identified as an Impaired Water by the Minnesota Pollution Control Agency, making it crucial to find a strategy to improve water quality. Addressing the issue regionally is the only way to effectively reduce pollutants and sediments in the Minnesota River. The improvements undertaken as part of this strategy will mitigate flows of rural drainage into the Minnesota River by preventing channel and bank erosion and flooding, as well as reducing inflow and infiltration into existing regional sanitary sewer system, which will preserve capacity, allowing other adjacent entities to utilize the regional sanitary sewer treatment system.

Other Considerations

The city of Mankato has undertaken numerous proactive steps to address water quality in the past two decades, including inflow and infiltration investigation and abatement of Mankato properties. As an example, 5 years ago the city of Mankato invested over \$5 million in an infrastructure improvement to abate an inflow and infiltration issue. Storm water improvements have also been undertaken to bring old infrastructure up to modern pollution control standards.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Cities of Mankato, North Mankato, Eagle Lake, and Madison Lake, South Bend Township, Counties of Blue Earth and Nicollet.

Who will operate the facility?

City of Mankato

Who will use or occupy this space?

N/A

Public Purpose

Public infrastructure and improved quality of public waters.

Description of Previous Appropriations**Project Contact Person**

Pat Hentges
City Manager
507-387-8695
phentges@mankatomn.gov

(\$ in thousands)

Regional Water Quality Improvement Strategy

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$14,000	\$0	\$0
Funds Already Committed				
Other Funding	\$0	\$14,100	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$28,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$1,388	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$21,757	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$4,955	\$0	\$0
TOTAL	\$0	\$28,100	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	No
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Morningside (CSAH 15) Corridor Completion	1	GO	\$ 2,350	\$ 0	\$ 0
Total Project Requests			\$ 2,350	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,350	\$ 0	\$ 0

Morningside (CSAH 15) Corridor Completion**AT A GLANCE****2016 Request Amount:** \$2,350**Priority Ranking:** 1

Project Summary: \$2.35 million in state funds is requested to acquire land, design (pre-design has been completed), and construct new urban street extension of McLeod County State Aid Highway 15 (CSAH 15), also known as Morningside within the City of Glencoe, and adjacent trail between 11th and 16th Street. Additionally, the project includes providing stormwater and drainage improvements, which would provide flood mitigation for a significant portion of the community.

Project Description

The project costs are \$4.7 million. The applicant is seeking \$2.35 million in State Bonding funds to complete the project. The local match includes commitments by the City of Glencoe (\$1.025 million) and McLeod County (\$1.025 million). Furthermore, federal funds in the amount of \$300,000 have been committed to the proposed rail crossing. Funding will allow for the reconstruction of an existing segment of Morningside Avenue/CSAH 15 from 11th Street north to the railroad tracks construction of a new rail crossing and new roadway section north to 16th Street. The roadway will be constructed utilizing a 10-ton design standard. The project is to include a roundabout at the intersection at 16th Street and a trail along the west side of the roadway from 11th Street to Oscar Olson Park north of 14th Street. The railroad crossing at Union Avenue will be closed when the new crossing is constructed at Morningside Avenue. Stormwater improvements include constructing new storm sewer lines and a stormwater pond. There are 2 homes located just south of the TC&W railroad tracks that are recommended to be acquired and removed due to grade, railroad crossing, drainage, and access issues.

Project Rationale

Morningside Avenue/CSAH 15 has several characteristics that relate to its regional significance:

1. This route has been planned since the 1960's to connect from US 212 to the north side of the community and the CSAH routes in that area. Right-of-way has been preserved for close to five decades. The 2003 Glencoe Transportation Partnership Study, completed in coordination with the State of Minnesota, McLeod County, the City of Glencoe and Mid-Minnesota Regional Development, affirmed the need for the Morningside Corridor as a route for regional traffic. It noted that this route would serve as an alternative to TH 22 for the City of Hutchinson and other regional traffic. The City of Hutchinson has expressed its support for improving access for traffic to and from the Twin Cities metropolitan area.
2. There are no other routes within the City of Glencoe that connect to US 212 and the City of Glencoe north and south of Buffalo Creek. Furthermore, this is the only controlled intersection on US 212 within the City of Glencoe. Significant previous investments have been made to preserve and improve this corridor, including a new bridge over Buffalo Creek, the extension of CSAH 15 south of US 212, and the construction of street and infrastructure improvements north within the

City's industrial park (11th Avenue) north of US 212. Several businesses have developed and expanded on this route due to the characteristics of the route, including a grocery store, automobile dealership, corporate bank headquarters, hotel, manufacturing businesses, and numerous retail businesses. Other commercial developers have also been looking at this area for development.

3. The route connects to CSAH routes on both sides of US 212 and Buffalo Creek, as well as CSAH routes that provide access to regional traffic from Hutchinson, Silver Lake and other areas of McLeod County. This traffic is currently routed primarily on very circuitous routes through the City, including TH 22, promoting the use of local routes for regional truck traffic, requiring several turns in busy residential and commercial areas, and creating accessibility and safety concerns.
4. The route would include a new and safe crossing at Morningside Avenue of the increasingly busy Twin Cities and Western (TC&W Railway). The adjacent rail crossing at Union Avenue has steep grades and poor sight lines, providing limited safe access in the area. As part of this project the Union Avenue crossing will be closed. Federal rail crossing funding has been approved for the project.
5. This route would provide direct and safe pedestrian and vehicular access to the Glencoe Public School complex located on the north-west end of the project. Traffic currently is required to make several turns in residential areas to access the school, creating accessibility and safety concerns for the community. The current school complex includes the Junior and High School buildings. The school district passed a referendum in May of 2015 to construct a new elementary school adjacent to the Junior and High School buildings. This \$25 million construction project will be completed by the Fall of 2016.
6. The project includes stormwater and drainage improvements that would serve thousands of acres of the City and surrounding rural areas. The area has experienced flooding, and significant surface and groundwater damage due to the lack of an appropriate outlet. The project would provide an outlet for the water in the east and north-east area of the City, provide additional ponding to reduce potential damage and increase stormwater quality, and also lower the groundwater levels in areas where damage is occurring to private and public housing. In addition, these improvements would provide an improved outlet for the north-central ponding system that serves approximately 1,200 acres of the City and County to the north and west of this project area. This expansive area has experienced repeated flooding issues, including a significant event with wide-spread property damage in 2013.

Other Considerations

Not completing this project would provide undue hardship on the City and County, continue the current circuitous and unsafe pedestrian and vehicular traffic patterns, and allow for continued stormwater flooding and groundwater damage in the area. It would also be detrimental to the commercial and industrial growth of the City to not proceed with the full project as proposed. The improved safety features of the project, including the roundabout, improved rail crossing, and designated pedestrian routes, will enhance the safety of all transportation in the area, but is especially important given the close proximity of the school.

Impact on State Operating Subsidies

Who will own the facility?

McLeod County

Who will operate the facility?

McLeod County and City of Glencoe

Who will use or occupy this space?

This will be a public facility

Public Purpose

The project will improve a regional transportation route benefiting local and regional residents and businesses.

Description of Previous Appropriations

NA

Project Contact Person

John Brunkhorst

County Engineer

320-484-4321

john.brunkhorst@co.mcleod.mn.us

(\$ in thousands)

Morningside (CSAH 15) Corridor Completion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,350	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$300	\$0	\$0
City Funds	\$0	\$1,025	\$0	\$0
County Funds	\$0	\$1,025	\$0	\$0
TOTAL	\$0	\$4,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$600	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$460	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,640	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,700	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	Unsure
Has the predesign been approved by the Department of Administration?	Unsure
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Minneapolis Park and Recreation Board

Projects Summary

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Hall's Island Restoration	1	GO	\$ 12,000	\$ 0	\$ 0
26th Avenue River Access: Restoring Connections	2	GO	\$ 1,500	\$ 0	\$ 0
Minneapolis Trail System Gaps	3	GO	\$ 9,000	\$ 0	\$ 0
Upper Harbor Terminal Site Remediation	4	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 24,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 24,500	\$ 0	\$ 0

Hall's Island Restoration**AT A GLANCE****2016 Request Amount:** \$12,000**Priority Ranking:** 1**Project Summary:** This request is for \$12,000,000 in state bond funding to predesign, design and construct a re-created river island and park facility in the City of Minneapolis, Hennepin County, for the purpose of providing public access to new riverfront park facilities and restored ecological habitat areas.**Project Description**

The project proposes to restore Hall's Island, one of dozens of natural islands that for hundreds of years thrived in upper the Mississippi River, but have been lost to channelization and industrial land uses. Project goals include creating a major new regional park destination in the heart of Minneapolis, extending riverbank and aquatic habitat zones along the riverfront, contributing to clean-water goals, and resisting aquatic invasive species (AIS). Today, this stretch of riverbank is armored with a hardened edge, a remnant of former industrial uses. The project would create a new island with several habitat zones for migrating and nesting species. The island would shelter a new east channel and a gravel river beach on the east bank, providing river access to park visitors and paddlers.

In 1966, Scherer Bros. Lumber Company excavated Hall's Island to extend their riverbank lumberyard site. In 2013, the Minnesota State Legislature passed omnibus bill 976, authorizing the restoration of the island and the east channel that it shelters. The bill states that, "once recreated and restored, Hall's Island shall remain in public ownership in perpetuity and shall be maintained as a natural habitat island for birds and other wildlife. Public access and recreational activities shall be limited to a walking trail to protect the island's wildlife and habitat."

Hall's Island will constitute a portion of a new park on the former Scherer Bros. site. The total area of the proposed Hall's Island project, including the associated east channel and gravel beach, is 347,041 square feet, or nearly 8 acres. The total area of the proposed new park, including both the landside area and Hall's Island, is 566,854 square feet, or 13 acres.

The total project cost to acquire and reconstruct Hall's Island for public use is \$24,930,000. Primary funding sources include the Minneapolis Park and Recreation Board, the State of Minnesota Clean Water Land and Legacy Fund, Metropolitan Council Regional Park Acquisition Opportunity Funds and Regional Park funds, the Mississippi Watershed Management Organization, the Hennepin County Brownfield Cleanup Revolving Loan Fund, and State Parks and Trails Legacy Funds.

Project Rationale

The Upper Mississippi River has historically been an industrial landscape. This has prevented access to high-quality recreational and natural amenities for North and Northeast Minneapolis: communities historically underserved by such amenities. The reconstruction of Hall's Island is the first major step in implementation of RiverFirst, a community-driven vision for transforming the upper river into an extensive open space amenity for the region. Halls' Island will allow underserved communities direct

access to the river and will become a key node in a trail system that will promote health, wellness, and outdoor recreation.

Hall's Island will also restore lost habitat in the Upper Mississippi River. Channelization and dredging of the river for navigation has had a profound detrimental impact on species diversity in the riverway. Islands used to be more common in the river, and provided a variety of habitats for fish, reptiles, amphibians, small mammals, and migratory and resident birds. This project will provide a range of habitats across varying water depths and terrestrial landscape types, some specifically designed to attract and support state and federally listed species, such as turtles, mussels, and invertebrates.

In addition, this project will promote creation of 240 jobs in construction and parks operations. The National Recreation and Park Association (NRPA) estimates that approximately 20 new jobs are created for every \$1,000,000 invested in parks and recreation. Furthermore, a new park on the project site will spur economic development in the surrounding community, a goal that is supported by City of Minneapolis policy as well as nearby community organizations.

Other Considerations

Impact on State Operating Subsidies

Impact on MPRB operating costs has been studied in detail as part of the RiverFirst project. MPRB is currently exploring arrangements to allow land lease income from a development parcel to be applied directly to O&M related to Hall's Island and the landside portion of the park.

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy this space?

none

Public Purpose

Parks and recreation, habitat restoration

Description of Previous Appropriations

Project Contact Person

Adam Arvidson
Interim Director of Strategic Planning

612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

Hall's Island Restoration

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$8,689	\$1,500	\$0	\$0
County Funds	\$1,000	\$0	\$0	\$0
Other Local Government Funds	\$781	\$0	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$960	\$0	\$0
TOTAL	\$10,470	\$14,460	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$7,700	\$0	\$0	\$0
Predesign Fees	\$270	\$0	\$0	\$0
Design Fees	\$810	\$361	\$0	\$0
Project Management	\$150	\$100	\$0	\$0
Construction	\$1,540	\$12,338	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,661	\$0	\$0
TOTAL	\$10,470	\$14,460	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

26th Avenue River Access: Restoring Connections

AT A GLANCE

2016 Request Amount: \$1,500

Priority Ranking: 2

Project Summary: This request is for \$1,500,000 in state bond funding to design and construct a new Mississippi River overlook and access point at the terminus of 26th Ave. N., located in the City of Minneapolis in Hennepin County.

Project Description

The project would complete a parkway-like connection between Theodore Wirth Regional Park and the Mississippi River and provide new public access to the river corridor. The project would enhance a City of Minneapolis roadway reconstruction project currently in predesign; the two projects would be designed and constructed cooperatively. The total project cost of the 26th Avenue River Access is \$1,500,000, which includes design and construction of pedestrian and bicycle routes from the end of 26th Avenue, an interpretive river overlook / fishing area, and a direct water access.

The proposed improvements along 26th Ave. N. are strongly supported by local residents and partner agencies. This state bond funding would augment other funding sources and partner-agency projects. As the project is within Above the Falls Regional Park, state bond funding would leverage Metropolitan Council Regional Park funds.

Project Rationale

This project would complete a connection between north Minneapolis neighborhoods and the Mississippi River, capitalizing on work to be completed soon by the City of Minneapolis along the length of 26th Avenue N. between Theodore Wirth Regional Park and 2nd Street N. For decades, safe, continuous connections between residential areas of north Minneapolis and the Mississippi River have been limited by I-94, which slices through the city and creates a formidable barrier. Streetscape improvements on 26th Ave. N. will contribute to ongoing community revitalization, and would link to a larger network of existing and planned bicycle facilities on both sides of the river: Lyndale Ave. N. Bikeway, 2nd St. N. Bikeway, future West River Parkway trails, Lowry Ave. Bikeway, Marshall Street Bikeway, 18th Ave NE Bikeway, etc.

The City's 26th Avenue N. project stops one block short of the river, so this project is critical in extending that important work eastward to the Mississippi.

This project will promote creation of 30 jobs in construction and parks operations. The National Recreation and Park Association (NRPA) estimate that approximately 20 new jobs are created for every \$1,000,000 invested in parks and recreation. Parks also help to stabilize land values and encourage neighborhood reinvestment.

Other Considerations

Impact on State Operating Subsidies

Operating budget will increase for MPRB portion of project (trails, overlook, river access). MPRB is exploring partnerships with other agencies and organizations to offset operational costs. The project sits within a Regional Park boundary and is therefore eligible for Metropolitan Council O&M funding.

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy this space?

none

Public Purpose

Trails, river access

Description of Previous Appropriations

Project Contact Person

Adam Arvidson
Interim Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

26th Avenue River Access: Restoring Connections

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
General Obligation Bonds	\$50	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$50	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$50	\$31	\$0	\$0
Design Fees	\$0	\$279	\$0	\$0
Project Management	\$0	\$90	\$0	\$0
Construction	\$0	\$1,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$50	\$1,500	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Minneapolis Trail System Gaps

AT A GLANCE**2016 Request Amount:** \$9,000**Priority Ranking:** 3

Project Summary: This request is for \$9 million in state bond funding to predesign, design, construct, furnish and equip trail projects located in the City of Minneapolis and Hennepin County to enhance the public bicycle and pedestrian network throughout the city.

Project Description

These improvements (listed below) range from trail connections across geographic barriers to small connections that maximize existing infrastructure.

- **Plymouth Avenue Bridge Bicycle and Walkway Connection:** This project recaptures space on the existing Plymouth Avenue bridge to add bike lanes, pedestrian amenities and stormwater infrastructure. The estimated cost of this segment is \$5,500,000. It would create a link across the river between north and northeast Minneapolis and thereby would expand the trail network accessible to both communities.
- **East Bank Trail on Nicollet Island from Boom Island to Main Street:** This is a ½ -mile corridor with substandard or missing trail segments that would interconnect with existing MPRB regional trails. The estimated cost of this segment is \$1,000,000. It would close a critical gap along the Mississippi River between the east bank trail to be constructed north from Boom Island Park in 2016 and existing trails and bridges within the downtown riverfront.
- **West Bank Trail from Ole Olson Park to 26th Avenue North:** This is a ¼ -mile riverbank corridor extending the regional trail system to 26th Avenue North city bikeway. The estimated cost of this segment is \$1,000,000. It would extend the current northernmost end of the west bank trail corridor to a major cross-town transportation route on 26th Avenue being implemented in the next 2 years by the City of Minneapolis and MPRB.
- **Pedestrian/Ski Bridge Over Theodore Wirth Parkway in South Wirth Park:** This bridge proposed near the Quaking Bog parking lot will provide a grade-separated crossing for pedestrians and skiers. The estimated cost of this segment is \$1,500,000. It will enhance year-round safety within Wirth Park by separating vehicles and non-motorized traffic.

Project Rationale

The Minneapolis Park and Recreation Board owns and maintains more than 55 miles of dedicated bicycle and walking trails in Minneapolis and neighborhood cities. These trails serve as the backbone to a successful recreation and transportation network that extends into the greater metro area. Throughout the system there are four locations that, if enhanced or built, would provide safer and more accessible routes. This project would have benefits far beyond the four actual construction projects, as it will open dozens of miles of trail to users that currently encounter dead ends at these gaps.

All four projects are located in north and northeast Minneapolis, a region historically underserved by

high quality recreational amenities and not currently well linked into the larger regional trail system. Closing these system gaps will allow for expansion of the trail network into north and northeast Minneapolis and will provide linkages from those neighborhoods to the downtown riverfront, the Mississippi River gorge, Minnehaha Park, the Chain of Lakes, and other regional recreational amenities.

In addition, this project will create 180 jobs in the construction and landscaping industry (research conducted by the National Recreation and Park Association estimates that 20 new jobs are created for every \$1,000,000 invested in parks and recreation).

Other Considerations

Impact on State Operating Subsidies

Operating costs will increase due to construction of new trail segments. However, the total addition of less than one mile of trail to a system of greater than 50 miles will require minimal increase in staffing, equipment, and materials.

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy this space?

none

Public Purpose

Transportation (non-motorized) and recreation

Description of Previous Appropriations

Project Contact Person

Adam Arvidson
Interim Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

Minneapolis Trail System Gaps

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$9,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$9,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$135	\$0	\$0
Design Fees	\$0	\$1,080	\$0	\$0
Project Management	\$0	\$540	\$0	\$0
Construction	\$0	\$6,745	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$500	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Upper Harbor Terminal Site Remediation

AT A GLANCE

2016 Request Amount:	\$2,000
Priority Ranking:	4
Project Summary:	This request is for \$2,000,000 for site remediation of future parkland within what is currently the Minneapolis Upper Harbor Terminal – a public barge terminal on the Mississippi River in north Minneapolis.

Project Description

The City of Minneapolis and the Minneapolis Park and Recreation Board are working together to plan the future of the UHT. Though final development plans have not yet been finalized, it is expected that the parkland portion of the project will include an extension of West River Parkway, bicycle and pedestrian trails, restored river shoreline, and areas for park activities such as picnicking and impromptu sports. The total acreage of the park portion of the site is still being determined, but the UHT includes 4,300 linear feet of Mississippi River shoreline.

The total cost of remediation of the park portion of the UHT is \$2,000,000. The remainder of the site would be remediated with other funds, likely led by the City of Minneapolis. No final development costs have been prepared as yet. The focus of this state bond request is to prepare the site for any park amenities.

Project Rationale

In 2001, the Minneapolis Park & Recreation Board and City of Minneapolis adopted the Above the Falls Master Plan, a visionary land use and park plan for the Upper Mississippi River district of Minneapolis. Among other things, the plan calls for closure of the Upper Harbor Terminal and converting the land to a combination of urban redevelopment and parkland. The terminal has been in operation since 1968.

The City of Minneapolis is now poised to close the terminal. The City and Park Board are arranging to transfer a portion of the property to the Park Board and the Park Board is prepared to begin park development and shoreline restoration. The future of the property will include extension of West River Parkway, a regional trail route and a significant regional riverfront park destination in north Minneapolis.

As can be imagined after 45 years as a barge terminal and prior industrial uses, the property has significant remediation needs ranging from removal of fill and contaminated materials to conversion of the shoreline from steel sheeting to a more natural state. The bonding request will assist in these endeavors on the future parkland portion of the property.

Remediation is the first step in opening a formerly industrial section of the upper Mississippi River shoreline to public use. Located in North Minneapolis, this project, at full build-out, will offer direct access to high-quality water-based amenities for an area of the state historically underserved by such amenities. Parkland on the UHT is a critical step in connecting north Minneapolis into the Grand

Rounds and the regional park system.

In addition, this remediation alone will create 40 jobs in the construction and landscaping industry (research conducted by the National Recreation and Park Association estimates that 20 new jobs are created for every \$1,000,000 invested in parks and recreation).

Other Considerations

Impact on State Operating Subsidies

none: remediation is a one-time expense

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy this space?

none

Public Purpose

Public land clean-up for future park and recreation uses

Description of Previous Appropriations

Project Contact Person

Adam Arvidson
Interim Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

Upper Harbor Terminal Site Remediation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$240	\$0	\$0
Project Management	\$0	\$120	\$0	\$0
Construction	\$0	\$1,640	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
10th Avenue SE Bridge over the Mississippi River Concrete Arch Rehabilitation	1	GO	\$ 31,875	\$ 0	\$ 0
35W North Storm Tunnels	2	GO	\$ 2,000	\$ 0	\$ 0
Emergency Operations Training Facility (EOTF) Enhancement	3	GO	\$ 2,500	\$ 0	\$ 0
Pioneers and Soldiers Cemetery Fence Restoration Project	4	GO	\$ 1,900	\$ 0	\$ 0
Total Project Requests			\$ 38,275	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 38,275	\$ 0	\$ 0

10th Avenue SE Bridge over the Mississippi River Concrete Arch Rehabilitation**AT A GLANCE****2016 Request Amount:** \$31,875**Priority Ranking:** 1**Project Summary:** \$31.875 million in state funds is requested to design and construct a major rehabilitation of the 10th Avenue SE Bridge over the Mississippi River between West River Parkway and 2nd Street SE located in the City of Minneapolis.**Project Description**

The 10th Avenue SE Bridge is a 2,153-foot long concrete open spandrel arch structure that rises 109 feet above the Mississippi River. The 68.1-foot wide bridge deck contains a 55.5-foot roadway (four-lanes) and a barrier-protected eight-foot wide pedestrian facility. Additionally, the structure has steam, electrical, and communication utilities tied to the substructure.

The project scope includes replacement of the entire bridge deck. Below the bridge deck, select concrete floor beams and spandrel columns would be completely removed and replaced. Other floor beams and spandrel columns would have deteriorated concrete removed and repaired. Significant concrete repairs would be made to the arches and large piers. Work will also include surface coating and the installation of anodes to slow corrosion of the concrete reinforcing steel.

The total project cost is estimated to be \$42.5 million. This is significantly less than the cost replacing the crossing with a new bridge.

Predesign has been completed and no additional land is needed for the project. The intent is to move the project forward as a design/construction request. Matching funding will be provided by the City of Minneapolis.

Project Rationale

The proposed project will address the ongoing deterioration of concrete on the spandrel columns, floor beams, arches, and bridge deck. It will also restore the historic structure and add a minimum of 40 years to its useful life. The proposed improvements will immediately stem the deterioration of the bridge's concrete structure, preserving the bridge for future use by multi-modal transportation system users.

A recent economic analysis found the Benefit to Cost (B/C) Ratio of this project was 2.94. The B/C Ratio of replacing the bridge was 1.44. (A B/C ratio of less than 1.0 would indicate the project is not a financially viable alternative.)

Without rehabilitation, the bridge would eventually have to be replaced or demolished. The cost of a bridge replacement project is estimated to be \$125.5 million. A bridge demolition project is estimated to be \$21.5 million.

Other Considerations

The bridge was designed by renowned architect Kristoffer Olsen Oustad and built in 1929. In 1989 it was listed on the National Register of Historic Places. The bridge was closed from 1970-1978 for its first major rehabilitation. That rehab is now at the end of its anticipated service life and the second rehabilitation is now needed, extending its new service life to 2056.

Impact on State Operating Subsidies

Who will own the facility?

City of Minneapolis

Who will operate the facility?

City of Minneapolis

Who will use or occupy this space?

Public Purpose

The importance of this bridge connection cannot be understated. It serves a critical link connecting the University of Minnesota, and new and emerging developments on the East Bank to Downtown Minneapolis and other major regional assets. It also serves as an emergency alternate route including for the I-35W River Bridge; reliever to large events at the University of Minnesota and Minnesota Viking's Stadium; and connection for pedestrians and bikers wanting to cross the Mississippi River near the University of Minnesota. The annual average daily traffic count (AADT) on the bridge was 9,800 in 2012. In addition, an estimated 2,040 bike & pedestrian trips used the bridge per day in 2009.

Description of Previous Appropriations

Project Contact Person

Jack Yuzna
City Bridge Engineer
612-673-2415
jack.yuzna@minneapolismn.gov

(\$ in thousands)

10th Avenue SE Bridge over the Mississippi River Concrete Arch Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$31,875	\$0	\$0
Funds Already Committed				
City Funds	\$680	\$1,105	\$0	\$0
Other Local Government Funds	\$0	\$2,765	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,318	\$0	\$0
Other Local Government Funds	\$0	\$3,755	\$0	\$0
TOTAL	\$680	\$41,818	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$207	\$0	\$0	\$0
Design Fees	\$473	\$6,421	\$0	\$0
Project Management	\$0	\$314	\$0	\$0
Construction	\$0	\$35,083	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$680	\$41,818	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

35W North Storm Tunnels**AT A GLANCE****2016 Request Amount:** \$2,000**Priority Ranking:** 2**Project Summary:** Maintenance and rehabilitation of deep storm tunnels located in the I-35W and I-94 corridor between 39th Street and the Mississippi River.**Project Description**

This request is for a total of \$2.0 million in state funding to design and perform asset preservation construction methods (rehabilitation/major maintenance) of the Interstate 35W North Tunnel System. The tunnel system provides drainage for the Interstate right of way as well as portions of Northeast Minneapolis, which also drain to the tunnel. This project was determined based on identified need in a recently completed condition assessment report as well as the continued need to disconnect the storm water system from the sanitary system to reduce the likelihood of combined sewer overflows into the Mississippi River. These disconnections place additional flow into a storm water facility that is in need of repair.

Project Rationale

There are voids around the tunnels and cracking in the tunnel concrete liners that have occurred over time. The conditions need to be managed before they become a safety issue.

Other Considerations**Impact on State Operating Subsidies****Who will own the facility?**

Minnesota Department of Transportation

Who will operate the facility?

Minnesota Department of Transportation and the City of Minneapolis

Who will use or occupy this space?**Public Purpose**

Conveyance of stormwater drained from Interstate 35W north of the Mississippi River in the City of Minneapolis and stormwater from the City of Minneapolis storm sewer system.

Description of Previous Appropriations

Project Contact Person

Kevin Danen

Principal Professional Engineer

612-673-5627

kevin.danen@minneapolismn.gov

(\$ in thousands)

35W North Storm Tunnels

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$250	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$250	\$0	\$0
Construction	\$0	\$3,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$722	\$0	\$0
TOTAL	\$0	\$4,722	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Emergency Operations Training Facility (EOTF) Enhancement**AT A GLANCE****2016 Request Amount:** \$2,500**Priority Ranking:** 3**Project Summary:** \$2.5 million in state funds is requested to develop owned land for specialty training in rail response, gas and electrical emergencies, technical rescue and tactical law enforcement. Location of project is at 25 37th Ave NE.**Project Description**

The Emergency Operations Training Facility (EOTF) is a multi-agency public safety facility currently used to train first responders, fire professionals, law enforcement officials, technical rescue and hazardous materials specialists, as well as state and federal incident management personnel. The land is located in Anoka County, the City of Fridley, and operated by the City of Minneapolis, housing Minneapolis Fire Training, Emergency Management and Police Strategic Intelligence. The total project cost is \$5.0 million.

The intent of this project is to develop unused, city-owned property located between the Minneapolis Water Works and the Emergency Operations Training Facility. This 1.5 acre parcel at 25 37th Ave NE, along with existing land and facilities, is ripe for development and expansion. When completed, the facility will address several areas of immediate need - large-scale transportation response, agency interoperability, tactical law enforcement, technical and structural collapse rescue. All of these training needs may be filled for multiple jurisdictions with this single project. While funds have been allocated to multiple training facilities across the metro and state, including Camp Ripley, none of these facilities provide the base-level, repetitive skill training in these areas that this proposed expansion can provide.

The core of this concept is an initial focus on resettable, adjustable structures such as mock building components that allow for training in short durations, with little set-up or breakdown time. Such modular structures also provide a safe, secure environment to learn skills from the most basic level through advanced training. There is nothing similar to this in the regional or the surrounding multi-state area, and the potential user list is long. A facility centrally located in the metropolitan area that can provide this wide array of training opportunities for dozens of jurisdictions is a cost and time-effective way to progressively develop skills. In conversations during conceptualization the following agencies have indicated strong verbal interest in such a site:

- BNSF Rail
- CP Rail
- Xcel Energy
- CenterPoint Energy
- Minneapolis Police
- Minneapolis Public Works

- St. Paul Fire
- St. Paul Police
- University of Minnesota Police
- MN Department of Public Safety
- MN State Fire Marshal's Office
- MN Task Force 1
- MN Bomb Squad
- MN Air Rescue
- MN State Patrol
- 55th CST

The support of each of these partners, whether that be in the form of user agreement or private financial/material contribution, demonstrates the clear need and the likely realization of such a project.

Project Rationale

Today, the increase in transportation of hazardous materials by rail, coupled with the ongoing challenges of infrastructure, human-related and weather-related emergencies, dictate a higher level of preparedness for service providers, first responders, emergency planners and municipal leaders.

Furthermore, the recent and expected future growth of the metropolitan area, and the development of large venue structures and scheduled high profile events that accompanies this growth, creates obvious target hazard sites.

To proactively counter these new realities, a collaborative, all-hazards approach to planning and training is required, along with a facility that directly enhances the response skills of multiple partners - local, metropolitan, state and federal public safety, utility providers, and transportation agencies.

Other Considerations

- The City of St. Paul Fire Department Training Facility is in a review process for renovation or relocation. The EOTF expansion will directly augment their existing training capabilities, but more importantly, allow them to design their future site with this training need already met. The use of this one-time appropriation will eliminate an existing redundancy from the core responsibilities of each city.
- Space exists for future expansion to include facilities such as a long-barrel gun range to support Minneapolis Police and surrounding law enforcement departments.

Impact on State Operating Subsidies

Minimal

Who will own the facility?

City of Minneapolis

Who will operate the facility?

Minneapolis Fire Department

Who will use or occupy this space?

User Agreement

Public Purpose

Training of first responders, public safety officials, utility and transportation employees in the speciality areas of technical rope, confined space, trench and structural collapse rescue, as well as utility and rail emergencies. Training can be given at base (awareness) level through advanced (technician) level, and will cover a broad base from public civil service and public safety, industry service providers, and state emergency responders.

Description of Previous Appropriations

- In 2010, the Legislature appropriated \$750,000 to help complete Phase I of the Regional Emergency Operations and Training Facility through the Capital Investment bill.
- In 2010, the US Department of Homeland Security awarded the EOTF approximately \$1.5 million Urban Area Security Initiative (UASI) grant to help complete Phase I of the project.
- In 2011 the facility received a grant of \$1.5 million in Port Security Grant Program
- In 2011 the facility received a grant of \$750,000 from the Federal Emergency Management Agency

Project Contact Person

Charles Brynteson
Assistant Fire Chief
612-919-7702
charles.brynteson@minneapolismn.gov

(\$ in thousands)

Emergency Operations Training Facility (EOTF) Enhancement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Pioneers and Soldiers Cemetery Fence Restoration Project**AT A GLANCE****2016 Request Amount:** \$1,900**Priority Ranking:** 4**Project Summary:** The City of Minneapolis is requesting \$1.9 million to complete the \$3.32 million fence restoration project that will help protect the public face of this landmark significant to the State of Minnesota.**Project Description***There are three parts to the project:*

- Completely restore the 1,953 linear foot historic steel and limestone pillar fence that lines Pioneers and Soldiers Cemetery on Cedar Avenue and Lake Street;
- Install a new fence along 21st Avenue South to compliment the Cedar Avenue and Lake Street fence (currently there is a chain link fence);
- Install a water proofing system at the top of the historic limestone pillars to help protect the fence and pillars.

Project Rationale

Pioneers and Soldiers, originally known as Layman's Cemetery, was established in 1853. It is the oldest surviving cemetery in Minneapolis, the final resting place for over 20,000 individuals, and one of the few surviving features from the city's first period of settlement. This local Minneapolis landmark is also the only cemetery in Minnesota listed as an individual landmark on the National Register of Historic Places.

Pioneers and Soldiers Cemetery is significant for its role in the social history of Minnesota. The cemetery is ethnically diverse and contains a cross section of early Minnesotans whose efforts contributed to the early development. In addition, the Cemetery contains the graves of soldiers from the War of 1812, Civil War, and Spanish-American War.

In 1928, the City of Minneapolis took over ownership due to the cemetery's poor condition and has continued to manage the property. Unfortunately, a perpetual maintenance fund was never established when it was privately owned. This, coupled with limited room for new burials, makes the ability to raise revenue for capital improvements, like the fence restoration project, challenging if not impossible without outside funding.

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

City of Minneapolis

Who will operate the facility?

City of Minneapolis

Who will use or occupy this space?

The cemetery is open April through October. Thanks to the work of the nonprofit organization Friends of the Cemetery, thousands of people visit the cemetery annually.

Public Purpose

The fence restoration project will completely restore the highly visible public face of the cemetery and restore a greater sense of pride and ownership of this important Minnesota landmark. It will have an enduring value by protecting the final resting place of those that helped build and found this state and fight in this country's wars.

Description of Previous Appropriations

A state bonding request has not been received for this project.

Project Contact Person

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aaron.hanauer@minneapolismn.gov

(\$ in thousands)

Pioneers and Soldiers Cemetery Fence Restoration Project**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
<i>State Funds Requested</i>				
General Obligation Bonds	\$0	\$1,900	\$0	\$0
<i>Funds Already Committed</i>				
City Funds	\$1,000	\$0	\$0	\$0
<i>Pending Contributions</i>				
TOTAL	\$1,000	\$1,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$273	\$0	\$0
Construction	\$1,000	\$1,327	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$1,000	\$1,900	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Minnesota Valley Regional Rail Authority Rail and Bridge Rehabilitation Request - 2016	1	GO	\$ 22,000	\$ 33,000	\$ 25,000
Total Project Requests			\$ 22,000	\$ 33,000	\$ 25,000
General Obligation Bonds (GO) Total			\$ 22,000	\$ 33,000	\$ 25,000

Minnesota Valley Regional Rail Authority Rail and Bridge Rehabilitation Request - 2016**AT A GLANCE****2016 Request Amount:** \$22,000**Priority Ranking:** 1**Project Summary:** \$22 million in state funds is requested for predesign, design review, replace and construct rail rehabilitation and bridge replacement for 26 miles of existing railroad track from 1912 west of Winthrop located in Sibley County MP 81.1 to Franklin, Minnesota MP 107 located in Renville County owned by the Minnesota Valley Regional Rail Authority.**Project Description**

The Minnesota Valley Regional Rail Authority (MVRRA) owns 94.5 miles of track from Norwood/Young America to Hanley Falls, Minnesota. The Chicago Northwestern Railroad sold this part of the track in the 1970s. After a series of failed attempts by several rail operators, the MVRRA regained control of the property in 2002. MVRRA has leased out the railroad operations to the Minnesota Prairie Line which is a subsidiary of Twin Cities Western RR. The railroad and the shippers have been aggressively marketing the rail service. The main commodities are agriculturally based including grain, ethanol, fertilizer, and ethanol byproducts. In 2001, the track was out of service because of the condition of the track. MVRRA, MPL, and the State of Minnesota have worked diligently to complete several rehabilitation projects that have included replacing 110,000 crossties, replacing 34 miles of rail, installing 180,000 tons of ballast, rehabilitated 150 road crossings, miscellaneous bridge repair, and drainage improvements. This work has been completed as funding has become available. Funding sources have included a combination of loans and grants from the State of Minnesota, the shippers, and the Federal Government for a total investment to date of \$29 million

Project Rationale

This project is needed to bring our track up to 286,000 lb capacity, increase speed from 7-10 mile per hour to 25 miles per hour, and insure safety of the track. Our project has been included in the 2015 Minnesota Dept of Transportation State Freight Rail Plan, and we have just completed a track condition upgrade report with Short Elliot Henderson. Our projections of the cost to complete this next section of track from Winthrop to Franklin is \$22M.

Other Considerations

Track condition has improved with the installation of over 110,000 crossties, 34 miles of replacement rail, and 180,000 tons of ballast but similar to an old house, ongoing maintenance and improvements are required. The crossties replaced amount to about 40 percent of the crossties in the system. The completed rehabilitation projects have allowed the track to meet FRA Class 2 standards between Norwood/Young America and Winthrop, and Class I standards between Winthrop and Hanley Falls. The MPL operating contract requires a minimum level of normal maintenance, but this will not allow for substantial improvements to the track. Their level of maintenance expenditures is determined by the level of car loadings. Currently they are replacing about 4,000 crossties per year and several

miles of track surfacing. Rail condition is a concern. Generally, rail under 110# is not capable of handling 286,000# loads. Replacing rail with a minimum size of 115# rail should be a top priority. In conjunction with any rail replacement, turnouts, road crossings, ballast, and track surfacing will need to be completed on the remaining 64 miles of track to maintain the investment and allow for increase in train speed. Increase in rail traffic will also necessitate work on the sidings to allow for efficient switching of rail cars. With 60+ miles yet to rehabilitate, any gap in funding will impact the cost and the schedule of the continued restoration of our line. We will be providing you our complete updated track report with the full report upon your request and review of this preliminary budget request.

Impact on State Operating Subsidies

As a local unit of government, MVRRA is requesting \$22 million in state bonding funds to make the necessary improvements to increase rail shipments, and business opportunities to locate and help existing businesses along our line to expand. In doing so, this will increase the operating budget of the Rail Authority by becoming a viable rail line for all 16 communities it serves.

Who will own the facility?

Minnesota Valley regional Railroad Authority which was statutorily formed by the State of Minnesota in 1982.

Who will operate the facility?

MVRRA has an operator's contract in place with Minnesota Prairie Line to be our operator.

Who will use or occupy this space?

None. This railroad is publically owned by the 5 counties – Carver, Sibley, Redwood, Renville, and Yellow Medicine. Increase private investment by shippers has already occurred and more is scheduled to occur in the next 2-5 years based on the ability of MVRRA to secure additional funding to complete the rehabilitation of the remaining 60+miles of rail and bridges.

Public Purpose

To provide a viable freight transportation corridor for all shippers in our 16 communities and 5 counties to compete globally in getting their products to markets in a timely and efficient manner and to reduce truck traffic which will save on Minnesota highways and county roads.

Description of Previous Appropriations

2002: \$7,000,000 – State GO Bonds; FRA, Shippers investment; Railroad
2003: \$27,609 – Hwy 22 crossing
2005: \$2,000,000.00 – Federal Rail Administration
2007: \$1,495,000.00 – State GO Bonds; FRA
2008: \$3,000,000.00 – State GO Bonds
2009: \$4,000,000.00 – State GO Bonds
2009: \$1,950,000.00 – FRA

2010: \$2,500,000.00 – FRA/ARRA funds
2010: \$5,000,000.00-- State GO Bonds
2011: \$20,000.00 – FHWA – Arlington signal match

Project Contact Person

Julie Rath or Bob Fox
Administrator; MVRRA Board Chair
507-637-4084
julie@redwoodfalls.org

(\$ in thousands)

Minnesota Valley Regional Rail Authority Rail and Bridge Rehabilitation Request - 2016

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$5	\$22,000	\$33,000	\$25,000
Funds Already Committed				
Pending Contributions				
TOTAL	\$5	\$22,000	\$33,000	\$25,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$767	\$1,138	\$871
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$21,481	\$31,867	\$24,380
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,888	\$4,284	\$3,278
TOTAL	\$0	\$25,136	\$37,289	\$28,529

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Montevideo Flood Control Project	1	GO	\$ 3,000	\$ 0	\$ 0
Montevideo Veterans Home	2	GO	\$ 5,208	\$ 0	\$ 0
Total Project Requests			\$ 8,208	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,208	\$ 0	\$ 0

Montevideo Flood Control Project**AT A GLANCE**

2016 Request Amount:	\$3,000
Priority Ranking:	1
Project Summary:	Flood Control Project to protect the City of Montevideo

Project Description

Construction on the project has been proceeding in stages since 2009 as funding has become available. The Stage 3 work includes raising the 1969 levee both north and south of Highway 212/3; raising River Road SW; construction of gatewell 2 and its outlet ditch at the 1969 levee south of Highway 212/3; construction of an interior drainage ponding area bounded by River Road SW on the east, by the 1969 levee on the south, and by Gravel Road on the north; construction of a railroad closure structure where the railroad tracks cross Trunk Highway 7/29 at the existing levee near the Chippewa River. In order to comply with Section 106 of the National Historic Preservation Act, the Corps will conduct archeological mitigation excavation next spring in the gatewell 2 outlet ditch alignment prior to construction of that feature.

Project Rationale

The Final Phase of the Montevideo Flood Control Project is the culmination of almost 20 years of work by the city, State, and Federal Government to complete the construction of a levee system that will protect the city from a 100 year flood. The city has been called as a federal disaster area 6 time in the last 15 years. Work already completed on the levee has greatly impacted the cost to fight and rebuild after each flood, but the levee system is not completed and lacks final funding to get it completed.

Other Considerations**Impact on State Operating Subsidies**

Completion of the levee will keep future local, State and Federal costs lower as flood fighting costs will diminish.

Who will own the facility?

City of Montevideo

Who will operate the facility?

City of Montevideo

Who will use or occupy this space?

Public Purpose

Flood Control

Description of Previous Appropriations

The state has previously funded portions of the project from both the pending bill and state DNR flood mitigation funding. Federal funding has ended on this project.

Project Contact Person

Steven Jones

City Manager

320-269-6575

citymgr@montevideomn.org

(\$ in thousands)

Montevideo Flood Control Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$263	\$0	\$0
TOTAL	\$0	\$3,263	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Montevideo Veterans Home**AT A GLANCE****2016 Request Amount:** \$5,208**Priority Ranking:** 2**Project Summary:** \$5,208,570 in state funds is requested to design, construct, furnish and equip a new Veterans home for the Department of Veterans Affairs in Montevideo**Project Description**

From the larger city context the immediate community has amenities which will enrich the resident's social, educational, spiritual, and recreational needs. William Avenue provides the organization spine for community activity; the middle school, high school, athletic fields, the armory, and natural park settings to the north all offer opportunities for social engagement. Open space to the south, east, and west offer outdoor opportunities via bike trails and walking paths to nature preserves.

The proposed 70 bed Veterans Home provides state-of-the-art social and operational organization with four neighborhood clusters, all equal distance from communal space which includes an exercise center. The building provides passive solar design and is a platform for future solar thermal collectors. The site plan provides for geothermal heating and wind turbine generated power.

The Veterans Home is located on a 13.5 acre site purchased by the City of Montevideo on the southeast corner of the city limits. The location is in the growing eastern edge of the city on former farmland. The site is well positioned for residents to participate in community activities as part of the City's desire to have a Veteran Friendly Community. By using the local taxi and van services, residents can easily access: the commercial main street, the Chippewa County Fairgrounds, the cultural center, the fine arts center, and to the north the new hospital and Veterans Affairs Community Based Outpatient Clinic (CBOC).

Total Square Footage: 97, 850 sq. ft.**Estimated Project Cost for New VA Home in Montevideo:** \$30,716,000**Federal Share (2/3):**

\$20,475,285

State Share (1/3):

\$10,240,715

(Of the state share we have committed funds and local cost to date of \$5,032,145)

State Share after local contribution:

\$5,208,570

Regional Commitment & Support of Veterans Home Proposal

The aim of our proposal is to show our elected officials that this is a broadly supported proposal both in terms of type of entity but also geographically. While we have not been able to approach all of the organizations we intend to, the presented list is comprehensive consisting of different levels of government, private institutions, and state agencies as well as housing and educational entities from across the region.

The following organizations have pledged financial or material support to the Veterans home proposal.

Supporting Entities

Non Profit/ Community Groups

American Legion Post 59

VFW Post 380

Montevideo & Watson Lions Club

7th District American Legion

(14 Counties, 77 Posts, 6,300 members)

Southwest Minnesota Housing Partnership

Willmar Disabled American Veterans (DAV)

Montevideo Chippewa County Hospital

Montevideo Chippewa County Library

Education/ State Entities

MN Department of Veterans Affairs

MN Department of Employment & Economic Development

MN West Community & Technical College

Ridgewater Community & Technical College

University of Minnesota Extension Office

Economic Development Agencies

Montevideo Industrial Development Corporation

Montevideo Community Development Corporation

Montevideo Economic Development Authority

Units of Government

Chippewa County

Lac Qui Parle County

Yellow Medicine County

Swift County

Renville County

City of Montevideo

City of Clara City

City of Granite Falls

City of Marshall

Chippewa County Townships(40)

Private Institutions

KleinBank

Minnwest Bank

Montevideo Coop Credit Union

Short Elliot Hendrickson

Veterans Friendly Community: 40 Businesses

World War II &Korean War Coffee Group

Montevideo Chamber of Commerce

Project Rationale

Montevideo has a complete plan in place to build and support operations of the next Veterans Home in our community. The need for a Veterans Home is proven. Our community has purchased land, committed over five million dollars to the project and is ready to serve as the next location for a Minnesota Veterans Home. There are over 12,000 Veterans and 12 National Guard or Reserve Units within a 60 minute driving distance of Montevideo.

According to the United States Department of Veterans Affairs statistics Veteran Population Model 2011, which estimates living Veterans in Minnesota from 2010-2040, there will be an

estimated 386,598 Veterans. Of these, about 42% (162,924) are under the age of 60 and 58% (223,674) are over the age of 60. This aging population will put more strain on the states Veterans Homes. Some Veterans of Operation Iraqi Freedom have more severe wounds than in previous generations and may require skilled care at younger ages.

The current waiting list to receive 1 of the 860 beds in a Minnesota Veterans Home includes over 1,000 individuals. Minnesota has five Veterans Homes with care ranging from skilled to domiciliary. An increasing number of disabilities are connected to military service and often require more skilled nursing care. The five current Veterans Homes have a total of 860 beds. This is an average of only one bed for 431 of Minnesota's Veterans. While not all of our brave men and women require skilled nursing home care, it is a safe bet that more than 1 out of 430 will at some time in their life. Montevideo is ready to provide Minnesota's Veterans with the care they need and deserve.

Other Considerations

Why build a Montevideo Veterans Home?

For the Veterans! Current estimates state there are 369,000 Veterans living in the State of Minnesota. If even one half of one percent require long-term care and choose a Veterans home that would require 1,845 beds. Currently, between Minnesota's five Veterans homes, there are an estimated 860 beds.

Who pays for and who owns the Veterans Home?

The Veterans Home is a state owned facility. Construction costs are split between the federal and state governments. Current cost estimates indicate a \$20,475,285 federal commitment and a \$10,240,715 state commitment for the project for a TOTAL project, cost of \$30,716,000. Of the state share we have financial commitments and costs to date of \$5,032,145.

If the state and federal government own and pay for the construction cost, why are we being asked to contribute financially to this project?

The Minnesota State Legislature enacts legislation stating that a home will be built and WHERE it will be built. To help our chances with placing a Veterans home in our region, we are paying a portion of the state's cost to help improve the chances of the state agreeing to the project.

Where will the facility be built?

The City of Montevideo has donated land (approximately 13.5 acres) located on the corner of County Road 15 and William Avenue.

Why should the facility be constructed in Montevideo?

1. There are many reasons! First, Montevideo has one of the twelve Veterans Administration Community Based Outpatient Clinic's that are located in Minnesota. Therefore, transporting Veterans from the home to receive medical attention would be cost and time efficient. We also have the new \$40 million dollar Chippewa County Montevideo Hospital healthcare facility located in Montevideo.
2. We fit the guidelines! State and Federal guidelines dictate that the facilities must be at least 100 miles or a two-hour drive from the next-closest home.
3. Montevideo would serve over 12,000 Veterans within a 60 minute drive time. Also, there is not another Veterans Home within two hours in every direction of Montevideo. Montevideo also has 12 National Guard and Reserve units a 60 minute drive time of Montevideo.
4. Community Support! Montevideo has always been a "Pro-Veteran" community as evident through their active service clubs, Veterans Friendly Community designation, Beyond the Yellow Ribbon designation, the placement of the clinic and monuments erected around town, all of which go towards creating a friendly and welcoming experience for area Veterans.

How many jobs will be created if the Veterans home is constructed in Montevideo?

The Montevideo Community Development Corporation hired the University of Minnesota to conduct an Economic Impact Analysis. Their study found that 205 jobs would be created at the facility itself!

Does the Montevideo region have the workforce capable of supporting the Veterans home?

According to Minnesota Department of Employment & Economic Development, currently in Region 6W, the six counties in and around Montevideo, there are 297 people actively seeking employment in healthcare related positions. In this same region, there are 386 people willing to work in zip code 56265 (Montevideo).

What else did the Economic Impact Analysis state?

Among many positives, the highlights include:

- Output in the local economy to increase by \$11.7 Million dollars annually.
- Labor income in the local economy is expected to increase by nearly \$8 Million annually.
- Output in the local economy is expected to increase by \$20+ Million due to the CONSTRUCTION of the facility using 200+ construction workers.

Is there adequate housing available if this facility were to be constructed?

Southwest Minnesota Housing Partnership has drafted a project agreement which outlines a commitment contingent on construction of the home. The commitment calls for an assessment of the REGIONAL housing opportunities. Based off these findings a Regional Action Plan will be drafted. Finally, based off the action plan the SWMHP has committed to constructing, rehabbing the necessary housing identified within the action plan.

Have higher education facilities been informed of the proposed Veterans home?

Yes! Meetings have and will take place with regional educational partners, including Ridgewater Community & Technical College and Minnesota West Community Technical College. The purpose of these discussions is to ensure that if this proposal moves forward there are adequate classes being offered and training/employment opportunities being explored to the fullest degree possible.

Who is completing this predesign?

Short Elliot Hendrickson (SEH), a top notch architectural and engineering firm from Minneapolis, has been hired and continues to do plan updates. In turn they have sought the nation's foremost experts on extended care and Veterans home design.

Does the facility use GREEN/LEED building techniques?

Yes! Due to cost the building as presented will not be LEED certified but it will be *certifiable*. The predesign calls for solar collectors, geothermal heating and cooling as well as a wind turbine to build on site.

Impact on State Operating Subsidies

New state operating dollars will be similar to other Veterans Homes in the state. The City of Montevideo's request is for the operation of a 70 bed Veterans home.

Who will own the facility?

State of Minnesota, Department of Veterans Affairs

Who will operate the facility?

State of Minnesota, Department of Veterans Affairs

Who will use or occupy this space?

NONE

Public Purpose

Nursing Home Care for Veterans

Description of Previous Appropriations

NONE

Project Contact Person

Angie Steinbach
Community Development Director
320-269-6575
cdd@montevideomn.org

(\$ in thousands)

Montevideo Veterans Home

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$5,208	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$3,000	\$0	\$0
Other Funding	\$0	\$2,033	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$0	\$20,476	\$0
TOTAL	\$0	\$10,241	\$20,476	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$730	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,153	\$0	\$0
Project Management	\$0	\$860	\$0	\$0
Construction	\$0	\$23,623	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,350	\$0	\$0
Inflationary Adjustment	\$0	\$6,367	\$0	\$0
TOTAL	\$0	\$37,083	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
SE Main Ave/20th St/21st St Railroad Grade Separation	1	GO	\$ 42,262	\$ 0	\$ 0
11th St Railroad Grade Separation	2	GO	\$ 13,548	\$ 60,966	\$ 0
Total Project Requests			\$ 55,810	\$ 60,966	\$ 0
General Obligation Bonds (GO) Total			\$ 55,810	\$ 60,966	\$ 0

SE Main Ave/20th St/21st St Railroad Grade Separation**AT A GLANCE****2016 Request Amount:** \$42,262**Priority Ranking:** 1

Project Summary: \$42.262 million in state funds is requested to construct railroad grade separations of the BNSF Railway Moorhead Subdivision and Otter Tail Valley Railroad tracks at the skewed intersection of SE Main Ave and 20th/21st St in the City of Moorhead. The BNSF Railway Moorhead Subdivision and Otter Tail Valley Railroad tracks will also be connected to the BNSF Railway K.O. Subdivision mainline tracks via a railroad wye.

Project Description

SE Main Ave is a four-lane urban minor arterial that approaches Downtown Moorhead from the southeast. 20th St/21st St is a north-south four-lane urban minor arterial east of Downtown Moorhead. A diagonal connection between 20th St and 21st St comprises the intersection with SE Main Ave. This is a signalized intersection with dedicated turn lanes and a “free right turn” lane from eastbound SE Main Ave to southbound 20th St and from northbound SE Main Ave to 21st St. The Otter Tail Valley Railroad tracks (which approach the intersection from the southeast) merge with the BNSF Railway Moorhead Subdivision tracks (which approach the intersection from the south) northwest of this intersection. Further west, these tracks then merge with the BNSF Railway K.O. Subdivision mainline tracks. Due to the geometric configuration of the streets and tracks, railroad gates cannot be installed at the existing crossings.

The proposed project includes construction of grade separations (underpasses) of the BNSF Railway Moorhead Subdivision and Otter Tail Valley Railroad tracks at the skewed intersection of SE Main Ave and 20th St/21st St. The grade separation project will enable high volumes of vehicular traffic, bicyclists, pedestrians, and transit vehicles to safely and efficiently pass below bridges that will carry these two freight rail lines. The project also includes a wye rail connection which will improve regional freight operations by allowing trains to directly travel northbound to eastbound and westbound to southbound eliminating a “backing” movement that blocks three to five high volume at-grade railroad crossings in Downtown Moorhead. The project includes construction of sidewalks and trails along SE Main Ave, 20th St, and 21st St which will close gaps in the metropolitan bicycle/pedestrian system and greatly improve bicycle/pedestrian safety. Finally, the project includes the construction of various ancillary improvements such as a stormwater pump station and discharge pipes, retaining walls, and related utility relocations.

Work on the project was initiated in 2002. Since that time, the following activities have been completed:

- Preliminary design & environmental assessment

- Right-of-way acquisition
- Final design

Approximately \$6.6 million has been invested to date. No state capital budget funding has been used to complete this work.

The total cost to construct the project is estimated to be \$50.762 million. Proposed funding includes:

- State capital budget request: \$42.262 million
- BNSF statutory match (5% of bridge structures): \$1.7 million
- BNSF negotiated match (closure of the 1st Ave S at-grade crossing): \$1.0 million
- City/local funds: \$5.8 million

Project Rationale

The City of Moorhead is bisected by five active freight rail lines. In 2014, these tracks averaged 85 through-trains per day including five to seven trains per day carrying oil shipments originating in the State of North Dakota. By 2040, the number of through-trains is projected to grow to 151 per day. Significant rail presence in the City, intensified by the increasing flow of North Dakota crude oil, negatively affects vehicular, bicycle, and pedestrian traffic safety and operations, is a barrier to emergency services and first responders, and is detrimental to quality of life and economic vitality. These negative impacts are magnified by a variety of border city economic and competitive disparities including, but not limited to, significant investments in infrastructure funded by the State of North Dakota and by local North Dakota dedicated sales taxes.

Over the past three or more decades, the City of Moorhead has made significant investments to incrementally implement elements of a comprehensive strategy to mitigate the impacts of heavily-used freight lines running through the heart of the City, while maximizing vehicular, bicycle, and pedestrian safety. These projects include grade separations of the BNSF Railway K.O. Subdivision mainline at 3rd St, 20th St, and 34th St, a new interchange at 34th St & I-94, and a Downtown quiet zone project incorporating various vehicular, bicycle, and pedestrian safety improvements. The future vision of this long-term strategy includes construction of the SE Main Ave/20th St/21st St railroad grade separation and construction of a Downtown (11th St) railroad grade separation.

The proposed SE Main Ave/20th St/21st St railroad grade separation was identified as a top priority project in the *Report on the Improvements to Highway-Rail Grade Crossings and Rail Safety* released by MnDOT in December 2014. The top priority projects were compiled from findings indicating chronic and prolonged grade crossing blockages on high traffic railroad mainlines, especially those shipping crude oil, which pose a substantial risk for emergency responders and the community.

By eliminating existing conflicts between trains, automobiles, trucks, buses, bicycles, and pedestrians, overall community safety will be improved and transportation system reliability, mobility,

and connectivity will be increased. The project provides numerous regional and local transportation, economic, and public safety benefits:

- Traffic congestion and delay will be reduced by more than 431 vehicle hours traveled per day.
- Commuter travel times will be reduced during the pm peak hour by 271 vehicle hours traveled per day.
- Unacceptable levels of service (LOS; rated A-F) at key intersection will be improved (LOS D & F for no-build conditions to B & C under build conditions).
- The grade separation, including a negotiated crossing closure at 1st Ave S, will eliminate 412,000 current auto-rail exposures.
- A high crash site (131 vehicle crashes since 2005, 11 auto/rail crashes since 1978) will be addressed.
- Safety for over 130 school buses, carrying nearly 2,000 students across railroad tracks daily, will be improved.
- The railroad wye will eliminate crossing blockages at three to five high volume at-grade crossings in Downtown Moorhead.
- Headway reliability for regular, fixed-route transit service will improve by eliminating conflicts due to uncertain arrival of trains.
- The railroad wye will “free-up” significant mainline capacity (estimated at 2.5 hours per day or about 10 percent of mainline time).
- The project will provide substantial emergency response benefits by reducing delay and improving response times.
- Hazardous material loads from the City’s industrial park (approximately 75 trucks per day) will be moved more safely past educational facilities and neighborhoods.
- Environmental benefits will be realized by reduced energy consumption and improved air quality because the long and frequent vehicle queues at the blocked rail crossings will be eliminated.
- Modal connectivity (bicycles, pedestrians, and transit) will be improved.
- Industrial park access and economic development opportunities will be enhanced.

Other Considerations

The City has unsuccessfully sought other sources of funding including Federal funding assistance (TIGER grant applications in 2011, 2012, 2013, and 2014).

Due previous investments, the project is “shovel-ready”. Once funding is secured, construction could begin within six months.

The costs associated with the documented need for two railroad grade separation projects within the City of Moorhead is far beyond the City’s local financial capacity. The proposed local match for these projects is current included in this (the City’s Priority #1) capital budget request. The local match can be fully allocated to one project or split between the two projects.

Impact on State Operating Subsidies

The project will not result in requests for new or additional state operating funds.

Who will own the facility?

City of Moorhead, MN

Who will operate the facility?

City of Moorhead, MN

Who will use or occupy this space?

N/A. The project will benefit, and be used by, the traveling public.

Public Purpose

The project will improve transportation system safety, reliability, mobility, and connectivity by eliminating conflicts between trains, automobiles, trucks, buses, bicycles, and pedestrians. The project will directly improve regional economic vitality, community safety, and quality of life.

Description of Previous Appropriations

Work to date (\$6.6 million) includes no previous appropriations of state capital budget funds. Preliminary design, environmental assessment, right-of-way acquisition, and final design were completed with a combination of Federal funds, Municipal State Aid Street funds, and local funds.

Project Contact Person

Michael Redlinger
City Manager
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(\$ in thousands)

SE Main Ave/20th St/21st St Railroad Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$42,262	\$0	\$0
Funds Already Committed				
Federal Funds	\$5,449	\$0	\$0	\$0
City Funds	\$1,228	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$5,800	\$0	\$0
Non-Governmental Funds	\$0	\$2,700	\$0	\$0
TOTAL	\$6,677	\$50,762	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$4,065	\$0	\$0	\$0
Pre-design Fees	\$0	\$0	\$0	\$0
Design Fees	\$2,612	\$3,440	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$39,560	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$7,762	\$0	\$0
TOTAL	\$6,677	\$50,762	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

11th St Railroad Grade Separation

AT A GLANCE**2016 Request Amount:** \$13,548**Priority Ranking:** 2

Project Summary: \$13.548 million in state funds (2016-2017) is requested to complete preliminary engineering, environmental assessment, right-of-way acquisition, and final design for railroad grade separations of the BNSF Railway K.O. Subdivision mainline and Prosper Subdivision tracks at 11th St in the City of Moorhead. A future request (2018-2019) for \$60.966 million in state funds is anticipated to construct the project.

Project Description

11th St, 1st Ave N, and Main Ave are currently four-lane urban minor arterials. Center Ave (currently designated as TH 10/75) is a four-lane principal arterial, and is part of the National Highway System. All intersections within the project area are currently signalized but suffer delay and congestion primarily related to train induced delay.

The 11th St grade separation project proposes the construction of two railroad grade separations (underpasses) in Downtown Moorhead. The project would construct two separate railroad bridges to carry the BNSF Railway KO Subdivision mainline and the BNSF Railway Prosper Subdivision tracks over 11th St which intersects Main Ave, Center Ave (TH10/75), and 1st Ave N. The project would accommodate the imminent shift of TH 10/75 from its current at-grade crossing of the BNSF Railway KO Subdivision mainline from 8th St to 11th St. The project will enable high volumes of vehicular traffic, bicyclists, pedestrians, and transit vehicles to safely and efficiently pass below bridges that will carry these two freight rail lines. The project includes construction of sidewalks and trails which will close gaps in the metropolitan bicycle/pedestrian system and greatly improve bicycle/pedestrian safety. Finally, the project includes the construction of various ancillary improvements such as a stormwater pump station and discharge pipes, and related utility relocations.

An Alternatives Development & Evaluation Study was initiated in 2014 and is intended to provide basic information necessary for future environmental assessment documentation. This joint effort is being funded by the Fargo-Moorhead Metropolitan Council of Governments (\$141,455 in Federal CPG funds), City of Moorhead (\$75,000), and MnDOT (\$50,000). No state capital budget funding has been requested or is being used for this work.

The total cost to construct the project is estimated to be \$74.514 million. The City is requesting capital budget funding assistance in this amount (less a yet-to-be determined BNSF Railway statutory cost-share of 5% of the bridge structures). The 2016-2017 capital budget funding request for the project will be used for the following activities:

Preliminary engineering and environmental assessment: \$4.0 million

- Right-of-way acquisition: \$3.0 million

- Final design: \$3.0 million
- Inflationary adjustment: \$3.548 million

Project Rationale

The City of Moorhead is bisected by five active freight rail lines. In 2014, these tracks averaged 85 through-trains per day (including five to seven trains per day carrying oil shipments originating in the State of North Dakota) resulting in 106 railroad crossing blockages per day. By 2040, the number of through-trains is projected to grow to 151 per day and the number of crossing blockages to 187 per day. Significant rail presence in the City, intensified by the increasing flow of North Dakota crude oil, negatively affects vehicular, bicycle, and pedestrian traffic safety and operations, is a barrier to emergency services and first responders, and is detrimental to quality of life and economic vitality. These negative impacts are magnified by a variety of border city economic and competitive disparities including, but not limited to, significant investments in infrastructure funded by the State of North Dakota and by local North Dakota dedicated sales taxes.

Over the past three or more decades, the City of Moorhead has made significant investments to incrementally implement elements of a comprehensive strategy to mitigate the impacts of heavily-used freight lines running through the heart of the City, while maximizing vehicular, bicycle, and pedestrian safety. These projects include grade separations of the BNSF Railway K.O. Subdivision mainline at 3rd St, 20th St, and 34th St, a new interchange at 34th St & I-94, and a Downtown quiet zone project incorporating various vehicular, bicycle, and pedestrian safety improvements. The future vision of this long-term strategy includes construction of the SE Main Ave/20th St/21st St railroad grade separation and construction of a Downtown (11th St) railroad grade separation.

The proposed 11th St railroad grade separation was identified as a top priority project in the *Report on the Improvements to Highway-Rail Grade Crossings and Rail Safety* released by MnDOT in December 2014. The top priority projects were compiled from findings indicating chronic and prolonged grade crossing blockages on high traffic railroad mainlines, especially those shipping crude oil, which pose a substantial risk for emergency responders and the community.

By eliminating existing conflicts between trains, automobiles, trucks, buses, bicycles, and pedestrians, overall community safety will be improved and transportation system reliability, mobility, and connectivity will be increased. The project provides numerous regional and local transportation, economic, and public safety benefits:

- The project improves regional and local transportation system connectivity and continuity. 11th St serves as a primary north-south corridor with segments in the project area designated as a County State Aid Highway (CSAH) for Clay County and a Minnesota State Aid Street (MSAS) for the City of Moorhead.
- The project will improve connectivity and operations for MnDOT TH 10 and TH 75, which are part of the National Highway System (NHS). Although the TH 10/75 designation currently follows an 8th St alignment across the BNSF Railway KO Subdivision mainline, conceptual plans have been developed to incrementally shift the TH 10/75 designation to follow Main Ave to 11th St and cross the BNSF Railway KO Subdivision mainline at that location. Therefore, the TH 10/75 designation would follow the eventual location for a grade separation in Downtown Moorhead.
- The project will reduce train induced vehicle delay, which exceeds the recommended threshold in the FHWA Railroad-Highway Grade Crossing Handbook for both existing and future conditions. A grade separation will reduce the number of crossing exposures minimizing the risk of train/vehicle accidents.

- The project improves Metro Area Transit (MATBUS) service by eliminating street system discontinuity, providing for more fluid north-south transit operations, and improving schedule reliability.
- The project provides improved connectivity for non-motorized transportation users, including bicycles and pedestrians, that are most acutely affected by changes in distance traveled.
- The project allows the City of Moorhead to plan confidently for future development and reinvestment in this area. The project removes concerns regarding safety and traffic mobility with in Downtown Moorhead and improves the opportunity for private sector reinvestment and business development.
- The project is supported by the Metro 2040 Long Range Transportation Plan. By reducing train delay and related traffic congestion, the project will improve the social and environmental quality of life in Moorhead's Downtown business district.
- Environmental benefits will be realized by reduced energy consumption and improved air quality because the long and frequent vehicle queues at the blocked rail crossings will be eliminated.

Specific measurable benefits include:

- Daily train-related delay in 2040 is projected to be reduced from 488 vehicle-hours to 253 vehicle-hours (48% reduction).
- Network wide delay in 2040 is projected to be reduced from 68.7 seconds per vehicle to 57 seconds per vehicle (17% reduction) in the AM peak hour, and reduced from 165.6 seconds per vehicle to 118.1 seconds per vehicle (28.7% reduction) in the PM peak hour.
- Daily railroad crossing exposures in 2040 are projected to be reduced from 3,984,100 to 2,052,000 (48% reduction).
- A grade separation at 11th St greatly reduces emergency response times and increases response time reliability.

Other Considerations

The costs associated with the documented need for two railroad grade separation projects within the City of Moorhead is far beyond the City's local financial capacity. The proposed local match for these projects is current included in the City's Priority #1 capital budget request. The local match can be fully allocated to one project or split between the two projects.

Impact on State Operating Subsidies

The project will not result in requests for new or additional state operating funds.

Who will own the facility?

City of Moorhead, MN

Who will operate the facility?

City of Moorhead, MN

Who will use or occupy this space?

N/A. The project will benefit, and be used by, the traveling public.

Public Purpose

The project will improve transportation system safety, reliability, mobility, and connectivity by eliminating conflicts between trains, automobiles, trucks, buses, bicycles, and pedestrians. The project will directly improve regional economic vitality, community safety, and quality of life.

Description of Previous Appropriations

Work to date includes no previous appropriations of state capital budget funds.

Project Contact Person

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michael.redlinger@ci.moorhead.mn.us

(\$ in thousands)

11th St Railroad Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$13,548	\$60,966	\$0
Funds Already Committed				
Trunk Highway Cash	\$50	\$0	\$0	\$0
Federal Funds	\$141	\$0	\$0	\$0
City Funds	\$75	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$266	\$13,548	\$60,966	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$3,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$266	\$7,000	\$3,600	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$41,400	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,548	\$15,966	\$0
TOTAL	\$266	\$13,548	\$60,966	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Riverside Center Addition	1	GO	\$ 800	\$ 0	\$ 0
Total Project Requests			\$ 800	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 800	\$ 0	\$ 0

Riverside Center Addition

AT A GLANCE**2016 Request Amount:** \$800**Priority Ranking:** 1

Project Summary: This request is for \$800,000 in state funding to design, construct and equip a 5,000 square foot energy efficient and ADA compliant addition to Riverside Center for public restrooms, community room, and men's and women's changing rooms, to serve the area of Northern Pine and Southern Carlton counties in the City of Moose Lake. This will be the 3rd time the City of Moose Lake has requested State appropriations for this project.

Project Description

Currently, the facility is 26,400 square feet. The current request is for an additional 5,000 square feet to expand community areas, offices, and locker room space. The City would be also be investing in the road leading to the arena (Earl Ellens Drive) and parking lot for the new facility. Part of the building is in the flood zone and was affected by the 2012 Flood. The addition will construct the facility out of the flood zone.

The City of Moose Lake is proposing a \$ 1.1 million project of which \$ 800,000 would be from the State Bond. Besides the State Bond investment, the balance for the project would still come from a GO Bond paid by a city supported levy and / or city reserves. The City of Moose Lake is 70 % tax exempt so levying can prove difficult especially as levying is the only means to deal with road and infrastructure for a city under a 3,000 population. However, the Riverside Arena building is a regional center for sports, training, and events.

The City of Moose Lake hired the 292 Group to design an Arena expansion project, including taking the project to an engineering design and through a Request for Proposal (RFP) advertisement and bid process this year. This project is shovel ready.

Project Rationale

The communities throughout the region are enthusiastically working together on the renovation and redevelopment of Riverside Center. This is an opportunity to diversify and maximize the use of the facility and help provide recreational opportunity for all ages. This regional event center and recreational complex are a shining example of how cooperation among individuals, businesses, foundations and government can result in an environmentally and economically sustainable facility.

History: The original Riverside Center was built 25 years ago with active city and community cooperation involving many volunteers combined with private and business contributions. A 4400-square-foot addition and ice plant were added in 1995, again with immense community and volunteer effort along with a state grant. The center remains a great community asset. The current winter programs serve over 150 youth, ages pre-school through high school including skating for

physical education classes, after-school AmeriCorps opportunities, broomball for regional teams, adult and senior hockey, figure skating and community public skating. In the summer the facility is used for a large variety of regional recreational, entertainment and business events, including car sales and shows, community concerts, weekly farmers' market, business expo's and roller skating . All of these uses enhance the community, bring in new visitors and increase the region's economic base.

Phase I, which started in the fall of 2010, is making the existing Riverside Center and Park more energy efficient and economically sustainable by reducing energy costs and utilizing community resources more efficiently. This area has been renovated under Phase I for energy efficiency and modernization. Included are new interior and exterior lighting, new ceiling insulation, and replacement of doors and update of HVAC system. This has allowed the facility to increase year-round use and provide an environmentally safer and healthier recreational center for all ages.

The improvements are being funded with widespread, diverse community and regional support incorporating in-kind labor and materials and private and business contributions along with foundation and grant support. Key contributors have been the Northland Foundation, which, through community forums developed the design and architectural plans, and the Northern Minnesota Sustainable Development Project (NMSDP), which has assisted in developing a sustainable business model for the facility.

Phase II will complete a Riverside Center addition of 5000 square feet. The addition will include public restrooms, a concessions area, lobby area/community room along with women's and men's changing rooms. It will also include accessible walkways connecting the center entrance with other areas of the park, and covered outdoor space for farmers market.

This entire project, located in a low income and under-served area of southern Carlton and northern Pine counties, will connect a Minnesota "Fit City" to the region and provide all ages a gathering spot for exercise, education, commerce and socialization.

Other Considerations

The City of Moose Lake has been innovative in securing grants and donations. The only alternative to receiving State Bond Funds opportunities for funding this project is to increase in tax levied dollars. As the City of Moose Lake is 70 % tax exempt this would a difficult investment for the city. This is an excellent State Bond investment as this building is used by citizens in the region. This investment will also result in an addition that will construct the building outside the flood zone.

Impact on State Operating Subsidies

This is an opportunity to diversify and maximize the use of the facility and to help provide event and recreational opportunity all year round. Because of the ongoing investment being made by the City of Moose Lake, this is a onetime bond request for completing the project. No future additional state operating dollars will be requested.

Who will own the facility?

City of Moose Lake

Who will operate the facility?

City of Moose Lake

Who will use or occupy this space?

The private sector currently rents the facility year round for athletic tournaments, sales events, musical entertainments, weddings / reunions, and farmers markets. The Moose Lake Area Hockey Association is a private nonprofit corporation that rents the facility for youth hockey training.

Public Purpose

The Independent School District No.97 rents the facility for hockey games, physical education, athletic training, and community education activities. The City of Moose Lake sponsors public skating, intramural athletic events, and 4th of July musical concerts for the Public.

Description of Previous Appropriations

The City of Moose have made two previous bonding requests both unsuccessful. Also, the Governor's office request a review in 2015 for limited bonding assistance, however that was also unsuccessful.

Project Contact Person

Pat Oman
City Administrator
218-485-4010
poman@lcp2.net

(\$ in thousands)

Riverside Center Addition

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$800	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$598	\$0	\$0
TOTAL	\$0	\$1,398	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$47	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,351	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,398	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Morris Water Treatment Facility	1	GO	\$ 7,000	\$ 0	\$ 0
Total Project Requests			\$ 7,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,000	\$ 0	\$ 0

Morris Water Treatment Facility**AT A GLANCE****2016 Request Amount:** \$7,000**Priority Ranking:** 1

Project Summary: \$7 million in state funds is requested to design and construct a new regional water treatment facility to meet the MPCA Discharge requirements for the residents, businesses and institutions in the City of Morris. This environmental protection project will improve the Pomme de Terre River quality at Morris, but also throughout the Upper Midwest.

Project Description

The proposed Morris Water Treatment facility is being developed by the City of Morris as a new regional water treatment plant to serve area residents, businesses, and institutions. The new facility will be a lime/soda ash softening water treatment facility to comply with the Minnesota Pollution Control Agencies NPDES permit for discharge of chlorides to the Pomme de Terre River (this project is being required by the MPCA to meet discharge limits). By softening the drinking water in the City of Morris, salt used in home water softeners will be decreased allowing the permit discharge requirements to be met. This will help protect the environment while also providing a higher quality drinking water to the residents and businesses in and around Morris (and Alberta). In addition, this project will also replace the aging infrastructure of the existing iron and manganese treatment facility that is approximately 40 years old.

While compliance with the City's NPDES permit and replacing old infrastructure are two of the driving factors for the project, another significant aspect of this facility is the regional impact it will have on the area. The proposed facility will provide a softened water supply for the University of MN Morris, allowing this campus to significantly decrease the amount of salt it uses in its softeners. This will help the campus be more environmentally friendly and save costs on salt and softening equipment. The proposed treatment plant will also allow the regional ethanol plant DENCO II to utilize the softened water for its employees and ethanol production. This will have a significant impact on the area in a number of ways including:

- DENCO II will be able to abandon their well and much of their water treatment process allowing them to decrease water usage.
- DENCO II wastewater discharge quality will be better, allowing them to meet MPCA's requirements for chlorides (this is a major issue, as without this water supply the facility could be in danger of shutting down as compliance with their NPDES permit could not be obtained cost effectively).
- By allowing DENCO II to meet their NPDES permit cost effectively, a large regional business will be able to maintain its workforce of 35 employees. It also allows area farms from up to 50 miles away to continue selling grain.
- Ultimately, DENCO II affects well over 300 families in western Minnesota over a 50 mile radius surrounding Morris.

The Morris facility also provides water to other regional businesses and communities like Superior

Industries, Stevens Community Medical Center, and Alberta, MN. The City of Alberta is a small rural community that connected to Morris' water supply as they could not afford to support their own water infrastructure. The cost of this project will have a direct impact on these residents as well. The success and affordability of this water treatment plant is important to the region and therefore needs the support of the state.

The anticipated cost of the facility is approximately \$12 million dollars. Based on the approximate cost of \$12 million, the current project is beyond the State of Minnesota's affordability of 1.4% of the median household income. According to the US Census Bureau website, the median household income is \$43,958, at 1.4%, this would mean each household could afford water rates of approximately \$51.28 per month. With capital costs and operation and maintenance costs of the new facility, the annual cost for Morris would be approximately \$1,400,000 per year. This translates into a monthly cost of approximately \$68 per month (or more) for each user.

To make this project affordable for area businesses and residents that need the project to meet requirements, and impact the environment positively, approximately \$7 million dollars in State bonding is needed. This investment by the state would impact over 6,000 Minnesota residents and businesses positively and keep a major regional rural hub viable and thriving. Additionally, the reduction of chlorides to the environment will have impacts on many Minnesota waterways that are downstream of the Pomme de Terre River, including the Minnesota River and Mississippi River.

Project Rationale

This project is being required by the MPCA to meet discharge limits. The current water treatment facility is approximately 40 years old. While the City's NPDES permit and replacing old infrastructure are two of the driving factors for the project, another significant aspect of this facility is the regional impact it will have on the area. The proposed facility will provide a softened water supply for the University of MN Morris. The new facility will also provide softened water to the regional ethanol plant DENCO II, allowing them to decrease their water usage and meet their NPDES discharge limits for wastewater and avoid the danger of shutting down the facility for noncompliance.

The new facility will help Morris meet its chloride discharge requirements reducing waste being discharged to the Pomme de Terre River. This environmental protection project will also have impacts everywhere downstream of Morris.

Other Considerations

- a. Maintaining area jobs (possibly job creation).
- b. Environmental protection.
- c. NPDES Permit compliance (MPCA requirement).
- d. Regional drinking water protection/impact.
- e. Replacement of aging infrastructure in the State.

Impact on State Operating Subsidies

No additional State operating dollars will be requested for this project.

Who will own the facility?

City of Morris

Who will operate the facility?

City of Morris

Who will use or occupy this space?

No private entities will occupy or use this facility.

Public Purpose

The City of Morris new regional water treatment facility will serve area residents, businesses and institutions. The new facility will be a lime/soda ash water treatment facility to comply with the Minnesota Pollution Control Agencies NPDES Permit for discharge of chlorides to the Pomme de Terre River, having a significant positive impact on the environment.

Description of Previous Appropriations

None

Project Contact Person

Blaine C. Hill
City Manager
320-589-3141
bhill@ci.morris.mn.us

(\$ in thousands)

Morris Water Treatment Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$5,000	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Soo Line Trail - Bridge Pier Restoration Project	1	GO	\$ 400	\$ 0	\$ 0
Total Project Requests			\$ 400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 400	\$ 0	\$ 0

Soo Line Trail - Bridge Pier Restoration Project**AT A GLANCE****2016 Request Amount:** \$400**Priority Ranking:** 1**Project Summary:** Soo Line Trail - Bridge 49553 over Mississippi River - concrete pier restoration**Project Description**

The substructures are all deficient, in poor condition and in need of repair. All four piers require concrete rehabilitation of the caps and footings to return them to their original service condition. This would be considered Phase 1 of the larger plan to fully refurbish the trail bridge. Phase 1 project cost is estimated at \$400,000.

Both concrete abutments require significant repairs to bring them back to their original service condition. This would be considered Phase 2 of the larger plan to fully refurbish the trail bridge. Phase 2 project cost is estimated at \$550,000.

Project Rationale

Bridge 49553 was built in 1908 as a railroad bridge and repurposed in 2006 for public trail use. The bridge includes two tall reinforced concrete abutments and four tall piers, and all six substructures exhibit deterioration and are in need of repair. This is proposed as two (2) phase project, where the concrete piers will be repaired as part of phase 1 and the concrete abutments will be repaired as part of phase 2. The National Bridge Inventory (NBI) Condition Code for the substructure is at 4 - poor condition, for extensive cracking, spalling and delamination, coupled with significant movement of the abutments.

Other Considerations**Impact on State Operating Subsidies**

The cost to repair (\$400,000) would be less burden on the operating budget versus the cost to replace the bridge (\$2,300,000).

Who will own the facility?

Morrison County

Who will operate the facility?

Morrison County

Who will use or occupy this space?

Regional Public Trail

Public Purpose

Regional Public Trail

Description of Previous Appropriations

None

Project Contact Person

Steve Backowski
County Engineer
320-632-0120
steveb@co.morrison.mn.us

(\$ in thousands)

Soo Line Trail - Bridge Pier Restoration Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$400	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$60	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$340	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$400	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Newport I&I - Sanitary Service Lining and Manhole Seal	1	GO	\$ 1,475	\$ 0	\$ 0
Newport I&I - Sanitary Mainline-Service Lining and Manhole Seal	2	GO	\$ 3,512	\$ 0	\$ 0
Maxwell Avenue Property Acquisition	3	GO	\$ 215	\$ 0	\$ 0
Total Project Requests			\$ 5,202	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,202	\$ 0	\$ 0

Newport I&I - Sanitary Service Lining and Manhole Seal**AT A GLANCE****2016 Request Amount:** \$1,475**Priority Ranking:** 1

Project Summary: The City of Newport is requesting funding to install a cured in-place liner from the sewer main within the service line toward the residence to a cleanout installed in the boulevard for approximately 200 residential services. Ancillary improvements will include chemical grouting and sealing of the 75 sanitary manholes within the project area and boulevard restoration.

Project Description**Project Rationale**

The City of Newport has recently completed (2012) a sewer main-line lining project in this area in an effort to reduce the I&I (infiltration and inflow) into the sanitary sewer system. The City lined approximately 16,500 feet of sanitary mainline pipe servicing the 200+ residence noted above. The City has since observed significant I&I entering the mainline at the location of these service lines. During the torrential rains in the Metro Area in June of 2014, the City's wastewater flow increased over 10 times more than the average and the City was levied a surcharge of over \$800,000 by the Metropolitan Council for excessive wastewater peak discharge. The City has identified the proposed project area as the worst location in this system for I&I and is requesting funding to help reduce the cost of these improvements.

Other Considerations

The City currently has a very low net taxing capacity due to a per capita levy of over \$700 in addition to an annual sewer rate of \$300 for the average City resident.

Impact on State Operating Subsidies**Who will own the facility?**

The residents of the City of Newport own and maintain their sewer service line from the residence to the sewer main.

Who will operate the facility?

The residents of the City of Newport own and maintain their sewer service line from the residence to the sewer main.

Who will use or occupy this space?

Residents of the City of Newport

Public Purpose

Reduce operation/maintenance costs for the City Public Works Department and protect the City against future Met Council surcharges.

Description of Previous Appropriations

Project Contact Person

Debora Hill
City Administrator
651-459-5677
dhill@newportmn.com

(\$ in thousands)

Newport I&I - Sanitary Service Lining and Manhole Seal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,475	\$0	\$0
Funds Already Committed				
General Fund Cash	\$625	\$225	\$0	\$0
Pending Contributions				
TOTAL	\$625	\$1,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$82	\$117	\$0	\$0
Project Management	\$0	\$78	\$0	\$0
Construction	\$543	\$1,455	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$50	\$0	\$0
TOTAL	\$625	\$1,700	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

Newport I&I - Sanitary Mainline-Service Lining and Manhole Seal**AT A GLANCE****2016 Request Amount:** \$3,512**Priority Ranking:** 2

Project Summary: The City of Newport is requesting funding to install a cured in-place liner in the sanitary sewer main line and service connections in areas of the City sewer system susceptible to I&I (infiltration and inflow). The lining will be applied to approximately 10 miles of deteriorating vitrified clay pipe throughout the City. Included in this project will be the installation of service liners extending from the mainline toward the home with a cleanout installed in the boulevard. Ancillary improvements will include chemical grouting and sealing of the 220 sanitary manholes within the project area and boulevard restoration.

Project Description**Project Rationale**

The City has since observed significant I&I entering the mainline within the project area. During the torrential rains in the Metro Area in June of 2014, the City's wastewater flow increased over 10 times more than the average and the City was levied a surcharge of over \$800,000 by the Metropolitan Council for excessive wastewater peak discharge. The City has identified the proposed project area as the worst location in this system for I&I and is requesting funding to help defray the cost of these improvements.

Other Considerations

The City currently has a very low net taxing capacity due to a per capita levy of over \$700 in addition to an annual sewer rate of \$300 for the average City resident.

Impact on State Operating Subsidies**Who will own the facility?**

The City of Newport will own and operate the mainline sewer system. The residents of the City of Newport own and maintain their sewer service line from the residence to the sewer main.

Who will operate the facility?

The City of Newport will own and operate the mainline sewer system. The residents of the City of Newport own and maintain their sewer service line from the residence to the sewer main.

Who will use or occupy this space?

Residents of the City of Newport

Public Purpose

Reduce operation/maintenance costs for the City Public Works Department and protect the City against future Met Council surcharges.

Description of Previous Appropriations**Project Contact Person**

Debora Hill
City Administrator
651-459-5677
dhill@newportmn.com

(\$ in thousands)

Newport I&I - Sanitary Mainline-Service Lining and Manhole Seal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,512	\$0	\$0
Funds Already Committed				
General Fund Cash	\$0	\$3,512	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$7,024	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$780	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,724	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$520	\$0	\$0
TOTAL	\$0	\$7,024	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	No
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

Maxwell Avenue Property Acquisition**AT A GLANCE****2016 Request Amount:** \$215**Priority Ranking:** 3

Project Summary: The City of Newport is requesting funds for the acquisition of a parcel owned by MNDOT which is located at the intersection of Maxwell Avenue and I-494. The City has an agreement with MNDOT to purchase the property for purposes of economic development – MNDOT does not have any future use for the parcel. The site has a great location due to it having great visibility and excellent access to I-494 and Highway 61/10. It is also located across the street from the new Transit Station. \$215,000 of state funding is requested to match the same amount of funding from the City of Newport.

Project Description

The site is 2.97 acres of vacant land that is 100% encumbered by a MNDOT easement for highway purposes. The parcel reflects excess right of way no longer needed by MNDOT. An appraisal valued the underlying fee ownership interest and easement interest at \$430,000. The parcel is currently zoned I-1 – light industrial. The City would use EDA funds for the acquisition match.

Project Rationale

- After the new construction of the Wacouta Bridge and Highway 61/10, Newport lost about 10% of its tax base. The City is nearly fully built out and quality buildable sites for economic development and recapturing tax base are few.
- Because MNDOT has no future plans for the site, the City would like to see the land return back to the tax rolls.
- The location lends itself to be very marketable with visibility, access to major highways, and being in the immediate proximity of the new bus transit site.

Other Considerations

The City of Newport has been working with Washington County HRA to market and develop the new bus transit site.

Impact on State Operating Subsidies

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

Who will own the facility?

The City of Newport

Who will operate the facility?

The City of Newport

Who will use or occupy this space?**Public Purpose****Description of Previous Appropriations****Project Contact Person**

Debora Hill
City Administrator
651-459-5677
dhill@newportmn.com

(\$ in thousands)

Maxwell Avenue Property Acquisition

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$215	\$0	\$0
Funds Already Committed				
Pending Contributions				
General Fund Cash	\$0	\$215	\$0	\$0
TOTAL	\$0	\$430	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$430	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$430	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	No
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Perham to Pelican Rapids Recreational Trail	1	GO	\$ 3,571	\$ 3,571	\$ 0
Total Project Requests			\$ 3,571	\$ 3,571	\$ 0
General Obligation Bonds (GO) Total			\$ 3,571	\$ 3,571	\$ 0

Perham to Pelican Rapids Recreational Trail

AT A GLANCE

2016 Request Amount: \$3,571

Priority Ranking: 1

Project Summary: This 27-mile, 10-foot wide, multi-use paved trail would connect Perham and Pelican Rapids, and (very importantly) run through Maplewood State Park enroute. Would use public rights of way, which has rolling topography and numerous lakes and wetands.

Project Description

Three major partners have been involved in planning, and funding the \$66,363 Master Plan authored by SRF, Otter Tail County and the Cities of Perham and Pelican Rapids. Other planning partners included Maplewood State Park, MnDOT, DNR, West Central Initiative, Partnership4Health and the Otter Tail County Tourism Association. This Master Plan can be found at <http://www.co.otter-tail.mn.us/DocumentCenter/Home/View/2957> . This plan divides the 27-mile trail into 4 legs consisting of 6.83, 8.11, 5.83 and 6.41 miles. The route has 25 named lakes on or nearby, in addition to wetlands. The lakes not only add to the draw for destination users, but also means that numerous locals live within a short distance of the trail.

Project Rationale

Otter Tail County has more lakes than any Minnesota county, with over 1,000 lakes, and 25 named lakes on or within a mile of this route. Despite this, the county has limited access to state trails, the only example being Central Lakes Trail on the SW corner of the county at Fergus Falls. This trail would serve several purposes:

- 1) Tourism draw, which would be beneficial for the resorts within the route's zone of influence, in addition to the well-established commercial tourism infrastructure that both Perham and Pelican Rapids have in place. Winter snowmobiling on this trail will accentuate the tourism draw.
- 2) Economic Development is a direct tourism offshoot. An 11-state analysis performed in 2011 by Garrett and Peltier showed that for every \$1 million spent on pedestrian and cycling projects, 11.4 jobs are created within the state. The existing tourism infrastructure will experience the impact of this 27-mile multi-use trail, which will also include winter snowmobiling.
- 3) Enhancement for local citizens for general biking and/or day-tripping to-and-from various lakes, or Maplewood State Park. Note that the Lakes Area Bike Club is a well-established biking group consisting of members from throughout west central Minnesota. They hold a ride ever Tuesday of the biking season, and would be substantial users of this trail. <http://lakesareabikeclub.com/index.cfm>
- 4) Transportation route for lake and rural residents to get to Perham or Pelican Rapids, both of which have vigorous job centers. Pelican has approximately 1,500 jobs in town, and Perham approximately 4,400.

Other Considerations

Otter Tail County has over 1,000 lakes, and a well-established tourism infrastructure. Despite that fact, it only has one leg of state recreational trail, a 21-mile leg of Central Lakes Trail in the SW corner of the county. This proposed 27-mile trail will run through the heart of the county, and will be on/near 25 named lakes. Significantly, future plans call for a 21-mile leg to connect to Central Lakes and a 13-mile leg to Heartland Trail, which is already connected to Paul Bunyan Trail. These interconnects would create a 275-mile system encompassing a significant portion of central and western Minnesota.

Impact on State Operating Subsidies

Otter Tail County will have to adjust our Public Works budget to reflect the operational costs required on this trail. We anticipate that the first 15 years of operational costs will consist of routine maintenance.

Who will own the facility?

Otter Tail County

Who will operate the facility?

Otter Tail County

Who will use or occupy this space?

NA

Public Purpose

Multi-purpose trail will have full public accessibility, including handicap usage. Perham and Pelican Rapids both have significant tourism infrastructure, and destination trail users will help stimulate these businesses.

Description of Previous Appropriations

No previous trail appropriations

Project Contact Person

Rick West
County Highway Engineer
218-998-8473
rwest@co.otter-tail.mn.us

Otter Tail County

Project Detail

(\$ in thousands)

Perham to Pelican Rapids Recreational Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,571	\$3,571	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$3,571	\$3,571	\$0
TOTAL	\$0	\$7,142	\$7,142	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$25	\$25	\$0
Predesign Fees	\$0	\$84	\$83	\$0
Design Fees	\$0	\$402	\$402	\$0
Project Management	\$0	\$56	\$55	\$0
Construction	\$0	\$3,006	\$3,005	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$765	\$764	\$0
TOTAL	\$0	\$4,338	\$4,334	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
New Water Treatment Facility and Well	1	GO	\$ 9,700	\$ 0	\$ 0
Total Project Requests			\$ 9,700	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 9,700	\$ 0	\$ 0

New Water Treatment Facility and Well**AT A GLANCE****2016 Request Amount:** \$9,700**Priority Ranking:** 1

Project Summary: \$9.7 million in state funds is requested to plan, design and construct a new water treatment facility to remove radium and gross alpha along with total dissolved solids, chlorides and specific conductance as required by our wastewater NPDES permit along with design and construction of a new well at the water treatment facility site.

Project Description

This project includes planning, design and construction of a new lime/soda ash softening treatment plant and design and construction of a new well at the new water treatment plant site. Watermain connections from remote wells No. 4 and 5 to the treatment facility are also included. The project will provide treatment of radium and gross alpha, both of which are currently being blended for compliance by the City. The project will also provide ability of the City's wastewater plant to meet new wastewater limits and protect the water for downstream surface water users.

The treated water would be stored in a clearwell prior to pumping to the distribution system. A backwash reclaim tank would also be provided to reclaim the settled washwater through the filtration process. Chemical feed processes, including chlorination, fluoridation and corrosion inhibitors would also be included. The lime/soda ash sludge would be stored in a lagoon and periodically land applied.

The softening process would remove the radium and gross alpha to comply with the MCL for these parameters. The removal of hardness as lime sludge would also result in lower TDS, specific conductance and hardness. These reductions would provide compliance with the NPDES limits of the WWTP.

Wells No. 1 and 2 would be connected to the treatment facility. Well No. 4 requires approximately 1.5 miles of watermain to connect to the facility. Well No. 5 would also be piped a similar distance. The routing of the watermain would be in various right of ways to reduce disturbance to any finished roadways. An additional well is proposed at the new WTP site to provide long-term firm capacity. The current wells do not have capacity to meet the future firm capacity needs.

The project will be constructed with green components including the reuse of filter backwash water, LED lights, variable speed motors and premium efficiency electric motors. Additionally, the project is being constructed to meet EPA water quality standards for the protection of aquatic life and also to protect downstream surface water users.

A detailed construction cost estimate of the recommended treatment process is provided below:

- Mobilization, Bonds & Insurance \$ 350,000
 - Filter System 850,000
 - Lime Soda Ash Softening System 1,250,000
 - Concrete Clearwell 500,000
 - Backwash Reclaim System 350,000
 - Well No. 4 and 5 Piping 600,000
 - New Well No. 7 250,000
 - Pumps and Piping 900,000
 - Chemical Feed Equipment 250,000
 - Electrical and Controls 850,000
 - HVAC 300,000
 - Building 750,000
 - Sludge Storage and Piping 850,000
 - Contingencies (5%) 402,000
 - Engineering, Legal & Administrative (15%) 1,208,000
- Total Construction Cost \$9,660,000**

The City has submitted a request to the Minnesota Department of Health, Drinking Water Revolving Loan Fund Program to be placed on the Project Priority List (PPL) and the 2016 Intended Use Plan. A request has also been submitted to Minnesota Public Facilities Authority to be placed on the Drinking Water Loan Fund 2016 Intended Use Plan.

Project Rationale

No water treatment is provided other than chlorine and fluoride addition. The radiochemical testing has detected levels of gross alpha and radium levels that exceed the primary maximum contaminant level (MCL) set by the Safe Drinking Water Act. Wells No. 1 and 5 exceed the gross alpha limit. Well No. 4 exceeds the radium limit. Well No. 2 does not exceed either limit but is near 80% of the MCL. The system is currently blending to meet limits but is limited in how it can blend.

The City's well water is generally hard and has high levels of total dissolved solids (TDS). The City's wastewater system has recently received a compliance schedule for chlorides, TDS, and specific conductance. The chlorides are a result of home softeners treating the naturally hard water. Even without the contribution from home softeners, the TDS and specific conductance concentrations may not be met with the City's well water without further treatment. It is not technically or financially feasible to treat this at the WWTP. Therefore treatment at the WTP will be required.

Wells: The existing wells have the capacity to meet the peak demands with the largest well out of service. Wells No. 4 and 5 are remote wells. Wells No. 1 and 2 are located adjacent to the current

storage tank and booster pumps. The radium and gross alpha issues in these wells was discussed above. The remote location makes treatment of Wells No. 4 and 5 difficult.

Other Considerations

Impact on State Operating Subsidies

Annual operation costs will be budgeted and paid for by the City of Pipestone.

Who will own the facility?

The City of Pipestone will own the facility.

Who will operate the facility?

Water/Wastewater staff for the City of Pipestone will operate the facility.

Who will use or occupy this space?

Public Purpose

Community drinking water treatment.

Description of Previous Appropriations

None.

Project Contact Person

Deb Nelson
Assistant to the City Administrator
507-825-3324
dnelson@cityofpipestone.com

(\$ in thousands)

New Water Treatment Facility and Well

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$9,700	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$9,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Plymouth Ice Center Renovations	1	GO	\$ 2,203	\$ 0	\$ 0
Total Project Requests			\$ 2,203	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,203	\$ 0	\$ 0

Plymouth Ice Center Renovations**AT A GLANCE****2016 Request Amount:** \$2,203**Priority Ranking:** 1**Project Summary:** City of Plymouth requests \$2,202,900 in state funds for the renovation of the Plymouth Ice Center.**Project Description**

The City of Plymouth is requesting a \$2,202,900 capital appropriation to make needed renovations to one of the state's largest and best-used athletic complexes – the Plymouth Ice Center. The bond proceeds will be used for the predesign, design, construction, furnishing, and equipping the renovation of the 18-year old Plymouth Ice Center (PIC). The facility was constructed in 1997 and is in need of basic upgrades to ensure that the infrastructure is maintained and continues to be a public asset to the region and state.

The Plymouth Ice Center (PIC) is one of the largest ice center facilities in the state of Minnesota serving as a local, regional and state venue for practices, games, tournaments and events. PIC provides 127,500 square feet of indoor space and includes three ice sheets, training center, meeting rooms, concessions, locker rooms, and seating for 1,700.

The major components of the renovation will address the federally-mandated R-22 refrigerant conversion, Olympic to Professional size rink conversion, roof replacement, parking lot repairs and furnishings and equipment updates.

PROJECT SCOPE

Mandated R-22 Refrigerant Conversion –As part of the Montreal Protocol, the R-22 refrigerant is being phased out due to its high Ozone depleting potential. Beginning in 2020 there will be no new manufactured R-22. As result, PIC will need to convert the R-22 refrigerant systems on two sheet of ice to an Ammonia (R717) based system. Ammonia is already used on the newest sheet of ice (build in 2004) in anticipation of the mandate. The conversion would result in utility and operational savings of approximately \$20,000 annually.

Rink Size Conversion- Resize the rink from Olympic to professional size and replace the sand floor with concrete. This will have multiple benefits including; more usable ice space because Olympic sheets are not right-sized for youth events and create more dry-floor space during the off-season for other activities, such as expos and community events. The combination of the smaller sheet of ice and converting the floor to concrete will yield an estimated 28 percent annual electric savings for this sheet of ice.

Roof Replacement- The roof is original to the facility built in 1997. The facility has a flat roof with an outdated roof system technology which needs to be replaced to eliminate the leaking, and water damage to the infrastructure as well as to provide improved energy efficiencies.

Parking Lot Replacement- The parking lot is deteriorating (pitting, potholes, cracking) and in need of

a mill and asphalt overlay to bring the paved surface back to a “like-new” condition. As well, additional parking spaces will be added to address the increased usage demand of the facility.

Additional Facility Improvements – HVAC replacement; rubber flooring; Dehumidification Desiccant Wheel; Dasher Boards; Scoreboards; Roof Air Exchange Unit; Energy Management System and Electronic Reader Board.

FUNDING SOURCES/COST -

The total project is estimated (with inflationary costs) at \$4,467,000. This request contains \$2,202,900 in state bond proceeds for basic infrastructure improvements to the arena. The City will pay over half of the total project cost of \$2,264,100.

Project Rationale

The Plymouth Ice Center (PIC) renovation project will help preserve the existing infrastructure of the publicly owned and operated facility. This project will address the federally-mandated R-22 refrigerant conversion, infrastructure repairs, as well as facility renovations that will provide energy efficient enhancements. The renovation project is needed to ensure the safe and long-term demands of a regional sports facility.

PIC was constructed in 1997 and is in need of basic upgrades to ensure the resource is maintained and kept up with the public service demands of a regional, state and national amateur sports facility. Plymouth Ice Center (PIC) is owned and operated by the City of Plymouth and is one of Minnesota’s largest and busiest ice arenas. Visitors to the arena contribute millions each year to the regional and state economy. Annually the facility has more than one-half million visitors, hosts more than 20 tournaments that draw over 400 teams. PIC is serving hockey and skating enthusiasts across the metro (300 teams), region, state and nation (100 teams).

Plymouth is a regional center.

- Seventh largest city in the state
- Population of 75,000
- More than 50,000 jobs
- In terms of jobs and population, Plymouth is on par with Rochester, Mankato, Duluth and St. Cloud
- The City of Plymouth funds facilities that people from across the region and state use

The Plymouth Ice Center is a statewide asset.

- Minnesota’s second largest community-based ice center
- One of the busiest arenas in Minnesota. Annually draws more than one-half million visitors each year from across the state
- PIC has welcomed teams from 50 of the 87 counties in Minnesota, as well as North Dakota, South Dakota, Wisconsin and Canada
- Hosts more than 20 local, regional and statewide tournaments – serving more than 400 teams per year
- Home ice for Wayzata boys and girls high school hockey, as well as Providence Academy
- Home ice to the nation's second largest youth hockey association, serving more than 1,000

boys and girls ages 6-18.

- The Plymouth Ice Center has positive economic impact on the metro area as visitors travel from across the state and country

Other Considerations

This is Truly a Capital Investment. All of these essential items will have life of 20 years or longer. This is a capital investment in the truest sense.

Local Match. The City of Plymouth will pay over half of the total project costs.

Plymouth: A Proven Partner. Plymouth has proven itself to be a good steward of state tax dollars.

- Plymouth parlayed the state's original \$350,000 investment in 1996 into a regional amenity and state asset.
- The City of Plymouth has committed more than \$14 million in local funding to build and expand the arena

Plymouth has made a commitment to the region by developing and maintaining a quality arena that is utilized by skaters from throughout the state and beyond.

- Plymouth taxpayers stepped up. Local taxpayers were asked to fund the arena in 1996 – and they did by approving a referendum.
- Over the years, the City of Plymouth has delivered on that taxpayer investment by developing and maintaining one of the state's premier and most well-utilized ice skating venues.
- Additionally, the city has expanded the arena, adding a third sheet of ice, by partnering with a local school and using city funds to finance it.

The City of Plymouth is a responsible partner.

- Carefully balanced our revenue and expenditures
- Generated enough annual revenue to cover operating costs and smaller capital items
- State dollars will only fund items that will have a useful life of 20 years or more. These are solid capital investments.

Plymouth has proven its commitment to the region and state through its construction, operation and expansion of the Plymouth Ice Center.

- We are asking that state lawmakers give our relatively modest request the same consideration given to other regional centers and facilities.
- We ask that the state recognize that commitment by granting our request for \$2,202,900 to address renovation and repairs at the Plymouth Ice Center.
- Doing so will benefit the more than one-half million visitors who regularly travel from across the state and beyond to the Plymouth Ice Center, one of Minnesota's largest and busiest ice arenas.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Plymouth

Who will operate the facility?

The City of Plymouth

Who will use or occupy this space?

No state bonding dollars will be used on the training facility. Acceleration Minnesota NW is leasing 7,500 square feet of space that was just added to the facility in 2014. This section of the facility is not scheduled for renovation thus no state funds will be used to benefit this entity. In 2014, the City of Plymouth entered into a public-private partnership between Acceleration Minnesota NW and Wayzata Youth Hockey Association for the construction of a 7,500 square foot training facility at the Plymouth Ice Center. The new space is leased to Acceleration Minnesota NW, who will operate the dry land training facility. In addition, Wayzata Youth Hockey Association contributed 40% of the overall construction costs for the facility. Acceleration Minnesota NW, a Plymouth Company entered into a 10-year lease agreement with the City of Plymouth. The training space provides athletic training and skill development for all sports programs (i.e. soccer, baseball, basketball, football, hockey, etc.). This partnership has provided several benefits/opportunities: *Growing trend for ice center facilities *Convenience for training facility customers *Enhanced access to health, wellness and nutrition guidance (including concussion awareness) *Potential for increased ice rental and concessions revenue *Provides valuable off-ice revenue (\$64,980+ per year) to help offset facility improvements and future repairs (i.e. refrigerant conversion, roof repair/replacement, etc.). *Without a new source of revenue, it will be difficult for the PIC enterprise fund to operate without a levy in the long term *The training facility space will recoup capital construction costs within a 10 year period

Public Purpose

The Plymouth Ice Center (PIC) is a regional and statewide asset. The PIC has welcomed teams from 50 of the 87 counties in Minnesota, as well as North Dakota, South Dakota, Wisconsin and Canada. Annually the facility hosts more than 20 local, regional and statewide tournaments – serving more than 400 teams per year. Some of those groups include; Minnesota Hockey, Minnesota Super Series, Minnesota Regional Tournaments, Minnesota State Tournaments, Bazzachini Hockey Training Camps, AAA Independent, etc. Additionally, the Plymouth Ice Center serves as home ice to the Wayzata High School boys and girls hockey team, Providence Academy, Armstrong/Cooper Youth Hockey and Wayzata Youth Hockey Association, one of the nation's largest hockey programs for boys and girls ages 6-18.

Description of Previous Appropriations

None

Project Contact Person

Dave Callister

City Manager

763-509-5301

dcallister@plymouthmn.gov

(\$ in thousands)

Plymouth Ice Center Renovations

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,203	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,264	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,467	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$18	\$0	\$0
Design Fees	\$0	\$333	\$0	\$0
Project Management	\$0	\$370	\$0	\$0
Construction	\$0	\$2,794	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$396	\$0	\$0
Inflationary Adjustment	\$0	\$556	\$0	\$0
TOTAL	\$0	\$4,467	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
North Country Food Bank	1	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 3,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,000	\$ 0	\$ 0

North Country Food Bank

AT A GLANCE**2016 Request Amount:** \$3,000**Priority Ranking:** 1**Project Summary:** \$3 million in state funds is requested to design, construct, furnish and equip a new building for North Country Food Bank, Inc. to be located in Crookston, Minnesota.**Project Description**

The proposed project consists of the new construction of a 30,000 square foot food bank facility that contains the following:

- 22,000 square feet of warehousing space, with 20-foot high side walls. High side walls allow maximized storage capacity, thus using warehouse space in the most effective and efficient manner. The warehouse space will include:
- 1,820 square feet of freezer space;
- 1,225 square feet of cooler space;
- 595 square feet of high-temperature cooler space;
- 3,072 square feet of clean room/repack space; and
- 15,288 square feet of storage space.
- 8,000 square feet of office and program space.
- Two recessed truck docks to allow North Country to handle incoming and outgoing trucks simultaneously.

The estimated total project cost is \$6 million. Key funding sources and estimated costs for the project are listed on the attached spreadsheet.

Project Rationale

North Country Food Bank, Inc. (North Country) is a 501(c)3 nonprofit organization located in Crookston, MN. North Country has a profound regional impact on hunger issues – serving 21 counties in northwest and west central Minnesota. North Country provides surplus, quality food and nonfood products to 220 charitable organizations for distribution to people in need. The charitable food programs served by North Country include soup kitchens, food shelves, homeless shelters, low-income individuals in need of supplemental assistance, senior community centers, after-school programs, domestic abuse programs, and addiction treatment centers.

North Country's current facility poses the following challenges:

Space limitations that are contributing to

- Inadequate food storage capacity;
- Operation inefficiencies due to numerous locations;
- Limitations on the amount of donated food that can be accepted and stored safely – especially refrigerated/frozen products and produce;
- Increased costs associated with storing frozen product offsite;
- Issues with storing produce and agricultural surplus products in a manner that provides for the longest life possible of the products.
- Inability to house and operate a licensed clean room for product repacking.
- Continuous maintenance and upkeep due to the age of the building and the sheer volume of the food passing through on a daily basis.
- Truck access issues.
- Parking shortages for clients, volunteers and staff.
- Logistical concerns affecting North Country's ability to meet the requirements of agencies receiving food.
- Failure to meet the contractual space and storage requirements of Feeding America.
- Inability to pass new, mandatory safety inspections required by Feeding America and other governing agencies.

North Country must move its operations to a new facility in order to comply with the contractual obligations and safety requirements of Feeding America and other governing agencies.

North Country provides an important service that impacts the lives of many in northwest and west central Minnesota. North Country's work also has a major, positive economic impact.

- North Country brings in more than 7.4 million pounds of nutritious food products, including donated product, purchased product and federal commodities, to northwest and west central Minnesota. This is equivalent to approximately 5.8 million meals.
- North Country's ability to handle and distribute more food will result in fewer people having to choose between paying for food and paying for other basic necessities, including, rent, medical prescriptions, gas, heat, etc.
- North Country will be able to provide greater access to food for people living in rural areas.
- North Country's increased food handling capabilities will provide a positive return on investment for all communities served in the form of 1) reduced health care costs; 2) increased productivity; and 3) reduced behavioral issues among people in need receiving food. *Minnesota Cost/Benefit Hunger Impact Study (2010)*.
- Families travel from surrounding areas to each of the communities served by North Country to obtain food from partner agencies. The receipt of food from partner agencies allows clients to stretch their budgets, leaving them with funds to pay for necessities and to patronize other local businesses in their communities.

The make-up of North Country's service area, which is very large geographically, but not heavily

populated, makes it challenging for North Country to raise the funds necessary to construct a suitable facility, while at the same time raising the funds necessary to maintain and expand current service levels. The service and work North Country provides throughout northwest and west central Minnesota is important to the well-being and future of all the communities served. Polk County seeks to assist North Country with this building project in order to insure the success of the project and the continued success and positive impact of North Country's work throughout the region.

Other Considerations

The public purpose of this facility is to address hunger issues and help provide food and access to food for people in need in northwest and west central Minnesota. Polk County will serve as the fiscal sponsor of this project to help insure the necessary facility is built to allow North Country to continue and expand its operations and meet its space and storage contractual obligations and food safety requirements. Local units of government, as well as the state and federal government have long recognized the importance and necessity of food banks and their work to provide food to those in need. North Country already works with and/or contracts with the State of Minnesota and the federal government to carry out food distribution under several different programs, including: USDA TEFAP, USDA CSFP, the State of Minnesota Milk Grant Program, and the State of Minnesota Farm to Foodhelf Program.

North Country's ability to continue and expand its services will have a profound impact on the well-being of those in need across northwest and west central Minnesota, as well as a significant positive impact on all of the communities served by North Country's work. North Country provides food to 220 charitable organizations, in more than 75 communities, in 21 counties across northwest and west central Minnesota. North Country's work provides positive health benefits, economic benefits and behavioral benefits for those in need of assistance, as well as the communities they live in.

The entire scope of North Country's operations is focused on serving the public and helping those in need. The construction of this new facility will allow North Country to provide even more programming and service to the public.

Impact on State Operating Subsidies

This project will have little to no impact on Polk County's operating budget over the upcoming six-year period. This is a one-time request for matching funding in the amount of \$3 million for the construction of a new facility. Upon the completion of construction, the facility will be operated and maintained by North Country. No new or additional state operating dollars will be requested for this project.

Who will own the facility?

Polk County, Minnesota

Who will operate the facility?

The facility will be operated by North Country Food Bank, Inc.

Who will use or occupy this space?

Polk County and North Country Food Bank, Inc. will enter into a 25 year lease agreement for North Country's use of the facility for its food bank operations. Polk County will maintain oversight of the facility and its use. North Country will be fully responsible for its food bank operations and the maintenance, upkeep and operation of the facility.

Public Purpose

The public purpose of this facility and project are description under "Other Considerations" above.

Description of Previous Appropriations

There are no previous appropriations for this project.

Project Contact Person

Charles S. Whiting
Polk County Administrator
218-281-5408
chuck.whiting@co.polk.mn.us

(\$ in thousands)

North Country Food Bank

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$420	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$2,580	\$0	\$0
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$190	\$0	\$0
Predesign Fees	\$0	\$5	\$0	\$0
Design Fees	\$0	\$30	\$0	\$0
Project Management	\$0	\$125	\$0	\$0
Construction	\$0	\$5,195	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$30	\$0	\$0
Occupancy Costs	\$0	\$425	\$0	\$0
Inflationary Adjustment	\$0	\$527	\$0	\$0
TOTAL	\$0	\$6,527	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Interstate Highway 694/Rice Street Interchange	1	GO	\$ 20,500	\$ 0	\$ 0
Battle Creek Winter Recreation	2	GO	\$ 2,000	\$ 0	\$ 0
Improvements to Ramsey County Landmark Center	3	GO	\$ 300	\$ 0	\$ 0
Total Project Requests			\$ 22,800	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 22,800	\$ 0	\$ 0

Interstate Highway 694/Rice Street Interchange

AT A GLANCE

2016 Request Amount:	\$20,500
Priority Ranking:	1
Project Summary:	\$20.5 million to replace a functionally-deficient interchange at Interstate Highway 694 and Rice Street in the Cities of Little Canada, Shoreview, and Vadnais Heights in Ramsey County.

Project Description

The proposed \$20.5 million project will replace a functionally-deficient interchange with one that would safely and efficiently accommodate movements between Rice Street, a Class A Minor Arterial Highway, and the I-694 Principal Arterial. On I-694, where a third lane in each direction will be built to alleviate the existing seven-plus hours of daily congestion, the project will eliminate a pinch point where adequate shoulders cannot be built due to inadequate width under the existing bridge.

I-694 in the area of the the Rice Street Interchange, currently experiences over five hours of congestion per day. The cost of this congestion is roughly \$8 million per year. While the additional lanes being built under the Corridors of Commerce project will alleviate the congestion, safety and capacity will still be compromised by the inadequate space under the Rice Street Interchange Bridge. This project would eliminate that problem.

Project Rationale

During planning for expansion of this segment of I-694, a concept was developed for a partial cloverleaf interchange at Rice Street to accommodate additional general-purpose lanes to the west and to interface with the "Unweave the Weave" project at the I-694/I-35E Interchange to the east. In light of more recent traffic projections, this proposal would explore "smaller and smarter" interchange designs. When completed, the interchange would provide enhanced levels of service and safety to complement the planned general-purpose lane construction on I-694, a Corridors of Commerce project scheduled for construction in 2016 and 2017.

Other Considerations

Interstate Highway 694 is the designated route for freight carriers to bypass the I-94 corridor between the downtown areas of St. Paul and Minneapolis. In this function, approximately seven percent of the daily traffic volume consists of heavy trucks. The traffic volume on I-694 east of the interchange, is 101,000 vehicles per day; west of the interchange it is 89,000 vehicles per day. Rice Street is a Class A Minor Arterial Highway-Reliever, providing relief to I-35E, as an alternate north/south route between St. Paul and the suburbs to the north.

Impact on State Operating Subsidies

When completed, the project will have no significant impact on either Ramsey County's or MnDOT's

operating budget. The modernization and improved geometrics are expected to reduce maintenance costs slightly.

Who will own the facility?

The interchange bridge and ramps will be owned by MnDOT; the Rice Street portion of the project will be owned by Ramsey County.

Who will operate the facility?

Ramsey County will operate Rice Street and the traffic signals at ramp terminals and adjacent intersections; MnDOT will operate I-694.

Who will use or occupy this space?

The proposed project will improve access from Rice Street to I-694 and improve travel along I-694 for all road users. As the designated freight bypass for I-94, goods moving through the region by truck will be better accommodated. Benefitting businesses immediately adjacent to this segment of I-694 include: Land O' Lakes world headquarters, Boston Scientific Cardiac Products, Smith Medical, Deluxe Corporation, PAR Systems, Intri-Con Corporation, Hill-Rom, Cummins Power Systems, Tsi Inc., Mead Metals, Adobe Software, and Hako Minuteman Inc.

Public Purpose

I-694 is part of the Interstate Highway system and is open to and serves the general public. Likewise, Rice Street is a County State Aid Highway, open to and serving the general public.

Description of Previous Appropriations

Project Contact Person

Jim Tolaas
Ramsey County Public Works Director
651-266-7116
james.tolaas@co.ramsey.mn.us

(\$ in thousands)

Interstate Highway 694/Rice Street Interchange

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$20,500	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$6,600	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$27,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$250	\$0	\$0
Design Fees	\$0	\$2,250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$18,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,661	\$0	\$0
TOTAL	\$0	\$23,161	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	N/A
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Battle Creek Winter Recreation

AT A GLANCE

2016 Request Amount: \$2,000

Priority Ranking: 2

Project Summary: This request is for \$2,000,000 in state bond 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, downhill skiing, tubing and sledding. A \$2,000,000 match would be raised for a project total of \$4,000,000.

Project Description

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 tubing/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 (mobile equipment items will be provided by Ramsey County as part of the local match); a rope tow for downhill skiing/snowboarding and tubing/sliding and a seasonal building to house the pumping station and storage of snowmaking and grooming equipment.

Project Rationale

In 2005, in light of the unpredictable snow conditions at the time, 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. 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 snow in the Metropolitan Area is essential to maintaining participation at Greater Minnesota cross-country ski areas and events such as cross-country ski races.

Battle Creek Regional Park was identified 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 competitions. Battle Creek was the host site for the American Cross-Country Skiers National Masters Ski Race in 2000. Since that time, numerous other regional, state and local events have been planned, but subsequently cancelled due to lack of snow.

Other Considerations

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.

The Battle Creek Winter Recreation Area with predictable snow will provide an outstanding, world-class venue for National, State, Regional and local cross-country ski events. These events will draw thousands of athletes and spectators to the region, contribute substantially to Minnesota's tourism income, and position Minnesota to be America's #1 Nordic Skiing Destination.

Impact on State Operating Subsidies

Anticipated as part of Ramsey County Parks and Recreation operating budget with no cost to state

Who will own the facility?

Ramsey County

Who will operate the facility?

Ramsey County

Who will use or occupy this space?

none identified

Public Purpose

Parks and Recreation, High School and amateur sports

Description of Previous Appropriations

None from state sources

Project Contact Person

Jon Oyanagi
Director, Ramsey County Parks and Recreation Department
651-748-2500
jon.oyanagi@co.ramsey.mn.us

Ramsey County

Project Detail

(\$ in thousands)

Battle Creek Winter Recreation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$1,000	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$756	\$0	\$0
Construction	\$0	\$3,004	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$511	\$0	\$0
TOTAL	\$0	\$4,271	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Improvements to Ramsey County Landmark Center

AT A GLANCE

2016 Request Amount: \$300

Priority Ranking: 3

Project Summary: Ramsey County and Minnesota Landmarks, the nonprofit managing agency for Landmark Center, are seeking \$300,000 in state funding for the pre-design, design and pre-engineering for interior improvements to Landmark Center, the historic Old Federal Courts Building, located in St. Paul and owned by Ramsey County. The project is part of a multi-year plan to enhance and improve the Center, beginning with Phase I - Exterior Stabilization, currently underway. The project includes preliminary work to better utilize interior areas, including the unfinished North Tower, sixth floor, basement and sub-basement.

Project Description

The Pre-Design, Design and Pre-Engineering project will be the preliminary step in Phase II of the Landmark Center improvements. Upgrades to interior space will allow us to maximize leasable areas and restore and renovate those areas in a way that preserves the building's historical elements. This will better utilize undeveloped areas, including possible expansion of a restaurant and other tenant capabilities. Other anticipated work includes structural repairs and reinforcements to bring areas of (presently unoccupied) historic floor structure up to modern codes, as well as building infrastructure renovation, to allow mothballed areas to become revenue-generating tenant spaces. This project follows Phase I-Exterior Improvements (currently underway), a \$3,900,000 exterior restoration of Landmark Center's towers, roof system and masonry that is being conducted in 2013 through 2015. Phase I is funded mainly by Ramsey County (\$3.5 million) with additional support from the Arts & Cultural Legacy Fund at the Minnesota Historical Society and other private funders. The Phase II implementation is estimated at approximately \$4,000,000 to \$6,000,000 in capital improvement costs.

Goals for the project:

- Preliminary design, design and pre-engineering to further enhance and improve under-utilized areas of the building and increase long-term leasable area and infrastructure capacity.
- Market analysis of Landmark Center and surrounding neighborhood for potential new economic opportunities, create new recreational activities within the building, and provide additional economic vitality to downtown Saint Paul.

Project Rationale

For over 110 years, Landmark Center served the state of Minnesota first as the Federal Building from 1902 to 1965 and, subsequently, after a major restoration effort, as a national historic

monument officially designated by the National Park Service, and as a center for the community's arts and cultural activities. Currently, 225,000 people a year come to the building for a myriad of arts, cultural and entertainment purposes. Nearly all of Landmark Center's community programs are free and open to the public (over 96%), making them accessible to all age groups, income levels, It is also home to 15 of Minnesota's outstanding arts and cultural nonprofit organizations, several of which are nationally recognized.

Landmark Center is located in the heart of downtown St. Paul's cultural district and is a stately frontispiece to Rice Park. Its renovation in the 1970s spurred investment in the Rice Park area that included renovation of The Saint Paul Hotel (1984), construction of the Ordway Center for the Performing Arts (1985) and construction of Travelers' new headquarters (1991). It continued with reinvestment in RiverCentre (1998), the Saint Paul Public Library (2002) and today, expansion of the Ordway Center (2013-14). As Landmark Center's purposes have changed in the years since it was renovated, so have the needs and uses of the facility. It is time to explore ways to update and expand the facility to better serve the education and entertainment needs of a modern public. When Landmark Center was restored and renovated in the 1970s through a mix of public and private support, some areas remained untouched but were recommended for renovation in the 1974 report, "Reusing the Old Federal Courts Building for the Saint Paul Council of Arts and Sciences." The report called for the building to have "a variety of places where people can gather, eat and drink communicate, hear, see, use and interact with our culture... measurably adding to the quality of life in St. Paul."

Other Considerations

Renovation of un-restored, under-utilized areas of Landmark Center will provide Ramsey County with additional leasing revenue to assist in maintaining and supporting Landmark Center as a state and national Landmark, and will provide additional investment that will increase the economic and historic value of facility. Currently, Ramsey County spends approximately \$1,000,000 per year to maintain and support the ongoing costs associated with the Landmark Center.

Impact on State Operating Subsidies

By adding more useable space, anticipated revenue should alleviate pressure on the County's property tax levy (currently at approximately \$1,000,000 per year for maintenance and support).

Who will own the facility?

Ramsey County

Who will operate the facility?

Minnesota Landmarks, on behalf of Ramsey County

Who will use or occupy this space?

Landmark Center's current long-term tenants include 15 local, state and national arts and cultural organizations and 5 commercial tenants.

Public Purpose

Landmark Center serves as one of Saint Paul's most historically and architecturally significant buildings, open daily to the public, free of charge, to explore, learn and enjoy. Nearly all of Landmark Center's community programs are free and open to the public (over 96%), making them accessible to all age groups, income levels and education levels.

Description of Previous Appropriations

Phase I was funded by Ramsey County(\$3.5 million), \$127 million from the Minnesota Historical Society (through the Arts and Cultural Legacy Fund) \$280,000 from private sources.

Project Contact Person

Amy Mino
Executive Director, Minnesota Landmarks
651-292-3285
amino@landmarkcenter.org

(\$ in thousands)

Improvements to Ramsey County Landmark Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$300	\$0	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$3,000	\$0	\$0
Pending Contributions				
General Obligation Bonds	\$0	\$300	\$0	\$0
Appropriation Bonds	\$0	\$0	\$4,000	\$0
TOTAL	\$0	\$3,600	\$4,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$37	\$0	\$0
TOTAL	\$0	\$337	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Riverview Corridor	1	GO	\$ 2,000	\$ 0	\$ 0
Rush Line Corridor	2	GO	\$ 2,000	\$ 0	\$ 0
Union Pacific/BNSF Grade Separation	3	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 5,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0

Riverview Corridor

AT A GLANCE

2016 Request Amount:	\$2,000
Priority Ranking:	1
Project Summary:	\$2,000,000 in state funds is requested for predesign and design activities for the Riverview Corridor. This predesign and design work includes preliminary engineering and environmental studies required for application to the federal New Starts Program

Project Description

The Riverview Corridor will complete its Pre-Project Development Study in early 2016. This study will determine the 12 mi. corridor's locally preferred alternative (LPA). As part of determining the LPA, the Pre-Project Development Study will identify capital and operating costs for various mode (bus and rail) alternatives as well as alignments for the corridor. The Pre-Project Development Study has a cost of \$1.45 million and is being funded through the Ramsey County Regional Railroad Authority. Upon selection of the LPA in early 2016, the next step in the federal New Starts Program is the completion of environmental documentation, most likely a Draft Environmental Impact Statement (DEIS). The cost for the DEIS is currently estimated at \$3.5 million. Following the DEIS the project will need to complete engineering. An estimate for engineering is not available at this time as it is dependent on the LPA.

Funding for the Riverview Corridor beyond the Pre-Project Development Study is assumed to be provided by the State, Local Governments, Federal Government, and the Counties Transit Improvement Board.

Project Rationale

This project will link growing communities and neighborhoods along the corridor from Union Depot to Minneapolis St. Paul International Airport to the Mall of America in Bloomington. The corridor is forecast to add 32,000 residents and 41,500 jobs by 2040. Additionally, the job and employment growth will lead to 241,000 new trips being made to, from and within the corridor by 2040. This project will increase mobility, stimulate economic development, and preserve community and environmental resources in the area.

Other Considerations

Impact on State Operating Subsidies

Upon completion, the operating costs for the corridor will be the responsibility of Metro Transit and the Counties Transit Improvement Board.

Who will own the facility?

Upon construction of a transit improvement in the Riverview Corridor, the Metropolitan Council/Metro

Transit will own the facility.

Who will operate the facility?

Metro Transit will be the operator of the Riverview Corridor as part of the region's transit system.

Who will use or occupy this space?

Not Applicable

Public Purpose

The Riverview Corridor is a public transportation investment that will provide mobility to all members of the public between the Mall of America in Bloomington, Minneapolis St. Paul International Airport, Union Depot in downtown St. Paul and the neighborhoods in between.

Description of Previous Appropriations

No previous requests have been related to the Pre-design/Design work following the Riverview Corridor Pre-Project Development Study.

Previously, in 2002 \$46.1 million in state funding allocated to a busway project along the Riverview Corridor was rescinded due to the state budget deficit, lack of strong support for the project.

Project Contact Person

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Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Riverview Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$3,850	\$0	\$0
Pending Contributions				
County Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$6,850	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	Yes
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Rush Line Corridor

AT A GLANCE

2016 Request Amount: \$2,000

Priority Ranking: 2

Project Summary: \$2,000,000 in state funds is requested for predesign and design activities for the Rush Line Corridor. This predesign and design work includes preliminary engineering and environmental studies required for application to the federal New Starts Program

Project Description

The Rush Line Corridor will complete its Pre-Project Development Study in late 2015. This study will determine the 25 mi. corridor's locally preferred alternative (LPA). As part of determining the LPA, the Pre-Project Development Study will identify capital and operating costs for various mode (bus and rail) alternatives as well as alignments for the corridor. The Pre-Project Development Study has a cost of \$1.485 million and is being funded with 80% federal funds and 20% non-federal funds provided by the Ramsey County Regional Railroad Authority, Anoka County, Washington County, Chisago County and Pine County. Upon selection of the LPA in early 2016, the next step in the federal New Starts Program for the corridor is the completion of environmental documentation, most likely a Draft Environmental Impact Statement (DEIS). The cost for the DEIS is currently estimated at \$3.5 million. Following the DEIS the project will need to complete engineering. An estimate for engineering is not available at this time as it is dependent on the LPA.

Funding for the Rush Line Corridor beyond the Pre-Project Development Study is assumed to be provided by the State, Local Governments, Federal Government, and the Counties Transit Improvement Board.

Project Rationale

This project will link growing communities and neighborhoods along the corridor from Union Depot to Forest Lake/White Bear Lake. The corridor is forecast to add 108,000 residents and 72,000 jobs by 2040. Additionally, the job and employment growth will be in different areas of the corridor leading to the need to connect them to one another. Trips are forecast to lead to 400,000 new trips being made to, from and within the corridor by 2040. This project will increase mobility, stimulate economic development, and preserve community and environmental resources in the area.

Other Considerations

Impact on State Operating Subsidies

No impact at this time.

Who will own the facility?

Upon construction of a transit improvement in the Rush Line Corridor, the Metropolitan Council/Metro Transit will own the facility.

Who will operate the facility?

Metro Transit will be the operator of the Rush Line Corridor as part of the region's transit system.

Who will use or occupy this space?

Not Applicable

Public Purpose

The Rush Line Corridor is a public transportation investment that will provide mobility to all members of the public between Forest Lake/White Bear Lake, Union Depot in downtown St. Paul and the neighborhoods in between.

Description of Previous Appropriations

\$700,000 in state funds have previously been committed to the larger Rush Line Corridor. These funds were used with the corridor as defined by Union Depot north to Hinckley. They were used to match federal and non-federal local funds for the following capital projects:

1. Chisago County Vanpool - van purchase
2. Forest Lake Transit Center - construction
3. Maplewood Mall Transit Center - construction

In 2014 an unsuccessful request was made for \$2,000,000 for the predesign and design phases of the Rush Line Corridor. This predesign and design work includes preliminary engineering and environmental studies required for application to the federal New Starts Program.

Project Contact Person

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Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Rush Line Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$1,188	\$0	\$0
County Funds	\$0	\$297	\$0	\$0
Pending Contributions				
County Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$4,485	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	Yes
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

Union Pacific/BNSF Grade Separation

AT A GLANCE

2016 Request Amount: \$1,000

Priority Ranking: 3

Project Summary: \$1,000,000 in state funds is requested for Predesign and Design activities for the Union Pacific Railroad/BNSF Railway (UP/BNSF) Grade Separation Project. This Predesign and Design work includes environmental design and engineering required for the completion of a grade separation of UP and BNSF track adjacent to Westminster Junction to the east of downtown St. Paul.

Project Description

The rail lines in the Twin Cities East Metro area constitute critical links for the movement of freight rail traffic for the Upper Midwest and the United States and nation. Ramsey County Regional Railroad Authority (RCRRA), in financial partnership with BNSF Railway (BNSF), Canadian Pacific Railway (CP) and Union Pacific Railroad (UP), are working together to plan and design the UP/BNSF Grade Separation Project to address the significant freight rail congestion in this area.

The East Metro Rail Capacity Study (2012) completed by the RCRRA in partnership with BNSF, CP and UP focused on improving the entire system for freight as well as existing and potential passenger trains. This study quantified the existing and future delay experienced by the freight railroads between downtown St. Paul and Hastings, Minnesota, and identified a phased set of improvements to reduce delay and allow for the potential introduction of additional passenger rail service.

Without capacity improvements, the East Metro freight rail network will not be able to accommodate the forecast increase in freight rail traffic resulting in increased delay, reduced travel time reliability and greater volatility in on-time performance. One of the identified improvements from the East Metro Rail Capacity Study was a grade separation of UP and BNSF track between Westminster Junction and 7th Street. Without relief at this bottleneck, there will be adverse effects on the efficiency and reliability of freight rail movements locally, with a potential rippling effect regionally and beyond. When constructed the grade separation project will improve BNSF mainline capacity by creating a continuous, grade separated UP route. The grade separation will also benefit BNSF and CP as CP trains utilize the BNSF tracks through is area to travel between their St. Paul Yard and Shoreham Yard in Minneapolis.

In addition to the benefits provided to the railroads, the general public will reap significant benefits through reductions in freight and passenger train delay, improved efficiency in the delivery of materials and goods, improved safety, avoidance of diversions to highway freight movement, and decreased emissions.

Funding for the UP/BNSF Grade Separation Project beyond the Environmental and Design work is assumed to be provided by the Union Pacific Railroad, BNSF Railway, Canadian Pacific Railroad, State, Local Governments, and Federal Government though specific funding amounts have yet to be determined.

Project Rationale

Freight rail activity in the East Metro Area from three Class 1 railroads and passenger railroad activity from Amtrak is constrained to certain corridors where acceptable grades allow trains to transition from the Mississippi River to the top of the bluffs. The primary location for this transition is just east of St. Paul, or the East Metro Area. This crossroads handles more than 10,000 rail cars a day pulled on more than 110 trains per day, or 5% of the nation's freight volume. Freight rail lines are congested through this area today and without improvements, the average train speed will degrade as rail traffic increases. The East Metro Area is also the route for Amtrak passenger service and the chosen route for future high speed rail service to Milwaukee and Chicago.

Other Considerations

None

Impact on State Operating Subsidies

None, Union Pacific Railroad and BNSF Railway will operate and maintain the structure.

Who will own the facility?

Union Pacific Railroad and BNSF Railway would own the completed project as it is on their property.

Who will operate the facility?

Union Pacific Railroad and BNSF Railway would operate the facility as it is on their property.

Who will use or occupy this space?

BNSF Railway and Union Pacific Railroad will own, operate and maintain the grade separation and its associated track and signal infrastructure. They, in addition to Canadian Pacific Railway, and other short line railroads will operate trains over the infrastructure consistent with their trackage agreements.

Public Purpose

Improvements to the transportation system increase regional mobility which provides business with greater access to markets and employees allowing them to grow and increase their workforces. Residents benefit through improved safety, access to jobs, and a lower cost for goods/services through more efficient and lower cost transportation options.

Description of Previous Appropriations

No previous appropriations have been related to the UP/BNSF Grade Separation Project.

Project Contact Person

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Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Union Pacific/BNSF Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$375	\$0	\$0
Non-Governmental Funds	\$0	\$125	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	N/A
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	N/A
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
US TH 61 (Main Street) Reconstruction	1	THB	\$ 3,380	\$ 0	\$ 0
Red Wing River Town Renaissance	2	GO	\$ 4,480	\$ 0	\$ 0
Mississippi River Walk Trail and Trailhead	3	GO	\$ 8,627	\$ 0	\$ 0
West Red Wing Public Safety Facility	4	GO	\$ 2,600	\$ 0	\$ 0
Highway Rail Grade Separation at Sturgeon Lake Road	5	GO	\$ 14,762	\$ 0	\$ 0
Total Project Requests			\$ 33,849	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 30,469	\$ 0	\$ 0
Trunk Highway Bonds (THB) Total			\$ 3,380	\$ 0	\$ 0

US TH 61 (Main Street) Reconstruction**AT A GLANCE****2016 Request Amount:** \$3,380**Priority Ranking:** 1**Project Summary:** \$3.382 million in State funds are needed and requested to fund the balance of costs attributable to MnDOT and for costs related to safety and storm water control enhancements for the reconstruction of US TH 61 in Red Wing.**Project Description**

The US TH 61 (Red Wing's Main Street) reconstruction project encompasses the area from approximately 970' westerly of Old West Main Street to 250' easterly of Potter Street.

The project initially was envisioned as a full width milling of the roadway bituminous asphalt and then installing a new bituminous asphalt overlay for the roadway. Other improvements included: pedestrian access improvements, storm sewer upgrades, traffic calming, ADA pedestrian crossing improvements, traffic signal modifications, and aesthetics. The project was awarded \$1.1 million in grant funding from the Municipal Solicitation Program (MSP).

Shortly after the MSP award, the MnDOT Corridor Investment Management Strategy (CIMS) competitive grant program was reviewed by city. After internal consultation and follow up consultation and discussion with MnDOT District 6 staff, the city applied for the CIMS program. The city was successful in obtaining \$2.445 million in CIMS funding for the project. This additional funding had a significant impact on the scope of the US TH 61 project. The project evolved from a simple roadway mill and overlay into a full roadway reconstruction project.

Obtaining the CIMS funding was welcomed news to the city. With a full roadway reconstruction, long problematic underground infrastructure (sewer & water mains) dating back to the late 1880's, natural gas mains and services and storm water infrastructure could be replaced and improved.

On March 3, 2015 bids were publicly opened. Three bids were received and the low bid for construction of \$9,616,021.50 was accepted. The construction bid was \$1,682,208.80 (21.2%) above the Engineer's estimate.

MnDOT, city staff and the consulting engineer all agreed that reducing the length or scope of the project would not be beneficial. MnDOT Central Office reviewed the bids and felt the low bid corresponded with what MnDOT has been reviewing on recent, similar road reconstruction projects. MnDOT Central Office concurred that there would be more risk than reward if the bids were rejected and the project is rebid. The city agreed with MnDOT's opinion.

Unfortunately, MnDOT cost share policies limit, or cap, state funding for reconstruction projects. In this case, from Schedule I of the May 22, 2015 draft Cooperative Agreement, MnDOT construction cost share costs are attributed at \$5,399,388. The MnDOT cost share capped amount for the project

is \$4,095,000, leaving a \$1,304,388 gap in State roadway construction costs that would need to be borne by the local taxpayers.

The \$3.382 million appropriation request is for: \$1,304,388 in MnDOT roadway construction costs that includes 8 percent engineering construction/inspection costs (\$104,351); \$162,000 for ADA sidewalk improvements; \$424,596 to fully fund storm water improvements; \$51,981 to fully fund traffic semaphore replacement; \$95,040 to fully fund a HAWK pedestrian highway crossing signal; \$444,960 to fully fund sidewalk; boulevard and curb replacement and \$793,800 to fully fund highway lighting improvements.

Project Rationale

The TH 61 (Red Wing's Main Street) reconstruction project is being completed by the city thru a Cooperative Agreement with MnDOT. Project bid costs exceeded the final probable cost estimate by over 20%. Upon review of the accepted bid, it was determined that a sizable amount of the construction "overage" costs, \$ 1.3 million are attributed directly to MnDOT related costs.

Other Considerations

Line item by line item of the construction bid costs were reviewed by MnDOT and the city. After the review and applying construction cost participation splits, it was determined that approximately \$ 1.1 million of the construction costs are directly attributable to MnDOT and \$ 0.6 million is attributable to the city. It should be noted that these construction bid costs do not include the 8% construction engineering/project inspection soft costs payable by MnDOT as part of the Cooperative Agreement.

Impact on State Operating Subsidies

none

Who will own the facility?

State of Minnesota and City of Red Wing

Who will operate the facility?

N/A

Who will use or occupy this space?

N/A

Public Purpose

The project is reconstruction of a public highway and major city arterial roadway with the replacement and repair of public utilities. The identified project will benefit the community and the surrounding region both aesthetically and economically. The project will be completed for the benefit of the public and could only be undertaken by a public entity.

Description of Previous Appropriations

none

Project Contact Person

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Finance Director

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(\$ in thousands)

US TH 61 (Main Street) Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
Trunk Highway Bonds	\$0	\$3,380	\$0	\$0
Funds Already Committed				
Trunk Highway Cash	\$0	\$500	\$0	\$0
Other State Funds	\$4,626	\$0	\$0	\$0
City Funds	\$1,638	\$2,175	\$0	\$0
Pending Contributions				
TOTAL	\$6,264	\$6,055	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$173	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,248	\$461	\$0	\$0
Project Management	\$25	\$26	\$0	\$0
Construction	\$4,808	\$5,568	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$6,254	\$6,055	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Red Wing River Town Renaissance

AT A GLANCE**2016 Request Amount:** \$4,480**Priority Ranking:** 2**Project Summary:** \$4.48 million in State funds are needed and requested to fund the Red Wing River Town Renaissance project.**Project Description**

The Red Wing River Town Renaissance project proposal combines multiple primary construction projects efficiently minimizing disruptions. The River Town Renaissance project was partially funded in 2014 with a Capital Budget appropriation \$1.560 million. That funding is being used for the combined Levee Road reconstruction project and construction of a segment of the River Walk Trail between Baypoint Park and Levee Park.

The 2016 request of \$4.48 million is to fully fund the balance of the original 2014 project proposal, including: funding for the removal and replacement of approximately 250 lineal feet of small boat harbor bulkhead retaining wall, T. B. Sheldon Theatre restoration, rehabilitation and renovation, and; riverboat/transient dockage, levee wall extension, and Levee Park promenade enhancements.

Removal and replacement of approximately 250 lineal feet of adjoining small harbor bulkhead retaining wall would complete the replacement of deteriorated retaining wall sections. The estimated cost for this project is \$1,432,800. Including this 2016 \$1,432,800 request, the overall project budget for the current River Town Renaissance project (Levee Road reconstruction, River Walk Trail segment - Bay Point Park to Levee Park, 950 feet small boat harbor bulkhead retaining wall replacement and underground utility replacements) is \$8.371 million, of which \$5,379,000 is leveraged funds.

The second project within this request is the completion of the renovations and the rehabilitation at the T. B. Sheldon Theatre. With limited venues for performing arts outside the Twin City metro area, the Sheldon Theatre works with regional partners and attracts patrons from all over the states of Wisconsin, Minnesota and points much further afar to the Red Wing area. \$1,362,155 in funding for restoration and rehabilitation of the Theatre is necessary to fully fund the project.

With such broad geographic participation, the Sheldon Theatre has become a key partner in the regions important tourism and arts industry; attracting visitors and the economic impact they provide help fuel the regional economy. The Sheldon Theatre is a reason for a visit to the Red Wing area, it is a destination stop.

The proposed renovations at the Theatre include: ADA compliant public restrooms, flooring, roof replacement, heating and ventilating updates, exterior tuck-point and decorative stonework repair, painting and plaster repair, general interior rehabilitation and renovations to meet the needs of contemporary performing arts audiences and the public. In addition, replacement of miscellaneous theatrical equipment is included within the project.

All of the programmed improvements and upgrades are vital to maintain the viability and competitiveness of the Sheldon Theatre as a regional Performing Arts Center. As the major public assembly building within the region, maintaining the building's appearance, functionality and safety systems is crucial to the successful and prospering Arts Industry in the region.

The overall project budget for the T. B. Sheldon Theatre project is \$2,853,186. The 2016 request of \$1,362,155 would be leveraged with approximately \$1.49 million in other funds.

The third project within this request is transient and riverboat dockage, levee wall and promenade improvements at Levee Park. The 2016 request of \$1,685,045 is to fully fund the proposed project. Although the grant agreement has not been finalized, the improvements proposed at Levee Park were funded with \$800,000 from the 2014 Port Development grant program. Also, the Red Wing Port Authority will be applying for \$800,000 in 2015 Port Development funding for the project.

The boat dockage installation and enhancements, extension of the levee wall and general improvements to the promenade at Levee Park have been identified as needed critical projects in several city action plans that are adopted as part of the City's Comprehensive Plan. Safe and easily accessible transient dockage for recreational boaters at a 'downtown' location is an identified, specific action to connect seasonal tourists with area businesses.

Red Wing has had an outstanding, long term relationship with the Mississippi River Riverboat cruise lines. Both the American Queen Steamboat Company and the American Cruise Ship Lines have made Red Wing a port of call on their Upper Mississippi River cruise itinerary's for many years. The American Queen; the Queen of the Mississippi, and the brand new American Eagle paddle wheeler all make multiple stops at Red Wing annually. The two cruise lines combine for 11 upper Mississippi River cruises, making 22 stops in Red Wing in an average year.

The exciting national announcement by Viking River Cruises' naming Red Wing as a Minnesota port of call for their inaugural 2017 Mississippi Riverboat excursion touring season has expedited the need and demand for the dockage and Levee park project. The Viking River Cruise boats are anticipated to be slightly smaller than the American Queen Paddle boat at 413 feet in length and 63 feet in width. The approximate boat passenger capacity will be 335 persons on Viking's ships. Viking cruise Lines expects to inaugurate 5 upper Mississippi River cruises in 2017, making 10 stops in Red Wing. In one cruise season over 5,000 passengers will embark in Red Wing from Viking and other riverboat passenger ships.

The \$1.685 million 2016 request, plus the awarded 2014 \$800,000 Port Development grant and proposed 2015 \$800,000 Port Development grant would fully fund the \$4,010,160 estimated project cost. The proposed project would be leveraged with approximately \$725,160 in other funds.

Project Rationale

The city is requesting \$4.48 million that will be leveraged with \$8.394 million in other funds to complete the scheduled and proposed 2014 Red Wing River Town Renaissance projects.

Red Wing is a regional trade center. Economically, the city's and area businesses benefit from tourism, significant regional agricultural and manufacturing commerce, and recreational activities.

The Red Wing River Town Renaissance proposal combines multiple public benefit projects. The projects will have a regional benefit and will enhance Red Wing's position as a regional center.

Completion of the three projects listed below will have a measurable economic impact on the local and regional economy.

Completion of the Levee Road reconstruction and segment of the River Walk Trail will address public safety, reconstruct a turn of the century and antiquated road system, alleviate routine road flooding, assist in ensuring uninterrupted grain transport, improve a riverfront grain storage facility and export terminal, and various commercial businesses. The trail segment will provide a direct connection to Red Wing's Historic Downtown from the Cannon River Trail and the Goodhue Pioneer State Trail through two city riverfront parks, Baypoint Park and Levee Park. To complete the replacement of approximately 250 lineal feet of adjoining small boat harbor bulkhead retaining wall, \$1,432,800 is a portion of this request.

The Sheldon Theatre has been a regional cultural asset for the past 111 years. The planned building restoration, rehabilitation and equipment replacements are needed for the Theatre to continue to function in the twenty-first century. The funding request for the Theatre project within this proposal is \$1,362,155.

Transient and riverboat dockage, levee wall and promenade improvements at Levee Park have been listed as needed projects in several city action plans that are adopted as part of the city's Comprehensive Plan. Recent news of the Viking River Cruise Lines group making Red Wing a 'Port of Call' enhances the urgency for improvements to Levee Park. The funding request for the transient and riverboat dockage, levee wall extension and promenade improvements at Levee Park within this proposal is \$1,685,045.

Other Considerations

The Levee Road reconstruction and the construction of a segment of the River Walk Trail from Baypoint Park to Levee Park are designed and will be bid by July 2015. It is a scheduled project. Due other arterial road reconstruction projects, the project has a two-year construction period, ending late in the fall of 2016. \$1,432,000 of this request is to fund Bid Alternate A of the bid proposal; removal and replacement of approximately 250 lineal feet of small boat harbor bulkhead retaining wall.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

City of Red Wing

Who will use or occupy this space?

The transient/riverboat dockage will, on occasion, be temporarily utilized by private entities for

debarking and embarking passengers and supplies during the riverboat cruise season, July thru October. The average dockage time period is between 4 to 8 hours. Each cruise ship also, on occasion, may have one 24 hour layover at Red Wing each cruise season. The recreational boating season typically occurs May thru October and the riverboat cruise season, as stated previously, is July thru October. Once completed the dockage would be utilized by the current riverboat cruise ship lines approximately 180 hours. Upon Viking Cruise Lines' entry into the market, the usage may double in use to 360 total hours during a boating season. During a majority of the boating season time, the dockage would be available for public use.

Public Purpose

The project will reconstruct a public roadway to enhance roadway safety, eliminate obsolescence; construct a recreational trail; mitigate high water shoreline erosion; construct public dockage; improve public parkland and provide funds to renovate the City owned Theatre. The project will provide the region with new, unique recreational opportunities. The project will have an economic development impact upon the regional market area. The identified project activities will benefit the community and the surrounding region both aesthetically and economically. The projects will be completed for the benefit of the public and could only be reasonably undertaken by a public entity.

Description of Previous Appropriations

2014 H.F. No. 2490.3, Subd. 16 appropriated \$1,560,000 for the Red Wing River Town Renaissance project. The original appropriation request was \$6,040,000.

Project Contact Person

Marshall Hallock
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(\$ in thousands)

Red Wing River Town Renaissance

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$2,360	\$4,480	\$0	\$0
Funds Already Committed				
Other State Funds	\$1,377	\$0	\$0	\$0
Federal Funds	\$867	\$0	\$0	\$0
City Funds	\$3,340	\$1,488	\$0	\$0
Pending Contributions				
General Fund Cash	\$0	\$800	\$0	\$0
Federal Funds	\$0	\$322	\$0	\$0
Other Funding	\$0	\$200	\$0	\$0
TOTAL	\$7,944	\$7,290	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Pre-design Fees	\$0	\$0	\$0	\$0
Design Fees	\$850	\$1,762	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$6,508	\$5,528	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$586	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$7,944	\$7,290	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Mississippi River Walk Trail and Trailhead**AT A GLANCE****2016 Request Amount:** \$8,627**Priority Ranking:** 3

Project Summary: \$8.627 million in State funds are needed and requested to fund the Red Wing River Walk Trail project. A continuation of the city's River Town Renaissance initiative, the proposed trail would leverage and connect the city's Mississippi River waterfront parks; Levee Park, Barn Bluff Park and Covill Park and provide a unique multimodal experience and connect to the existing regional trail system.

Project Description

This request is for \$8.627 million in state funding to leverage city and other funding to construct the River Walk Trail along the western bank of the Mississippi River. The completed trail will link historic Levee Park in Downtown Red Wing to a regional park, historic Barn Bluff, and end at the city's regionally popular and multi-use Covill Park.

Planning for the project was initiated in 2005 with the completion of a feasibility study for the trail project. In 2009, a preliminary engineering report and design was completed. The engineering report included an environmental assessment, analysis of project permitting, evaluation of engineering alternatives, design and refined cost estimates for the project.

The trail will complete the riverfront trail network connecting Red Wing's riverfront parks and historic downtown to a regional trail system that includes the Goodhue Pioneer State Trail and the Cannon Valley Regional Trail. A great deal of local public and private time effort and resources have been applied to looking at the feasibility and developing plans for a continuous riverfront trail that would link Red Wing's downtown to a series of riverfront parks and regional trails. The Red Wing Area Fund, a local philanthropic foundation, contributed over \$100,000 towards the preliminary design.

The City's Comprehensive Plan & Downtown Action Plan provides the vision to establish downtown Red Wing as a premier historic river town and enhance the city's status as a regional center and hub of economic activity. One of the key goals of the city is to create a multi-modal transportation network that places high priority on environmentally sustainable and health conscious modes of transportation. The Mississippi River riverfront is a prime attraction and plays an important role in the region's tourism and economic development. Connecting regional trail systems and Red Wing's riverfront parks to the City's historic downtown is a critical step to enhancing economic activity, tourism, and providing active living recreational opportunities for the region.

In addition to becoming a segment of the broader Mississippi River Trail system, the trail development will also contribute to a vital network of bike lanes and sidewalks connecting Red Wing neighborhoods to the riverfront and to downtown. The completion of the River Walk Trail; when combined with the improvements completed, in progress and planned for Red Wing's River Town Renaissance, and the future new Mississippi River Interstate Bridge, will capture the essence and synergy contemplated

within Red Wing's riverfront plans.

The proposed trail will also provide increased safety for pedestrians, bicycle enthusiasts, hikers and commuters who currently use the existing unimproved path immediately abutting the Mississippi River and Canadian Pacific (CP) Rail lines. Currently, there is no safety fencing along the rail line which makes the use of the unimproved path next to the main CP rail lines extremely unsafe. Having the path next to the swift moving river's edge with no safeguards is also a concern.

The total length of the trail is approximately 2.5 miles. The Red Wing River Walk Trail will be developed as an exceptional high quality regional recreational destination. An estimated cost for the completion of trail, with ancillary facilities, is \$11,502,823 (est. 2016).

The higher than normal pedestrian trail costs are attributed to the need to accommodate CP Railroad's requirements for the trail alignment. CP Rail controls the right-of-way (ROW) to the Ordinary High Water Level of the river along a 1,000 foot segment of the trail. Therefore, despite numerous discussions to resolve the issue, a section of the trail will be required to be elevated using a unique floating trail design along a 900-foot segment. The uniquely designed elevated and floating trail segment will place trail users in extraordinarily close contact with the Mississippi River and, overall, will enhance the trail as a regional destination.

In addition, a section of the trail alignment from Barn Bluff Park to Covill Park will be aligned between CP Rail's ROW and US TH 61. Based on preliminary information, this segment will require above normal rock excavation, added retaining walls and enhanced storm water management systems that increase anticipated construction costs.

Project Rationale

The project is a continuation of the city's ongoing River Town Renaissance initiative to revitalize Red Wing's riverfront. As a regional trade center Red Wing's economic development and area businesses rely on and benefit from tourism which is enhanced by providing recreational and active living opportunities in the region. In addition to the economic benefit, a riverfront pedestrian trail system will also provide the region with enhanced opportunities for multimodal transportation.

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

City of Red Wing

Who will use or occupy this space?

N/A

Public Purpose

The project is a continuation of Red Wing's ongoing River Town Renaissance initiative that will enhance regional economic activities and economic opportunities, improve public safety, boost public health and augment environmental protections. As a regional trade center Red Wing's, and area businesses, benefit from the enhanced economic activity and tourism provided by recreational and active living opportunities. The completed project will provide the public with new, unique recreational and intermodal transportation options abutting the Mississippi River. The completed project will provide a commuting transportation alternative to the public for employment and shopping purposes. The project will have an economic development impact and benefit for the community and the regional market area. The project will be completed for the benefit of the public and could only be reasonably undertaken by a public entity.

Description of Previous Appropriations

None

Project Contact Person

Marshall Hallock
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(\$ in thousands)

Mississippi River Walk Trail and Trailhead

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$8,627	\$0	\$0
Funds Already Committed				
City Funds	\$50	\$50	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$500	\$0	\$0
Federal Funds	\$0	\$150	\$0	\$0
City Funds	\$0	\$1,126	\$0	\$0
Other Funding	\$0	\$1,000	\$0	\$0
TOTAL	\$50	\$11,453	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$50	\$1,818	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$9,585	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$50	\$11,453	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

West Red Wing Public Safety Facility**AT A GLANCE****2016 Request Amount:** \$2,600**Priority Ranking:** 4**Project Summary:** \$2.60 million in State funds are necessary to leverage \$2.60 million in local funding for pre-design, final design and construction of the Red Wing West Public Safety Facility.**Project Description**

The commercial, industrial and residential development located in the Fire Department's western service region is outside of the 5 mile limit for ISO standards. While the permanent population of the Prairie Island Community and surrounding areas of the Fire Department's western service region do not meet urban population parameters; the daily transient population of the Tribal Community's Treasure Island Resort and Casino alone warrant an urban level of service delivery. The Resort and Casino draws patrons from a wide geographical area and is currently Goodhue County's largest employer.

Red Wing also has responsibility for fire and EMS response to the Xcel Energy's Prairie Island Nuclear Generating Plant. The nuclear plant is located at the furthest terminus of response time from the current public safety building. The new Public Safety Facility would cut Fire and EMS response time to the facility by at least 50%. Failure to respond to an emergency at the facility in a timely manner could have significant regional consequences.

A completed demand analysis of current and projected Fire and EMS service dictate that a new facility is now necessary on the west side of the service region. The new facility would greatly improve response for the western boundary of the city and the adjoining regional service areas for fire protection, EMS and police response.

Project Rationale

Red Wing's primary and only public safety facility has an approximate 20 minute response time for Fire and Emergency Medical Service (EMS) calls to the western boundaries of the Fire Department's regional service area. Included within the Fire Department's western service region are multiple commercial, industrial and residential areas of Red Wing, the Prairie Island Tribal Community, and 3 and adjoining Townships. In addition, important regional and national facilities and critical infrastructure are within this area. Providing a reasonable response time for emergency services to the citizenry and critical regional infrastructure is a priority of the city.

Other Considerations

The proposed public safety facility will considerably improve emergency service response to several important regional and nationally significant facilities including: the Treasure Island Resort & Casino, Xcel Energy's Prairie Island Nuclear Generating Plant, and the US Army Corps of Engineers Lock and Dam Number 3.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

City of Red wing

Who will use or occupy this space?

N/A

Public Purpose

The construction of a Public Safety Facility will be completed for the benefit, health and welfare of the public. The project could only be reasonably undertaken by a public entity.

Description of Previous Appropriations

N/A

Project Contact Person

Marshall Hallock
Finance Director
651-385-3602
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(\$ in thousands)

West Red Wing Public Safety Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,600	\$0	\$0
Funds Already Committed				
City Funds	\$377	\$2,223	\$0	\$0
Pending Contributions				
TOTAL	\$377	\$4,823	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$357	\$0	\$0	\$0
Predesign Fees	\$20	\$0	\$0	\$0
Design Fees	\$0	\$287	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,152	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$384	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$377	\$4,823	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Highway Rail Grade Separation at Sturgeon Lake Road**AT A GLANCE****2016 Request Amount:** \$14,762**Priority Ranking:** 5**Project Summary:** \$14.642 million in State funds are needed and requested to fund the Sturgeon Lake Road railroad grade separation project. The project will construct a new grade separation bridge crossing for Sturgeon Lake Road over the Canadian Pacific Railroad.**Project Description**

Sturgeon Lake Road is the only public access to Tribal Lands of the Prairie Island Indian Community (PIIC), Xcel Energy's Prairie Island Nuclear Generating Plant and the US Army Corps of Engineers Lock & Dam Number 3.

The scope of the project includes: construction of a new grade separation crossing of Sturgeon Lake Road over the Canadian Pacific Railroad on Sturgeon Lake Road, roadway realignment, bike and pedestrian facilities, and aesthetic enhancements. The project begins 500' west of Xcel Road and continues east for approximately 0.8 miles along Sturgeon Lake Road to the intersection of Wiobata Street. A new trail connection will be provided beside Island Boulevard to the Prairie Island Indian Community's Health Clinic and Fitness Center.

Planning for the project was initiated in 2004 after receipt of federal funding for preliminary engineering planning and environmental work for the project in the fall of 2003. In June of 2006 an environmental FONSI was determined and a Level 2 geometric layout was completed. At that point the project stalled.

In late 2010, a MOA was signed between the City of Red Wing and the PIIC and agreed to by MnDOT to resurrect the project. Due to several changes within and abutting the project area and footprint, the environmental review and Level 2 geometric layout required revisions and updating prior to final design.

After an RFQ solicitation in mid-2011 the city contracted with a consulting engineering firm to prepare final environmental and design documents. The project environmental review is complete and the project is 100% designed, shovel ready.

The construction budget is \$14,163,744, ROW acquisition is estimated at \$150,000 and the construction contingency is budgeted at \$716,687. Preliminary engineering, design & environmental expenses are \$1,719,586 and the construction engineering, inspection and project management is budgeted at \$1,275,000. The total project cost is estimated at \$18,024,017.

Red Wing was the grateful recipient of two federal awards in 2003, \$2.0 million and \$700,000 respectively, for the environmental review and design work for the project. The federal awards were specifically designated for preliminary and final environmental review and engineering design.

\$1,719,586 of the federal funding has been obligated for the environmental and preliminary & final project design. Since the inception of the project, \$90,000 in local funding has been spent on the project to date.

Other key funding sources anticipated for the project include \$250,000 from CP Railway, additional budget authority from the city and tribal council.

Project Rationale

Railroad grade separation from crossing vehicular traffic has long been identified nationally and by the state as a priority transportation life safety enhancement. After several high profile railroad grade crossing and crude oil tanker accidents; and with the onset of increased Bakken crude oil transport by rail, Minnesota lawmakers mandated a study of railroad grade crossings and rail safety in 2014. The completed MnDOT study identified the Sturgeon Lake Road railroad grade crossing as a priority railroad grade separation project.

Other Considerations

The Sturgeon Lake Road Railroad Grade Separation project has been identified by MnDOT and Governor Dayton as a high priority rail grade separation project.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

City of Red Wing

Who will use or occupy this space?

N/A

Public Purpose

The project is the construction of a public roadway bridge that will provide a railroad grade crossing safety enhancement and ensure access to and egress from the Prairie Island Indian Community, the Prairie Island Nuclear Generating Plant and the US Army Corps of Engineers Lock & Dam Number 3. The project will be completed for the benefit of the public and could only be undertaken by a public entity.

Description of Previous Appropriations

N/A

Project Contact Person

Marshall Hallock

Finance Director

651-385-3602

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(\$ in thousands)

Highway Rail Grade Separation at Sturgeon Lake Road

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$14,762	\$0	\$0
Funds Already Committed				
Federal Funds	\$1,720	\$0	\$0	\$0
City Funds	\$40	\$0	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$980	\$0	\$0
City Funds	\$0	\$272	\$0	\$0
Other Funding	\$0	\$250	\$0	\$0
TOTAL	\$1,760	\$16,264	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$150	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,720	\$1,275	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$14,879	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$1,720	\$16,304	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Rochester International Airport Customs and Border Patrol Improvements and Other Airport Improvements	1	GO	\$ 4,985	\$ 0	\$ 0
Total Project Requests			\$ 4,985	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,985	\$ 0	\$ 0

Rochester International Airport Customs and Border Patrol Improvements and Other Airport Improvements

AT A GLANCE

2016 Request Amount: \$4,985

Priority Ranking: 1

Project Summary: Predesign, Design, Construct, Renovate and Improve the Rochester International Airport to meet the requirements of the US Dept. of Homeland Security for continued Customs and Border Patrol operations and other facility improvements to enable the Rochester International Airport to accommodate international flights. The improvements would include relocation of airline ticket counters to utilize existing footprint for Federal Inspection

Project Description

To retain an "international airport designation, the Customs and Border Patrol (CBP) is requiring replacement of existing customs facilities as soon as possible because it does not meet Department of Homeland Security (DHS) standards for safety, security, or processing time for the types of international flights that occur in Rochester. The DHS requires new General Aviation Facility (GAF) and Federal Inspection Services (FIS) facilities at the Rochester International Airport (RIA) passenger terminal. These facilities are essential to the long term viability of the airport and region as they allow the airport to accommodate international flights, and to increase the overall CBP processing capacity to 75 passengers per flight. Based on current GAF and FIS design guidelines, additional floor area will be required to accommodate all the facilities needed. It is anticipated that a FIS of approximately 20,000 square feet will be required to accommodate these passenger processing requirements. Additionally upgrades to the mechanical, electrical, fire protection, and low voltage network will also be needed and included in the work. To accommodate the GAF and FIS spatial requirements and to improve the passenger experience while awaiting screening at the TSA checkpoint, several existing spaces within the terminal will be reconfigured or relocated affecting: ticketing, baggage screening, inbound/outbound baggage, vertical circulation, Airline Ticketing Offices, TSA Security Checkpoint queuing, abandoned concession space, baggage claim and restrooms in the secure area. The proposed terminal changes will help the Rochester International Airport in several ways. It will result in better utilization of existing terminal space, increase CBP facility capacity in processing international passengers to meet existing demand and TSA security needs, replace portions of facility terminal infrastructure with more reliable, efficient and code compliant building systems, and generate a positive and safer experience for travelers using the terminal. The total budgeted cost for design and construction of the facility is anticipated to be \$15,978,000 the breakdown of costs will be \$4,139,000 (Federal Aviation Administration), \$3,850,000 (City of Rochester), \$3,004,000 (State of Minnesota MDOT Aeronautics) and \$4,985,000 (State Bonding).

Project Rationale

To enable the Rochester International Airport to continue to provide customs and border patrol

services and thereby accommodate direct international flights, facility improvements are required by the Department of Homeland Security to the federal inspection facilities and the general aviation facilities. Continuation of international flights are critical to the airport operations and to provide international travelers with convenient and timely access to the SE region and particularly to the medical facilities in Rochester.

Other Considerations

Impact on State Operating Subsidies

The Rochester Airport Customs and Border Patrol Project will have no impact on State Operating Subsidies

Who will own the facility?

The City of Rochester owns the airport.

Who will operate the facility?

The City of Rochester has a contract with the Rochester Airport Company, a Mayo Clinic affiliate, to operate the airport.

Who will use or occupy this space?

The private entity users include: Delta and American Airlines, several car rental companies, and a contracted private restaurant operation.

Public Purpose

The public purpose is to improve the Rochester International Airport as a critical transportation facility for SE Minnesota by making required Customs and Border Patrol improvements for international flights and visitors.

Description of Previous Appropriations

There have been no previous State Bonding Requests from the City for the Rochester International Airport. The City and the Airport annually have worked with MNDOT Aeronautics on projects at the Rochester Airport.

Project Contact Person

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(\$ in thousands)

Rochester International Airport Customs and Border Patrol Improvements and Other Airport Improvements
PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,985	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$3,004	\$0	\$0
City Funds	\$0	\$3,850	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$4,139	\$0	\$0
TOTAL	\$0	\$15,978	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,781	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,750	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,447	\$0	\$0
TOTAL	\$0	\$15,978	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	No
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Rocori Trail Phase 2	1	GO	\$ 1,495	\$ 0	\$ 0
Total Project Requests			\$ 1,495	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,495	\$ 0	\$ 0

(\$ in thousands)

Rocori Trail Phase 2**AT A GLANCE****2016 Request Amount:** \$1,495**Priority Ranking:** 1**Project Summary:** \$1,494,910 in state funds is requested to acquire, predesign, design, and construct phase 2 of the Rocori Trail, located in the cities of Richmond, Cold Spring and Rockville, Minnesota.**Project Description**

Estimated Project Costs for Phase 2 of the Rocori Trail:

\$1,828,610 Construction

\$182,861 Construction Contingency

\$475,439 Engineering/Legal/Admin

\$200,000 Right of Way

\$2,686,910 TOTAL

\$920,000 was received for Phase 2 last year, and the cities of Richmond, Cold Spring, and Rockville and Stearns County pledged a total of \$272,000.

Project Rationale

This application's request is for design and construction of Phase 2 of the Rocori Trail. Once completed, the trail will connect the cities of Richmond, Cold Spring, and Rockville. Phase 1, which starts at 178th Avenue in Richmond and ends near the eastern city limits of Cold Spring, received grants from SAFETEA-LU, DNR Local Trails, and Legacy Trails for construction of the trail, which was completed in November 2012. Phase 2 – this application – will start where Phase 1 left off, near the eastern city limits of Cold Spring, and end in downtown Rockville.

The connections of the three cities – Richmond, Cold Spring, and Rockville – and the fact that it will connect to the State Glacial Lakes State Trail at Richmond, makes the Rocori Trail a destination for recreational users and will be a tourist draw, providing for economic benefit from outside the local area. The Glacial Lakes Trail runs from Willmar to Richmond, the DNR is currently working on the Richmond segment. When the DNR segment is done at the end of this year, Rocori Trail will be connected to the Glacial Lakes State Trail. With Phase 2 of the Rocori Trail complete, users will be able to bike / walk from Rockville to Willmar. Additionally, Stearns County has plans to connect to the Rocori Trail and travel east into the St. Cloud area. Connections could then easily be made to both the Lake Wobegon and Beaver Island Trails. Furthermore, Stearns County has talked about connecting the Beaver Island Trail to Warner Lake Park. The City of Clearwater in Wright County has plans to connect its trail to Warner Lake Park. This would bring more than 100 miles of trail connectivity. This proposed trail project is significant to that vision.

Other Considerations

Impact on State Operating Subsidies

The three cities have maintained phase 1 and will do the same for phase 2 of the Rocori Trail, realizing costs will increase but will be economies of scale.

Who will own the facility?

Rocori Trail Construction Board

Who will operate the facility?

Rocori Trail Construction Board

Who will use or occupy this space?

None

Public Purpose

Provide increased and enhanced outdoor recreational opportunities for citizens of all abilities, along with an alternative mode of transportation.

Description of Previous Appropriations

Two separate bonding bill awards were received for Phase 1 in the amounts of \$372,000 and \$800,000.

Project Contact Person

Rena Weber
City Administrator
320-251-5836
rweber@rockvillecity.org

(\$ in thousands)

Rocori Trail Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,495	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$180	\$0	\$0
County Funds	\$0	\$92	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,767	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$200	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$475	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$915	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$177	\$0	\$0
TOTAL	\$0	\$1,767	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Roseau Fire Station Expansion	1	GO	\$ 700	\$ 0	\$ 0
Total Project Requests			\$ 700	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 700	\$ 0	\$ 0

Roseau Fire Station Expansion**AT A GLANCE****2016 Request Amount:** \$700**Priority Ranking:** 1**Project Summary:** \$700,000 in state funds is requested to design, construct, furnish and equip a 4,200 SF addition to the Roseau Fire Station located in the City of Roseau, in Roseau County for the purpose of housing essential emergency response equipment to meet the growing emergency response needs of the people and assets of Northwest Minnesota.**Project Description**

The proposed project involves the final design, bidding and construction of a 4,200 SF pre-cast concrete addition to the existing 6,912 SF pre-cast concrete fire station. The existing Roseau Fire Station consists of a large vehicle storage garage with five (5) vehicle storage bays and approximately 1,400 SF of inhabited office, meeting and support space. City consultant, Johnson Laffen Architects, assessed all of the City's buildings and found that the existing fire station was in excellent physical condition and in the proper location for its mission. However, the building was found to be lacking in space and in need of minor upgrades to some of the aging mechanical and HVAC systems. As a result of this assessment, the City's comprehensive plan included a long-range study of the on-going space needs of the fire station. In 2013, the city hired consultant, Widseth, Smith, Nolting (WSN), to review the specific space needs of the fire department. The preliminary study resulted in a need for approximately 4,000 SF of additional space to house all of the existing equipment plus providing expansion for the possible addition of a ladder truck to the department's fleet to address taller structures within the department's service territory. WSN has further refined the proposed fire station addition design to consist of three (3) new vehicle storage bays, two bays similar to the existing fire station bays, and a third drive-through bay of sufficient size to accommodate a future addition of a ladder truck when needed. Additional space behind the vehicle storage bays will accommodate the department's air compressor and air tank filling room. The fire station addition would match the original fire station in construction utilizing pre-cast tilt-up double tee concrete panels, concrete floor and a built-up rubber roofing system. The project will also involve work to the existing fire station in the areas of mechanical, HVAC and lighting to upgrade the systems and improve energy efficiency.

The addition and renovations to the Roseau Fire Station will be completed with longevity and durability at the heart of the design intent. The goal is to provide a building that serves the community of Roseau well into the future. As part of a state-funded project, it is our goal to comply with all of the requirements of the Minnesota Sustainable Building Guidelines; including the Building, Benchmarks, and Beyond; and SB2030 requirements. The total cost of the project is \$1,400,000 with the City of Roseau committing \$700,000 in general fund dollars to the project. The project is expected to take less than one (1) year to complete.

Project Rationale

This expansion project is necessary due to the increasing service demands on the Roseau Fire Department. In recent years, the department has added more specialized firefighting and emergency response equipment to meet the department's on-going mission. The existing fire station was

constructed in 1988, and at that time the fire station housed four (4) response vehicles in the five-bay structure. In the late 1980's, the Roseau Fire Department's primary mission was to respond to structural fires and small grass fires in and around the City of Roseau and the fire station's design was such that it adequately served that mission with some room for expansion. However, since 1988 the mission of the Roseau Fire Department has dramatically expanded to include more services such as: forest and wildfire support, search and rescue, accident and hazardous spill response, disaster response and mobile incident command. Each of these new missions have brought with it additional specialized equipment that needs to be housed in such a way that it is accessible and in working order at a moment's notice. For example, one-half of the Roseau Fire Department's assets are dedicated to forest and wildfire suppression equipment in support of the MN DNR's mission to protect the vast amount of state forest in the Roseau Fire Department's service territory. Unfortunately, the current facility does not provide sufficient space to house all of this equipment, and today vital emergency response equipment is now sitting outside exposed to the elements, snow and vandalism, possibly rendering it unusable at a time of emergency. The Roseau Fire Department currently maintains eight (8) vehicles and large pieces of equipment that it must attempt to house in a fire station only designed to accommodate five (5). The proposed 4,200 SF addition to the existing fire station would provide three (3) additional vehicle storage bays and additional equipment storage areas to adequately house the existing equipment and make it easily accessible in the case of emergency when every second counts.

Other Considerations

The Roseau Fire Department was an early leader in the consolidation of area rural fire department into the city's coverage to improve the capabilities of the emergency response team. Today the Roseau Fire Department has a service territory that covers the City of Roseau and 19 surrounding townships in Roseau County as well as some unorganized portions of Roseau County. The service area of the Roseau Fire Department spans over 960 square miles of the State of Minnesota and contains over 240 square miles of County, State, Federal and Tribal lands including: Beltrami Island State Forest, Lost River State Forest, Palmville WMA, Roseau Lake WMA, and Hayes Lake State Park. Increasingly the Roseau Fire Department has become a vital participant in the control and suppression of wildfires and forest fires on our state lands. For example, in April of 2015, the Roseau Fire Department provided invaluable front line support to the MnDNR Forestry teams fighting the Palsburg Forest Fire in Beltrami Island State Forest. Without the support of the Roseau Fire Department additional state forest resources would have been lost. Additionally the Roseau Fire Department provides first responder services to over 80 miles of state highways within its service territory. The equipment necessary to maintain readiness for the multitude of emergency response situations has driven the need for additional space in the Roseau Fire Station.

Impact on State Operating Subsidies

There will be minor increases in cost of insurance and utilities as a result of this expansion. The newly added space consists entirely of heated garage space.

Who will own the facility?

City of Roseau

Who will operate the facility?

City of Roseau

Who will use or occupy this space?

The Roseau Fire Department will be the sole occupant of the building

Public Purpose

The project serves to house the equipment of the Roseau Fire Department who provides emergency services to the public within a large geographic region in Northwestern Minnesota. The Roseau Fire Department provides a multitude of services including fire fighting, search & rescue, emergency management response, hazardous materials spills response, accident response, and incident command among other emergency services to the general public.

Description of Previous Appropriations

2013 - \$3,500 Preliminary Project Design (City of Roseau)

2014 - \$18,000 Project Design (City of Roseau)

2015 - \$2,000 Project Design (City of Roseau)

Project Contact Person

Todd Peterson
Community Development Coordinator
218-463-5003
tpetersn@mncable.net

(\$ in thousands)

Roseau Fire Station Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$700	\$0	\$0
Funds Already Committed				
City Funds	\$24	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$700	\$0	\$0
TOTAL	\$24	\$1,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$35	\$0	\$0
Project Management	\$0	\$25	\$0	\$0
Construction	\$0	\$1,320	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$20	\$0	\$0
Inflationary Adjustment	\$0	\$28	\$0	\$0
TOTAL	\$0	\$1,428	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Silver Bay Black Beach Campground	1	GO	\$ 1,128	\$ 0	\$ 0
Silver Bay Municipal Campground - Rec Center	2	GO	\$ 1,174	\$ 0	\$ 0
Mary MacDonald Rehabilitation Project	3	GO	\$ 675	\$ 0	\$ 0
Total Project Requests			\$ 2,977	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,977	\$ 0	\$ 0

Silver Bay Black Beach Campground

AT A GLANCE**2016 Request Amount:** \$1,128**Priority Ranking:** 1

Project Summary: The City of Silver Bay is requesting \$1,128,300 for the design and construction of a 63-mixed site municipal campground next to the new public beach on Lake Superior known as Black Beach Recreational Park. Black Beach Recreational Park is a reclaimed mining site with historical significance and uniqueness along the north shore of Lake Superior that the City has recently secured access to in October 2014.

Project Description

On October 27, 2014, for the first time in the history of Silver Bay, the City obtained legal access to approximately 31.6 acres with approximately 3500 feet of shoreline along the north shore of Lake Superior that has been owned by the mining company in Silver Bay. The City, in partnership with the Minnesota DNR, entered into a long-term Recreational Lease Agreement with Northshore Mining Company for the purpose of establishing and maintaining a public recreational beach without any monetary charge. According to the Lake County Assessor, the valuation of Parcel ID #22-9600-00201 is \$982,100 for the 2015 assessment year, a sizable gift to the public from the private sector. The public beach area is now known as Black Beach Recreational Park.

Black Beach Recreational Park encompasses three beach areas - Peach Beach, Agate Beach, and the most historical and unique beach known as Black Beach. Each beach provides for different characteristics - Peach beach is known for the large bedrock that gives off a orange/peach hue; Agate beach is known for the loose rocks/agates similar to much of Lake Superior's shoreline; but Black Beach is known for the natural sediment transport of past taconite tailings into sand that gives a diamond-like sparkle with black hue. They are all simply beautiful, but there is nothing similar to Black Beach anywhere on Lake Superior. Since the public beach opened, May 22, 2015, many locals and tourists have flocked to this unique property and feel that a campground near this location is needed.

In previous years, the City discussed the development of a municipal campground but many felt that not having access to Lake Superior would likely be too difficult to attract tourists when compared to other campgrounds in the area having lake access. In addition, the costs to develop a campground solely with City funds would be too burdensome. Since then, the City has been developing its Comprehensive and Capital Plan and have engaged the public, focus groups, and steering committee members whom identified the development of a municipal campground as a high priority need. In addition, the City Council adopted Resolution 2015-#22 stating that the Silver Bay Black Beach Municipal Campground was priority #1 for the City. The City Council also engaged Compass Rose-Building Performance Specialists (CR-BPS, Inc.) to conceptually design a campground on 14.2 acres of City owned property located in the 110-acre Eco-Park located next to Black Beach Recreational Park and Hwy 61.

The proposed campground (Silver Bay Black Beach Campground) is a 63-mixed site development project to house tents, small campers, and larger RV's with electrical, water, and sewer amenities. In addition, the campground will include a walking trail to the Black Beach Recreational Site, playground,

pavilion, wooded sites, lavatory vaults, shower/lavatory building, and a main office building that is designed to be "net zero" to house offices, community area with kitchen set up, showers/lavatories, laundry, and storage. The cost of the proposed campground is \$2,256,600 and the the City is requesting \$1,128,300 in state funding to help offset engineering, site clearance, construction of buildings and campground sites, fixtures, and infrastructure improvements. The City expects to cover the remaining 50%, but will hope to lower its exposure by engaging additional funding sources like IRRRB, Lake County, other private/public partners, and through in-kind services if needed. The City reviewed other options including developing the campground in two phases; however, the majority of the costs (\$1.7 million) are in phase 1, but the majority of the sites (36) needed to generate operating revenues are in phase 2. In addition, the cost to develop in two phases increased the costs by more than \$35,000; therefore, the City felt it was best to develop the entire 63-sites in one development phase pending the ability to secure funding.

Although the property that has been leased from the Mining Company, they have restricted the use of the property to be public beach only and not allow for overnight stay. Northshore Mining is very support of the development of the municipal campground located adjacent to the public beach, especially since Black Beach is a safe harbor for kayakers on the Lake Superior Water Trail. The municipal campground will also serve a central place for those traveling the CJ Ramstad/Northshore State trail from Duluth to Grand Portage, the Gitchi Gami Bike Trail, or the Superior National Hiking Trails. Silver Bay also is a local central point as it is an hour from Grand Marais, an hour to Duluth, and an hour to the Range Cities making it accommodating for those visiting the area that desire to enjoy the State Parks like Gooseberry Falls, Split Rock Lighthouse, Tettegouche, or Temperance River.

The campground is also expected to help attract additional businesses into the 110 acre Eco-Park such as an outfitter, restaurants, retail, and specialty shops with a recreational flare. Some local businesses have already started expanding inventory for camping and recreational products. Outside the jobs needed for development of the project (contractors, electricians, plumbers, etc), the campground will also create new jobs, primarily full-time/seasonal to start. Eventually, we expect that ancillary business developing in the park will create additional jobs.

Project Rationale

The project is needed to develop a new revenue source for the city in an effort to lower taxes for parks and recreation, create new lodging options in Silver Bay and in an effort to meet the demand for campground sites along the north shore, to attract new tourism dollars for local businesses, to create jobs and business diversification, and to provide an educational experience related to the history of mining in Silver Bay.

Other Considerations

The City has secured \$125,000 from IRRRB for Black Beach Recreational Park for improvements to be made to the reclamation of the mine land for public purpose. The funds are to be used to install fencing for boundary identification, new lavatory vaults, picnic tables, fire rings, trash receptacles, and for conceptual planning of a campground. This project is currently being completed.

Impact on State Operating Subsidies

Currently the City levies approximately \$125,000 in general taxes to support Parks and Recreational Programs. The campground profits will be used to lower the general fund need in hopes that the Parks and Recreational Department will become more self sufficient. The impact on the City's operational budget would be significant as every \$10,000 the city increases in its levy is equal to

about a 1% increase.

Who will own the facility?

City of Silver Bay

Who will operate the facility?

City of Silver Bay

Who will use or occupy this space?

No private entity

Public Purpose

Municipal Campground with Public Beach Access to Lake Superior

Description of Previous Appropriations

none

Project Contact Person

Lana Fralich
City Administrator
218-226-4408
lanaf@silverbay.com

(\$ in thousands)

Silver Bay Black Beach Campground

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,128	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,128	\$0	\$0
TOTAL	\$0	\$2,256	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$128	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,128	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,256	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Silver Bay Municipal Campground - Rec Center

AT A GLANCE**2016 Request Amount:** \$1,174**Priority Ranking:** 2

Project Summary: The City is requesting \$1,174,250 for the design and construction of a 42-mixed use municipal campground on city owned property located in the center of the community. The funds will also be used to remove an existing building and the construct a new multi-use public facility.

Project Description

The City has been working on ways to generate revenues (other than by increasing the tax levy or eliminating services to the taxpayers) to offset the changes in LGA, Taconite Production Tax revenues, and the negative impact on Silver Bay's tax capacity from changes to the market value homestead credits. Events like the Rocky Taconite Tournament, Bay Days, Lake Superior Salmon Classic, ATV parade, and other events in Silver Bay have either been eliminated or have lessened because tourists coming to those events cannot find enough lodging space, especially campground sites. During the summer months, city staff receive multiple calls daily from tourists who are looking for open campsites.

Silver Bay is located one hour north of Duluth, an hour south of Grand Marais, and an hour east of the Range Cities making it a prime and convenient area for tourists who want to be in close driving distances those areas while enjoying the outdoor recreational facilities that our community has to offer. Silver Bay is the only municipality along the shores of Lake Superior that does not have a municipal campground facility. With an estimated 9,000 cars passing through Silver Bay, in only makes economic sense to attract tourism dollars to our community.

The City's first priority campground is located by the Black Beach Recreational Park that was recently secured to provide legal public beach access; however, the City feels that additional camping sites would be beneficial to attract additional tourists, meet the demand for camping along the north shore, and provide for a different location for those wishing to be located within walking distance from the grocery store, banking, library, restaurants, churches, tennis courts, and recreational trails such as the ATV, hiking, and biking.

The proposed Silver Bay Rec Center Municipal Campground will boast 42 RV sites including four pass through sites as conceptually planned by S.E.H. Engineering. There are additional tent area sites that are expected to serve the public who are using the Gitchi-Gami Bike Trail or the Superior National Forest Hiking Trails. The existing multi-use recreational building that is currently used for the public to rent, will be torn down as the structure has shown significant signs of wearing and is not cost effective for rehabilitation. There will be a new 3200sqft. multi use facility built in this location. The campground and building design includes solar panels, geothermal ground source heat pump, high efficiency LED lighting, energy efficient construction using environmentally friendly materials. Every effort will be made to reduce waste and improve the sustainability of the facility and its surround environment.

The cost of construction is estimated at \$2, 348,500 with 1/2 of the project costs (\$1,174,250)

requested of State Bonds. This cost includes an increase from the original design budget to accommodate inflation. The remaining portion of matching funds will be covered by the City of Silver Bay; however, the city will seek additional funds from agencies such as IRRRB, County, and other private/public sources to lower the financial burden to the city.

Project Rationale

The project is needed to develop a new revenue source for the city in an effort to lower taxes for parks and recreation, to create new lodging options in Silver Bay in an effort to meet the demand for campground sites along the north shore, to attract new tourism dollars for local businesses, and to create jobs and business diversification.

Other Considerations

Impact on State Operating Subsidies

Currently, the City levies approximately \$125,000 in general taxes to support Parks and Recreational Programs. The campground profits will be used to lower the general fund need in hopes that the Parks and Recreational Department will become more self sufficient. The impact on the City's operation budget would be significant as every \$10,000 the city increases in its levy is equal to 1% increase.

Who will own the facility?

City of Silver Bay

Who will operate the facility?

City of Silver Bay

Who will use or occupy this space?

n/a

Public Purpose

Municipal Campground

Description of Previous Appropriations

none

Project Contact Person

Lana Fralich
Administrator
218-226-4408

lanaf@silverbay.com

(\$ in thousands)

Silver Bay Municipal Campground - Rec Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,174	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,174	\$0	\$0
TOTAL	\$0	\$2,348	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$154	\$0	\$0
Project Management	\$0	\$55	\$0	\$0
Construction	\$0	\$2,140	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,349	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Mary MacDonald Rehabilitation Project**AT A GLANCE****2016 Request Amount:** \$675**Priority Ranking:** 3

Project Summary: The City of Silver Bay is requesting \$675,000 State Bond Funding to renovate the exterior envelope of the Mary MacDonald Business Center. Renovation would include full replacement (tear off and installation) of the roof and the tuck-pointing, installation, siding of the exterior walls to stop water leaking in from roof and walls.

Project Description

The City of Silver Bay obtained the Mary MacDonald school in 2005 from the Lake Superior School District. The 57,000 square foot facility that was built in the 1960's is fully occupied and rented to a mix of businesses including: Wilderness Family Naturals (certified organic food company), Lake County Human Service Center, Bay Area Vineyard Church, Heavy Duty Designs, a Pharmacy, and a Thrift Store. There are approximately 50+ employees that work at the Mary MacDonald facility, many public who visit daily for the services provided, and many elderly citizens who use the facility as a safe walking place.

The City has invested countless hours into operating and maintaining this facility. In addition, a large renovation project was completed in 2009 to bring the facility up to code for ADA compliance, a fire suppression system, some energy efficiency's (new windows, doors, and boiler), expansion of a loading dock, and the replacement of commercial doors in order to make commercial operations more efficient. Although these changes have made significant strides to improving the building, the threat of businesses leaving due to constant water leak problems is a reality.

The City has received a general engineering estimate from S.E.H. and a proposal from A.W. Kuettel and Sons to replace the roof. Both were approximately \$850,000 and the exterior siding renovation was estimated to be \$500,000. The roof is no longer repairable and would include tearoff, disposal, and installation of a new rubber roof. The exterior walls include repair/replacement of old brick, insulation, and siding. The renovations are imperative due to the constant water leaking into the building which is starting to cause health and safety issues, especially for the organic food company.

If these repairs are not completed soon, the potential for the building to close is becoming more likely. This will result in the loss of good paying jobs and services to our community since we do not have other facilities for these businesses to move in to.

Further concern is the unknown liability that the City may face for not repairing the facility and damage that can happen to the tenant's property. The cost for damages may be higher than the cost for replacement. Tenants have shown past commitment by entering into longer term contracts but are concerned that if the building is not repaired that they may have to vacate.

The Mary MacDonald Business Center is currently being monitored through the MN B3 program. The renovations proposed will meet the new Version 2.2 requirements based upon Federal historical requirements and state bonding requirements. It is expected that the renovations will exceed the state energy code by at least 30%, will focus on achieving the lowest possible costs, will improve

energy costs by making the facility more energy efficient, and will improve the health and safety of the building for the businesses occupying the space and employees working in the facility. The building designs are planned to be environmentally friendly and since the exterior envelope is being renovated, an assessment of lifetime sustainability will be completed. The project is expected to considerably improve the energy efficiencies of the building in addition to improving the health and safety of the facility. Every effort will be made to reduce waste and improve the sustainability of the facility and its surrounding environment.

Project Rationale

The purpose of the project is retain over 50 employees who work at the Mary MacDonald Business Center including its largest tenant, Wilderness Family Naturals. The old 57,000 sq ft school the City acquired from the Lake Superior School District was converted to an incubator/business center. The property is considerably deteriorated and is in jeopardy of losing tenants to its constant water issue that makes concern for health and safety issues. Although the building is self sufficient, there is not enough funds to do the entire project on its own or incur additional debt expenses. In addition, rents are competitive.

Other Considerations

Impact on State Operating Subsidies

There are currently no tax dollars put into the facility, but the impact on the operating budget will be significant. The dollars used to help renovate will allow the city to afford to incur

Who will own the facility?

City of Silver Bay

Who will operate the facility?

City of Silver Bay

Who will use or occupy this space?

The building is a mixed use occupancy rented by public organizations (Lake County Service Center & Bay Area Vineyard Church) and by private companies (Wilderness Family Naturals, Pharmacy, Heavy Duty Sewing, and Dilly Dally shop).

Public Purpose

The public purpose was to have an incubator building to house entrepreneurs, which this facility has done well. This facility has been able to help expand businesses and increase employment.

Description of Previous Appropriations

none

Project Contact Person

Lana Fralich

City Administrator

218-226-4408

lanaf@silverbay.com

(\$ in thousands)

Mary MacDonald Rehabilitation Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$675	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$675	\$0	\$0
TOTAL	\$0	\$1,350	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$1,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,350	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Stewart River Subordinate Service District - Wastewater Collection and Treatment System	1	GO	\$ 8,693	\$ 0	\$ 0
Total Project Requests			\$ 8,693	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,693	\$ 0	\$ 0

(\$ in thousands)

Stewart River Subordinate Service District - Wastewater Collection and Treatment System**AT A GLANCE****2016 Request Amount:** \$8,693**Priority Ranking:** 1

Project Summary: This request is for \$8,692,500 in state bond funding to design, construct, furnish and equip a new wastewater collection and treatment facility located in the Town of Silver Creek and Stewart River Subordinate Service District (SRSSD) in Lake County for the purpose of protecting public health, safety, and waters of the state.

Project Description

The SRSSD service area is primarily located along Lake Superior's North Shore Highway 61, running from Two Harbors to the Silver Creek Cliff Tunnel. Upon completion of the project, 123 residential properties and four commercial establishments will benefit; not to mention the pristine waters of Lake Superior.

The project would include the construction of a communal grinder pump sanitary sewer pressure collection system conveying wastewater to an aerobic treatment system with ultimate dispersal of highly pretreated effluent to the soil for groundwater recharge. The total cost of the project is estimated at \$17,385,000.

The Town of Silver Creek will be assessing the end-user and obtaining loan funding. In addition, and in order to make the project affordable to the end-user, the Town is pursuing financial assistance from following funding sources:

- State of Minnesota Capital Appropriation Bonding
- Iron Range Resources and Rehabilitation Board
- Point Source Implementation Grant Program
- Green Project Reserve
- Wastewater Infrastructure Fund
- Clean Water Revolving Fund
- USDA Rural Development

Project Rationale

The project would address wastewater treatment issues that are a result of aged and failing septic systems within a select service area of the SRSSD. An evaluation of septic systems serving residents and businesses in the service area revealed 36% fail to protect groundwater, 14% are an imminent threat to public health and safety, and many that would be considered complaint, are holding tank type systems that greatly minimize property value. The failing systems threaten the

water quality of Lake Superior and the health and safety of residents. Challenging site conditions prevail throughout the project area including restrictive and slowly permeable soils, bedrock, small residential lots, and high seasonal groundwater making it difficult to construct new or replacement septic systems. Therefore, a centralized wastewater collection and treatment solution is proposed to rectify the problem faced by residents and businesses within the Stewart River service area and enable 100% compliance. State bond funding would assist in final design, bidding, and construction of the wastewater system that would remedy wastewater treatment issues within the service area.

Other Considerations

Over the past ten years of project development, and the creation of the service district, there has been widespread support from not only the property owners along the SRSSD corridor, but also from the Lake County Commissioners, the Town of Silver Creek Board of Supervisors, Lake Superior Coastal Program (DNR), Northshore Management Board and the Arrowhead Regional Development Commission.

Impact on State Operating Subsidies

NA

Who will own the facility?

The Town of Silver Creek

Who will operate the facility?

The Town of Silver Creek

Who will use or occupy this space?

Local residential and commercial end-users

Public Purpose

To protect public health, safety, and waters of the state.

Description of Previous Appropriations

NA

Project Contact Person

Mike Hoops
Town Board Supervisor
218-834-3263
mihoops@frontiernet.net

(\$ in thousands)

Stewart River Subordinate Service District - Wastewater Collection and Treatment System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$8,693	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$8,693	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,490	\$0	\$0
Project Management	\$0	\$895	\$0	\$0
Construction	\$0	\$14,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$17,385	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Friedrich Regional Park	1	GO	\$ 6,000	\$ 0	\$ 0
Accessibility Improvements St. Cloud's Historic Downtown	2	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 8,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,000	\$ 0	\$ 0

(\$ in thousands)

Friedrich Regional Park**AT A GLANCE****2016 Request Amount:** \$6,000**Priority Ranking:** 1

Project Summary: Six million dollars (\$6,000,000) in state funding is being requested to acquire land, predesign, design, construct, furnish and provide for a new City of St. Cloud Regional Park located in Sherburne County Minnesota titled "Friedrich Regional Park."

Project Description

State bonding dollars of \$6,000,000 are being requested to acquire lands totaling 120 acres, master plan, predesign, design, preserve, construct and furnish a new regional park consistent with the goals and strategies outlined in the 2003 City of St. Cloud Comprehensive Plan and the SCORP.

Acquisition of Lands – Estimated Cost = \$1,000,000

Approximately 120 acres of new lands are desired to be acquired under this bonding request. The property contains many water-filled granite quarries, environmental features, rock outcroppings, historic features, forests, wetlands and open space areas desired for future construction and programming.

Master Planning & Pre-Design – Estimated Cost = \$50,000

Friedrich Park is comprised of a multitude of environmentally sensitive land area types, historic features, geographical land forms, natural history, recreational opportunity and educational elements. The City's will fully survey, master plan and pre-design in a manner that enhances the park by preserving the most valuable assets and provide access and amenities for all members of the public to enjoy. Planning for the best possible outcome is paramount to a successful overall project.

Design – Estimated Cost = \$430,000

A recent public input meeting and site visit to Friedrich Park was conducted on May 7, 2015. The meeting provided great public insight and support for the project. Ideas for future development such as parking, public entry points, hiking trails, biking trails, Nordic skiing, snow shoeing, public restrooms, non-motorized boating, swimming, fishing, signage, security, scenic overlooks, picnic shelter, programming, educational opportunities, preservation and site furnishings were all highlighted. The City will use a thoughtful and well executed design process to incorporate the aforementioned ideas, as well as future ideas, into the overall design process to deliver a new regional park asset where no public opportunity currently exists.

Project Management – Estimated Cost = \$25,000

Project management fees associated with State agencies, regional agencies, historical inventories, local agencies and any required environmental permits and necessary building permit fees.

Construction – Estimated Cost = \$4,345,000

Given past experiences in providing regional park improvements, the City has estimated reasonable costs associated with elements likely to be associated with this request. Though we do know exactly what we will be constructing because a master planning and pre-design process has not been initiated, the following items are anticipated:

1. Site and Building Preparation (\$500,000) – Clear necessary sites for public restrooms, shelters, trails and all public amenities mentioned above.
2. Demolition and decommissioning (\$100,000) – Remove any necessary structures and foundations of eroding structures not eligible for listing on the historic register and/or any demolition of natural granite or quarry features deemed unsafe (i.e. grout piles or rock ledges).
3. Construction (\$2,000,000) – Construct all public facilities and amenities that best exemplify the park and the intended master plan to be created.
4. Infrastructure/Roads/Utilities (\$1,000,000) – Construct and install the necessary park entry road, parking, electric utility, water utility, wastewater utility and stormwater utilities to facilitate connections for structures and amenities.
5. Hazardous Materials Abatement (\$300,000) – Clean-up of water-filled quarries located at the site. Remove any underwater or sub-surface debris or dumped items within the depths of the water-filled quarries. Create a system to mitigate any water quality issues that may be associated with the water filled quarries that will be programed in the future to allow for public swimming.
6. Testing (\$30,000) – Hiring a geotechnical testing firm and water quality testing firm will be necessary to perform certain testing required for the project.
7. Construction Contingency (\$400,000) – A 10% construction contingency fund is being included within the project budget to perform necessary project unknowns.
8. Other Construction Costs (\$15,000) – Other construction costs are being added to the project budget in an effort to also help deal with future project unknowns. This cost can be associated with many elements of the future constructing phases and can help serve as project contingency to help pay for any future unknown items.

One Percent for the Arts – Estimated Cost = \$50,000

This budget area will likely be utilized to help enhance the historical and educational elements of Friedrich Park. This may come in the form of interpretive signage, historical listing plaques and antiquity art relative to the granite mining history.

Site Furnishings Fixtures and Equipment – Estimated Cost = \$100,000

Site furnishings and fixtures within the park such as picnic tables, benches, drinking fountains and garbage cans will be necessary to accommodate public use. Fencing and signage will also be necessary to inform and provide safety for the public. Lighting fixtures will be necessary in key gathering areas, as well as security cameras for public safety.

Key Funding Sources

The major funding source for the anticipated project is state bonding dollars. The City of St. Cloud is proposing a 5% match toward the bonding dollars received to support the project.

Project Rationale

The proposed project titled “Friedrich Regional Park” is part of the City’s Comprehensive Plan to provide for a future East St. Cloud Regional Park. The project goal is to revive a once popular and iconic community outdoor recreation and natural resources conservation site that literally built and helped define St. Cloud as the Granite City.

Friedrich Park was created in the 1930s as New Deal reclamation of abandoned granite quarry land. The park comprises about 120 acres of land and has been owned by St. Cloud State University (SCSU) since 1935. Unfortunately, the park-and public access to the park- has been closed since 1976.

Friedrich Park was originally developed as a conservation, educational and recreation area for the St. Cloud State Teachers College (n.k.a. SCSU). The park was named for its creator, college faculty member and conservationist George W. Friedrich. Friedrich was the person principally responsible for its development. Labor was hired through the Works Progress Administration (WPA) and the National Youth Administration (NYA) programs to develop the original park. There also are many ideological links between Friedrich and Aldo Leopold, the foremost leader of his time in the theory and practice of wildlife management, conservation and ecology nationwide.

Friedrich Park contains many historical structures, educational sites, conservation vegetation plantings, and granite quarries that helped shape St. Cloud into the city that it is today:

- Entrance walls constructed in 1936 by the WPA and NYA. A pair of low dry-laid stone walls that flank the original entrance road.
- Stone steps constructed in 1936 by the WPA and NYA, located on the northern edge of the park entering the Dodd Quarry (once used for public swimming).
- Trail system developed in 1935-1936 by the WPA and NYA. Most of the trails are perpetuations of once preexisting old quarry roads.
- Quarry pits and structures that were opened and worked ca. 1885-1941. There are more than two dozen abandoned quarry pits within the park, as well as the foundations of numerous quarry structures. The park has many natural granite rock outcroppings.
- Conifer plantations that were planted ca. 1936 by WPA, NYA and students. About 20% of the park's tree canopy is mature conifers comprised of spruce, pines and cedar, typical of New Deal style plantings of that era for Central Minnesota.

George W. Friedrich's importance and contribution to statewide education cannot be overstated. He helped build and establish a number of the state's earliest wildlife protection and management organizations, beginning with the Minnesota Game Protective League. In the 1930's Friedrich was instrumental in the organization of the Minnesota Conservation Federation and its transformation into the state's largest conservation organization by the 1950's. Friedrich was active in the regional Midwest Conservation Alliance, established in 1935. He was on the board of directors of the

Minnesota Wildlife Federation, he was the founder of the Minnesota Ornithologists' Union in the 1930s and named president in 1940. He was a longtime member of the Wilson Ornithological Club and a founder of the St. Cloud Bird Club.

In 1935, Friedrich was appointed to the State Conservation Commission (renamed the MNDNR in 1971). Friedrich continued to work on state-level policy after his service as a commissioner. He was instrumental in the creation of the Sand Dunes State Forest, established by the legislature in 1942. Friedrich spent at least 20 years as a leader member of the St. Cloud Park Board and became chair in 1942. He also was a member of the St. Cloud Recreation Board. He was instrumental in working with Parks Superintendent Joseph Munsinger to plan extensive New Deal-funded improvements to St. Cloud Parks.

The proposed project is needed to provide for an independent and new City of St. Cloud regional park facility where neither a regional park nor state park currently exist. There is a great need for additional regional parks in the St. Cloud area. The City of St. Cloud's Comprehensive Plan calls for a regional park facility to be located on St. Cloud's east side (Sherburne County). In addition, the vision of the Minnesota State Comprehensive Outdoor Recreation Plan 2014-2018 (SCORP) states:

"Minnesota's outdoor recreation opportunities connect everyone to the outdoors. They create experiences that inspire a legacy of stewardship for the natural world and they provide fun, outdoor recreational opportunities that strengthen friendships, families, health and spirit now and into the future. Minnesotans experience the full range of benefits that outdoor recreation provides, reinforcing our identity as an outdoor culture."

The City of St. Cloud can help accomplish the SCORP vision with financial assistance from the State of Minnesota through its capital bonding process to launch the Friedrich Regional Park project.

The State of Minnesota and local governments are experiencing declines when it comes to the involvement of youth, youth participation, adult and senior opportunities relative to many traditional programs, educational and outdoor recreational opportunities. Minnesota is not escaping a broad trend of declining per-capita participation in nature-based outdoor recreation in the United States. This is a national trend that impacts national parks, national trails, state parks, state trails and other outdoor recreational facilities. It includes many outdoor activities such as hunting, fishing, boating, wildlife watching, swimming, playing and wilderness experience use. Although the decline in these activities in Minnesota is not as large as the national decline, it is still present.

A number of secondary factors also contribute to the decline in participation rates for traditional nature-based outdoor recreation activities. As the population ages, participation in recreation activities generally declines. Similarly, as our state has become increasingly urban as well as increasingly racially/ethnically diverse, participation in traditional outdoor recreation activities statewide has declined.

Declines in participation reduce the number of Minnesotans who receive the personal and community benefits of outdoor recreation. These include physical activity, social and family bonding, sense of place, community pride and overall quality of life benefits that being active outdoors produces. Declines in participation also reduce positive environmental impacts gained from recreating outdoors. Further, engaging with nature helps to produce a citizenry with an appreciation of the natural world that raises social and political support for resource conservation activities.

Decreasing participation in outdoor recreation may also contribute to poor health and associated high medical costs. In Minnesota 62.8% of adults are either overweight or obese and less than half meet recommended levels of physical activity. Prevalence of obesity among children and adolescents in the United States quadrupled among 6 to 11 year olds and more than tripled among 12 to 19 year olds between 1971-1974 and 1999-2000. In 2000, medical costs in Minnesota associated with obesity were \$1.3 billion and medical costs associated with physical inactivity were \$495 million.

The City of St. Cloud desires to help reverse these statewide trends by implementing a strategic direction whereby the City envisions the Friedrich Regional Park project to:

1. Begin to reconnect more adults and youth to the outdoors by providing innovative and sound programming.
2. Provide free access for all. We believe participation cost have limited participation statewide. St. Cloud's local and regional users should have access to outdoor recreational lands and facilities that they can get to easily with amenities they can use and enjoy. They should not be burdened with travel expenses, park entry fees and parking fees.
3. Innovate and market what we have and what we plan to accomplish. Persuade and remind the community about the positive effects of outdoor recreational opportunities.
4. Provide quality experiences, facilities and programs for all to enjoy and engage. High quality of life experiences promote increased use and long term users.
5. Provide programming and special events that help new users understand and enjoy new experiences. Programming and special events also engage participants to foster lifelong participation.
6. Develop strong partnerships in an effort to reach more people. Partnerships help provide for more services and help maintain high quality facilities and programs.
7. Create infrastructure and amenities by acquiring land and creating opportunities through development and redevelopment of facilities.

The City of St. Cloud understands that demand for the limited available funding is significant. However additional funding is needed so that outdoor recreation facilities can fulfill their vital role in connecting people to the outdoors and creating the next generation of natural resource stewards. The close-to-home experiences are essential if the SCORP vision as well as the City comprehensives plans are to be achieved.

Other Considerations

The proposed Friedrich Regional Park project is a source of excitement for many individuals,

citizens, organizations and community members. These supporters have issued many statements and letters in support of this state bonding application. Most notably this proposal is supported by the following organizations and their membership:

- The Rotary Club of St. Cloud
- The Mid MN Cycling Club
- The Natural Parks & Trails Coalition
- SCSU Outdoor Endeavors
- Southeast St. Cloud Neighborhood Preservation Coalition

Impact on State Operating Subsidies

If bonding dollars are received for this project it is not anticipated that the City of St. Cloud would request any new or additional state operating dollars to support this request. However, it is possible that the City may request future Legacy Amendment funding through a competitive process outside of this proposed bonding request to help assist with any future needs.

Who will own the facility?

City of St. Cloud

Who will operate the facility?

City of St. Cloud

Who will use or occupy this space?

The entity and occupancy will be one of public use and no privatized uses are anticipated. When the park is fully developed it will be operated and maintained for public use.

Public Purpose

The public purpose served by this project provides the following: 1. Access to the project site would allow for active and passive use of the area to observe and view the natural and scenic qualities. 2. This site presents opportunities for interpretation of and education about the Minnesota County Biological Survey; pre-settlement land cover of this area; oak forest ecosystems; St. Cloud geology; granite quarry and excavation; landfills, water pollution, etc. 3. Quality of life experiences - The site helps meet the goals and strategies highlighted in the 2003 City of St. Cloud Comprehensive Plan and the State of Minnesota Comprehensive Outdoor Recreation Plan 2014-2016.

Description of Previous Appropriations

Project Contact Person

Scott Zlotnik
Park & Recreation Director
320-650-3170
scott.zlotnik@ci.stcloud.mn.us

(\$ in thousands)

Friedrich Regional Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$300	\$0	\$0
TOTAL	\$0	\$6,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$1,000	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$430	\$0	\$0
Project Management	\$0	\$25	\$0	\$0
Construction	\$0	\$4,345	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$50	\$0	\$0
Occupancy Costs	\$0	\$100	\$0	\$0
Inflationary Adjustment	\$0	\$562	\$0	\$0
TOTAL	\$0	\$6,562	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Accessibility Improvements St. Cloud's Historic Downtown**AT A GLANCE****2016 Request Amount:** \$2,000**Priority Ranking:** 2

Project Summary: \$2 million in State funds are requested to provide financial assistance for accessibility improvements within and between St. Cloud's downtown buildings. Funds will be utilized by local businesses, public bodies, and property owners to improve accessibility for all residents and foster reuse and reinvestment through all levels of downtown's historic structures.

Project Description

Downtown St. Cloud is home to more than 60 historic buildings; two-thirds of which contribute to the City's historic commercial district. Most of those buildings were constructed for commercial use as retail stores, banks, office buildings, and hotels from the early 1880s to 1936. Improved accessibility within these structures will foster reinvestment by property owners, spur economic development and job growth, and increase utilization by all people.

The City of St. Cloud has administered a CDBG funded grant program during the past two years providing financial assistance to downtown property owners and businesses improving accessibility of their buildings. St. Cloud's CDBG entitlement amount is insufficient to meet the growing community demand from low-moderate income eligible activities, while also funding the immediate demand for downtown accessibility. The City, by necessity, must seek other funding sources to continue its grant program and dramatically improve accessibility in the short-term. If funded, the downtown accessibility program would provide \$2,000,000 for planning and construction of private and public accessibility improvements.

The St. Cloud Downtown Council conducted a property inventory and identified eight historic buildings within downtown St. Cloud in need of accessibility improvements. Each of those buildings currently have vacancies and/or underutilized floor area given modern building code deficiencies. Property owners have expressed a strong desire to resolve these deficiencies and reinvest in the properties.

However, costs of retrofitting historic structures are high and economically infeasible given the limited return in greater Minnesota markets. The eight identified buildings total 85,438 gross square feet with approximately \$2,393,000 in estimated market value. Property owners have indicated their intention to remodel, retrofit, and/or convert use in these buildings as a result of the accessibility improvements resulting in more than \$6,600,000 in total investment; more than doubling of current estimated market value. These parcels are representative of the need and interest in a continued accessibility grant program that fuels the current downtown renaissance.

The City of St. Cloud has made sporadic progress toward installation of a public skyway system across the downtown. Further investment is needed to realize an interconnected system of accessible corridors between public and private buildings within the downtown. Public accessibility improvements will be targeted to locations that support private investment and address accessibility needs throughout downtown.

Project Rationale

The bonding request would provide financial assistance to design and construct accessibility improvements within public (e.g.; skyways, elevators) and private spaces (e.g.; ramps, elevators) that address the Minnesota Accessibility Code and Americans with Disabilities Act and their regulations, codes, guidelines, and policies. Reinvestment, reuse, and revitalization of these structures is hampered by modern building and accessibility code requirements. The overall goal of the program is to make downtown buildings accessible to, functional for, and safe for use by people living with ambulatory difficulties.

Other Considerations

The City of St. Cloud is experiencing a renaissance given its unique collection of historic buildings on the Mississippi River in the core of Minnesota. Vacancy within downtown storefronts has dropped to less than 3%. Job growth has resulted in opening of more service businesses and cultural amenities and the construction of downtown's first modern loft complex in 2015. The time is now to implement a granting program that supplements the existing private investment in main street storefronts and expand that trend into the lower and upper levels of downtown's historic buildings.

According to the US Census Bureau's 2008 American Community Survey, 3,862 persons with ambulatory difficulties reside within Benton and Stearns County. These residents and thousands of other annual visitors from the State and region will benefit from a more accessible downtown in their personal and professional experiences in central Minnesota's largest intact historic downtown.

Impact on State Operating Subsidies

Downtown accessibility improvements will not require additional State operating dollars. Operations and maintenance will be the responsibility of the City and private property owners where applicable.

Who will own the facility?

Facilities are both publicly and privately owned.

Who will operate the facility?

Operation and maintenance of accessibility improvements within private buildings will be the responsibility of the property owner. The City of St. Cloud will be responsible for operation and maintenance of public accessibility improvements.

Who will use or occupy this space?

The City of St. Cloud and St. Cloud Downtown Council have already identified more than eight historic properties that are in need of accessibility improvements to solidify, expand, and/or allow conversion to retail, office, restaurant, and other commercial uses. Other downtown property owners continue to show interest in reinvestment projects were a granting program to proceed.

Public Purpose

Downtown accessibility improvements will spur reinvestment, economic development and job

growth, and increase utilization by all people.

Description of Previous Appropriations

Project Contact Person

Matt Glaesman
Community Development Director
320-650-3110
matt.glaesman@ci.stcloud.mn.us

(\$ in thousands)

Accessibility Improvements St. Cloud's Historic Downtown

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,750	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$187	\$0	\$0
TOTAL	\$0	\$2,187	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	N/A
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Highway 4 and Allied Projects	1	GO	\$ 1,567	\$ 0	\$ 0
Storm Water Main St. James Lake/St.James Creek	2	GO	\$ 1,250	\$ 0	\$ 0
Total Project Requests			\$ 2,817	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,817	\$ 0	\$ 0

Highway 4 and Allied Projects**AT A GLANCE****2016 Request Amount:** \$1,567**Priority Ranking:** 1**Project Summary:** In 2016 1.6 miles of Highway 4 will be reconstructed running north to south through the City of St. James. As part of this project the city will also be reconstructing approximately 1.1 miles of street and infrastructure as part of the infrastructure requirements of the Highway 4 project.**Project Description**

MDOT has scheduled to do a complete reconstruction of Highway 4 in 2016 and may possibly phase the project into a two year project 2016-17. As part of this project the City of St. James is responsible for the street lighting, the parking lane, sidewalk, a portion of the storm sewer. In addition in order to meet MNDOT's 10 year storm design standard a significant amount of funds will be needed to upgrade the storm water drainage system. As the reconstruction will have a concrete surface the city needs to replace water main and sanitary sewer main in the highway and to address the upgrading of infrastructure will also be replacing approximately 1.2 miles of street and infrastructure adjacent to the highway. The estimated cost of the water and sanitary sewer project will be \$ 4,065,500.00

Project Rationale

Highway 4 has a travel rating of .5 on a scale of 1 to 10 by MNDOT and as the reconstruction will be in concrete it is imperative that the city replace infrastructure which in some cases is over 100 years of age. The rationale for requesting bonding assistance is due to the fact that the entire project cost for the city is anticipated to exceed \$7,200,000.

Other Considerations

The city's bond rating was recently downgraded due to the amount of city debt and the stagnant tax base. The city has been working very closely with MNDOT on this project and will be constructing the first mini-roundabouts in the state and will also have backin parking in the commercial district. The city has started the process of being placed on the MPCA priority list for the sanitary sewer project and on the Minnesota Department of Health priority list for the water portion of the project. We anticipate that we will be eligible for funding through PFA. We were also included in the governor's 2015 bonding bill.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of St. James

Who will operate the facility?

City of St. James

Who will use or occupy this space?

none

Public Purpose

streets, water service, sanitary sewer service, storm water drainage.

Description of Previous Appropriations

none

Project Contact Person

Joe McCabe

City Manager

507-375-3241

joe.mccabe@ci.stjames.mn.us

(\$ in thousands)

Highway 4 and Allied Projects

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,567	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$100	\$0	\$0
Pending Contributions				
City Funds	\$0	\$1,468	\$0	\$0
TOTAL	\$0	\$3,135	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,135	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,135	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Storm Water Main St. James Lake/St.James Creek**AT A GLANCE****2016 Request Amount:** \$1,250**Priority Ranking:** 2**Project Summary:** Replace the storm sewer drain which serves St. James Lake and the entire southern section of the City of St. James**Project Description**

St. James Lake was originally drained over land accross the southern part of the City of St. James and at some point in time due to continous flooding the city with the possible cooperation of the Minnesota Department of Natural Resources installed a storm sewer line close to the natural flow of water to an outlet to St. James Creek - approximately 6,200 linear feet. This concrete pipe has collapsed at some locations and recent televising has shown that a significant amount of the pipe has deteriorated to the point of needing replacement. The storm sewer line is currently in two parks, a high school football field, baseball diamond, in the front yard of a school and in city streets. Estimated cost of replacement \$ 2,500,000.

Project Rationale

This project has a significant impact on St. James Lake which is filled with water from natural springs and run off from farm fields to the west of the city. The storm sewer was constructed through a significant area of the southern part of the city.

Other Considerations

A portion of the line recently collapsed and required emergency repair. If this repair was nto completed pror to the next storm event, local surface flooding would have occurred in the drainage area upstream of the collapse. This is the second major collapse in a street within the past three years. It is imperative that the line be replaced before a more serious failure occurs..

Impact on State Operating Subsidies

None

Who will own the facility?

City of St. James

Who will operate the facility?

City of St. James

Who will use or occupy this space?

None

Public Purpose

Drain St. James Lake and provide storm water drainage for the southern part of the City of St. James

Description of Previous Appropriations

none

Project Contact Person

Joe McCabe
City Manager
507-375-3241
joe.mccabe@ci.stjames.mn.us

(\$ in thousands)

Storm Water Main St. James Lake/St.James Creek

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,250	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$125	\$0	\$0
Pending Contributions				
City Funds	\$0	\$1,125	\$0	\$0
TOTAL	\$0	\$2,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,500	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Mesabi Trail Extension 2016	1	GO	\$ 1,700	\$ 0	\$ 0
Total Project Requests			\$ 1,700	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,700	\$ 0	\$ 0

(\$ in thousands)

Mesabi Trail Extension 2016**AT A GLANCE****2016 Request Amount:** \$1,700**Priority Ranking:** 1

Project Summary: \$1.7 million in state funds to construct a 4.5 mile long segment of the Mesabi Trail from Whalston Road, located in Kuegler Township to the City of Tower Locomotive Park and Recreation Center. The Mesabi Trail is a ten (10) foot wide bituminous surfaced trail designed and built in accordance with the MN Dot Bicycle Design Manual.

Project Description

This new segment of the Mesabi Trail, hereafter known as the "Project", begins at Whalston Road located within Section 29, T61N, R15W, Kuegler Township and ending at the City of Tower, Locomotive Park located within Section 32, T62N, R15W. This Project is a four and one-half (4.5) miles long, ten (10) feet bituminous surface with two (2) feet wide gravel shoulders. This project will involve right-of-way acquisition (no state funds involved with land acquisition) environmental documentation, engineering design, construction and construction management/engineering.

This Project, in keeping with the Mesabi Trail Master Plan, is a regional trail in Northeast Minnesota that connects communities, provides a transportation corridor, promotes healthy lifestyles and is ADA compliant. The trail traverses multiple landscapes, natural settings, state parks, state and county and federal forests, lakes and streams. The trail travels through many cultural settings that are interpreted including Native American, European settlers, logging era, former iron mining era and current iron mining operations. The trail connects 24 communities with yearly users exceeding 200,000 per year of which, 34% arrive from outside of the northeast MN region. The trail is designated non-motorized with the exception of certain trail segments designated for winter snowmobiling. Twenty seven (27) miles of the trail are designated for snowmobile use.

Trail constructed through a natural setting is carefully located to minimize adverse impacts to waters, wetlands and wildlife. The trail does pass through wildlife areas designated as critical habitat for threatened or endangered species such as the Long Eared Bat and Canadian Lynx, however; proposed trail construction corridors are vigorously reviewed by the U.S. Fish & Wildlife Service, MN DNR Fish & Wildlife, MN DNR Waters, Army Corps of Engineers, U.S. Environmental Protection Agency and local agencies. In addition, designated land use, property ownership, cultural resources, farmlands, recreational areas and other elements are reviewed, changed or approved by the National Environmental Protection Agency, Minnesota Environmental Protection Agency, MN State Historic Preservation Office and local agencies.

State funds will be used for three elements of this project further described as follows. State funds will not be used for right-of-way acquisition or administrative costs.

1. **Environmental Work** needed for Federal NEPA & State MEPA and other Federal, State and Local approvals and permits.

Environmental work needed to comply with Federal National Environmental Policy Act (NEPA) Minnesota Environmental Protection Act (MEPA). As part of NEPA and MEPA, we will be analyzing the “Universe” of trail route alternatives that could be used and then “down – select” to the most preferred alternative. Along with a no-build alternative, land use, social, economic & other impacts will be considered. Environment and cultural resource are usually the most sensitive impacts for new trail construction particularly avoidance and/or minimization of impacts to waters, wetlands, protected wildlife, vegetation and historic sites.

Cost for conducting the environmental work is estimated to be 2% of the project cost or \$34,000.

2. Design and Engineering Work needed to perform design, survey, plans, specification and construction management.

Trail design will be conducted in accordance with the MN Dot Bikeway Facility Design Manual. Engineering work begins with support of the environmental work and then to more specific survey work including property lines, topographic, paying particular attention to vertical alignment and horizontal curves. Survey is followed by trail design in accordance with MN Dot standards, Federal standards and ASHTO with on-site conditions such as waterways, wetlands, hills, valleys determining the final trail design. The engineer will prepare a construction plan and specification, prepare construction bid documents and assist with contracts. The engineer will provide construction management that includes on-site contractor inspection, testing oversight, processing payments and other work as needed.

Cost for conducting the engineering work is estimated to be 8% of the project cost or \$136,000.

3. Trail Construction will be performed by a responsible, bonded and insured contractor. The Contractor will be selected using County or State public bidding process with established contracts, employee compensation and benefit rates, DBE goals and all other applicable laws and rules associated with the use of State Bond funds. The contractor will construct the trail in accordance with engineers plan and specifications. Contractor is responsible to perform construction using methods that are in accordance with OSHA, NEPA and other industry standards. Trail construction costs are estimated to be \$340,000 per mile of trail for a length of 4.5 miles.

Cost for trail construction is estimated to be 90% of the project cost or \$1,530,000.

Project Rationale

The Mesabi Trail is a regional trail in Northeast Minnesota that extends from the Mississippi River to the Boundary Waters Canoe Area that connects communities, provides a transportation corridor, promotes healthy lifestyles and is ADA compliant. The trail's planned distance is 145 miles in length with 110 miles complete in year 2015. 35 miles of trail remains to be constructed mainly in the eastern trail region between the cities of Biwabik, Tower and Ely.

Other Considerations

Impact on State Operating Subsidies

The St. Louis and Lake Counties Regional Railroad Authority (RRA) currently budgets \$300,000 per year to operate and maintain the existing 110 miles of Mesabi Trail that equates to approximately \$3,000 per trail mile per year. The additional 4.5 miles of trail described within this request will add

\$13,500 per year to the RRA operating and maintenance budget. No state operating or maintenance dollars are needed or will be requested for this trail.

Who will own the facility?

St. Louis and Lake Counties Regional Railroad Authority

Who will operate the facility?

St. Louis and Lake Counties Regional Railroad Authority

Who will use or occupy this space?

Public Purpose

Provides a transportation corridor, is a recreational opportunity, promotes healthy lifestyles, connects communities and is ADA compliant.

Description of Previous Appropriations

1996	\$500,000 to construct Mesabi Trail segment Hibbing to Chisholm
2005	\$300,000 to construct Mesabi Station facility
2010	\$1,000,000 to construct Mesabi Trail segment Soudan easterly through Vermillion State Park

Project Contact Person

Robert Manzoline
Executive Director
218-744-2653
bmanzoline@rrauth.com

St. Louis & Lake Counties RRA

Project Detail

(\$ in thousands)

Mesabi Trail Extension 2016

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,700	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$170	\$0	\$0
Construction	\$0	\$1,530	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$221	\$0	\$0
TOTAL	\$0	\$1,921	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	Yes
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
St. Louis County - Arrowhead Economic Opportunity Agency (AEOA) and Range Mental Health Center (RMHC) Office	1	GO	\$ 15,500	\$ 0	\$ 0
Total Project Requests			\$ 15,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,500	\$ 0	\$ 0

(\$ in thousands)

St. Louis County - Arrowhead Economic Opportunity Agency (AEOA) and Range Mental Health Center (RMHC) Office

AT A GLANCE

2016 Request Amount: \$15,500

Priority Ranking: 1

Project Summary: St. Louis County is requesting \$15.5 million in state funds for the \$31 million second phase of a new building project which will include property acquisition and construction. This facility will house offices and programming space for Arrowhead Economic Opportunity Agency (AEOA), Range Mental Health Center (RMHC) and St. Louis County.

Project Description

This 2016 Capital Appropriation request is for **\$15.5 million** and provides for the co-location of AEOA, RMHC and St. Louis County in a new, energy-efficient facility.

Project Rationale

AEOA, RMHC and St. Louis County have come together to collaborate and establish a new combined facility where they could more efficiently and effectively serve some of the most economically, mentally, and socially vulnerable people in NE Minnesota. The project co-locates AEOA, RMHC, and St. Louis County in one combined facility that will: 1.) improve overall access and opportunities for clients through centralized services and new and innovative collaborative programming, 2.) respond to current deteriorating and deficient facility conditions and provide appropriate space for current and future organizational operations, and 3.) leverage costs related to construction, operations, energy efficiency, and shared personnel and programming.

Other Considerations

Prior to the collaboration of all three entities, the initial cost estimates for two separate facilities (one for St. Louis County and one for AEOA/RMHC) totaled approximately \$44 million. Estimates for the combined facility and an associated parking ramp are approximately \$34 million; a cost savings of about 25% from the original plan to construct two separate facilities.

Impact on State Operating Subsidies

St. Louis County, AEOA and RMHC expect to realize savings related to: lower incidences of facilities maintenance/repairs, utilities cost reductions due to energy efficiency and improved building technology, and reduced transportation costs in the new facility. AEOA and RMHC also anticipate revenue increases from new and expanded programming and services.

Who will own the facility?

St. Louis County

Who will operate the facility?

St. Louis County will operate the facility with participation by AEOA and RMHC.

Who will use or occupy this space?

AEOA and RMHC will be the private entities occupying and using the combined facility. Between these agencies, a total of 365 employees will be located in the new facility (AEOA- 215 employees, RMHC- 150 employees). The current proposal adds the co-location of St. Louis County's Virginia Service Center which is currently under review and planning. This would represent an additional 200 employees, for a potential total of up to 565.

Public Purpose

St. Louis County is a local government entity dedicated to effective and efficient public service. Please refer to the uploaded agency profile for more information. AEOA and RMHC are well-established private, non-profit organizations that serve thousands of economically, mentally, and socially challenged residents across an 8-county region in NE Minnesota. This rural region covers nearly 20,000 square miles and encompasses a population of approximately 356,000 people. Populations served include children, families, adults, seniors, veterans, and nursing home residents. The two agencies provide essential services including employment training, Head Start, youth and adult education, homeless services, basic needs support, foster care, drop-in centers, housing development, rural transportation, senior nutrition, crisis center care, detoxification, and treatment for mental health and chemical dependency.

Description of Previous Appropriations

In 2014, St. Louis County was awarded \$3 million (no match required) for Phase I of this project, the planning and predesign of a new office facility to be located in the city of Virginia to house AEOA and RMHC and also for land acquisition and site work to the extent that there are sufficient funds (Laws of Minnesota 2014, Chapter 294, Section 18, Human Services, Subdivision 8). A predesign/design grant agreement between the Minnesota Department of Human Services and St. Louis County is complete pending final approvals and signatures by the parties . Predesign, design, and site selection/acquisition activities are anticipated to be completed within the next twelve months.

Project Contact Person

Peter J. Miller
Capital Planning Manager
218-726-2357
millerp@stlouiscountymn.gov

(\$ in thousands)

St. Louis County - Arrowhead Economic Opportunity Agency (AEOA) and Range Mental Health Center (RMHC) Office
PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$15,500	\$0	\$0
Funds Already Committed				
General Obligation Bonds	\$3,000	\$0	\$0	\$0
Pending Contributions				
County Funds	\$0	\$5,200	\$0	\$0
Non-Governmental Funds	\$0	\$10,300	\$0	\$0
TOTAL	\$3,000	\$31,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$1,200	\$200	\$0	\$0
Predesign Fees	\$140	\$0	\$0	\$0
Design Fees	\$1,660	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$27,091	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,709	\$0	\$0
TOTAL	\$3,000	\$31,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Beltline LRT Station Avenue Roadway Improvements	1	GO	\$ 2,000	\$ 3,425	\$ 2,500
Xenwood Underpass	2	GO	\$ 6,000	\$ 9,000	\$ 0
Louisiana Station Area Access and Circulation Improvements	3	GO	\$ 3,000	\$ 2,000	\$ 0
Whistle Quiet Zone	4	GO	\$ 100	\$ 0	\$ 2,000
Total Project Requests			\$ 11,100	\$ 14,425	\$ 4,500
General Obligation Bonds (GO) Total			\$ 11,100	\$ 14,425	\$ 4,500

Beltline LRT Station Avenue Roadway Improvements**AT A GLANCE****2016 Request Amount:** \$2,000**Priority Ranking:** 1

Project Summary: \$7.925 million for intersection improvements and roadway construction in the Beltline SW Light Rail Transit Station area. The intersection at Belt Line Boulevard and CSAH 25 is the major access point for park and ride, pedestrian and bike access. The project will include the extension of Lynn Avenue south and west along rail right-of-way to connect, provide access and create defined development blocks for transit-oriented developments. It also includes improvements on Belt Line Boulevard to accommodate bikes and pedestrians.

Project Description

The project includes intersection improvements including additional turn lanes, pedestrian crossings and other geometric improvements to facilitate traffic flow. Lynn Avenue is outfitted with a traffic light, and the proposal is to extend Lynn to the south and along the rail right-of-way to create good access for cars as well as strong access for pedestrians and bicyclists coming from the north. On Belt Line Boulevard, additional sidewalks and trails are planned, as well as an on-street bike lane.

Project Rationale

In working with the Southwest Project Office (SPO), the city has undertaken design of improvements to facilitate structured versus surface parking in order for transit-oriented development to occur on the site. To facilitate access and circulation, improvements beyond what the SPO is including in the SWLRT project will be necessary to accommodate new development and create convenient places for transit riders to live and work.

In order to capture auto drivers coming from the Highway 100 to the station, access in and out of the park and ride will be via CSAH 25 versus Belt Line Boulevard. Park and ride traffic will be directed to the CSAH 25 versus Belt Line Boulevard, thereby avoiding more auto traffic crossing the light rail and freight rail tracks. This eliminates a large amount of auto/train/pedestrian/bike conflicts and reduces traffic congestion. A traffic signal at Lynn Avenue and CSAH 25 will be present to facilitate left turns out of the site, including for buses. Continuing Lynn Avenue to the south and creating a new “backage” road parallel to the rail right-of-way allows much better access to the station, parking, and future development. The grid roadway system created will facilitate appropriate sized development areas to develop in a transit friendly fashion. It is expected the development will include business, employment, and living opportunities and increase transit ridership.

Other Considerations**Impact on State Operating Subsidies**

Minimal

Who will own the facility?

The City of St. Louis Park owns Belt Line Boulevard and will own Lynn Avenue and the backage road when they are extended. Hennepin County owns CSAH #25.

Who will operate the facility?

The City of St. Louis Park and Hennepin County will own and maintain the roadway systems.

Who will use or occupy this space?**Public Purpose**

Improving access and circulation in a congested area that will become an SW Light Rail Transit station area with park and ride.

Description of Previous Appropriations**Project Contact Person**

Meg McMonigal
Planning and Zoning Supervisor
952-924-2573
mmcmonigal@stlouispark.org

(\$ in thousands)

Beltline LRT Station Avenue Roadway Improvements**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
<i>State Funds Requested</i>				
General Obligation Bonds	\$0	\$2,000	\$3,425	\$2,500
<i>Funds Already Committed</i>				
<i>Pending Contributions</i>				
TOTAL	\$0	\$2,000	\$3,425	\$2,500

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$825	\$500
Predesign Fees	\$0	\$150	\$100	\$150
Design Fees	\$0	\$150	\$200	\$150
Project Management	\$0	\$100	\$100	\$75
Construction	\$0	\$1,600	\$2,200	\$1,625
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$3,425	\$2,500

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Xenwood Underpass**AT A GLANCE****2016 Request Amount:** \$6,000**Priority Ranking:** 2**Project Summary:** \$15 million to design a roadway extension under the rail corridor to connect Xenwood Avenue to the Highway 7 frontage road.**Project Description**

The construction of a roadway extension under the rail corridor will connect Xenwood Avenue to the Highway 7 frontage road. This connection will increase access to an area where it will be reduced to right-in/right out access along Wooddale Avenue as part of the light rail project. The proposal is to tunnel under the regional trail, light rail and freight rail to connect Xenwood Avenue from 36th Street to the Trunk Highway 7 frontage road. A signal at 36th Street and Xenwood Avenue facilitates traffic movements in and out of the area. The project also includes lowering the frontage road 8-10 feet and moving some major utility lines; both of these items add significantly to the costs.

Project Rationale

As a result of the Southwest Light Rail Transit Project near the planned Wooddale Station, a median is proposed on Wooddale Avenue, which restricts left turns in and out of the area between Highway 7 and the frontage road. An alternative access under the freight and light rail lines will provide full access to these properties. One of the properties contains 151 residential apartments. The other property was formerly a coffee plant, and the City's Economic Development Authority has purchased it for redevelopment purposes. The City is working with a developer to create a sustainable, mixed-use, transit-oriented development (TOD) on the site. Without full access, the site is not able to redevelop in a TOD manner and may be very limited in capacity due to the limited access.

Other Considerations**Impact on State Operating Subsidies**

Minimal

Who will own the facility?

The City of St. Louis Park will own the facility.

Who will operate the facility?

The City of St. Louis Park will operate the facility.

Who will use or occupy this space?

Public Purpose

The new roadway connection seeks to allow access and improve circulation in a congested area.

Description of Previous Appropriations

None.

Project Contact Person

Meg McMonigal
Planning and Zoning Supervisor
952-924-2573
mmcmonigal@stlouispark.org

(\$ in thousands)

Xenwood Underpass**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
<i>State Funds Requested</i>				
General Obligation Bonds	\$0	\$6,000	\$9,000	\$0
<i>Funds Already Committed</i>				
<i>Pending Contributions</i>				
TOTAL	\$0	\$6,000	\$9,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$1,601	\$0	\$0
Predesign Fees	\$0	\$150	\$0	\$0
Design Fees	\$0	\$250	\$150	\$0
Project Management	\$0	\$150	\$250	\$0
Construction	\$0	\$2,554	\$8,600	\$0
Relocation Expenses	\$0	\$1,295	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$6,000	\$9,000	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

Louisiana Station Area Access and Circulation Improvements

AT A GLANCE**2016 Request Amount:** \$3,000**Priority Ranking:** 3**Project Summary:** A \$5 million project that includes acquiring right-of-way, removal of a portion of the freight rail switching wye, building a new trail and new sidewalks to access the station area.**Project Description**

In the Southwest Light Rail Transit Station area, several improvements are needed to increase access in and around the station. These include: new sidewalks, a new trail that connects two neighborhoods that are separated by a freight rail track, and removal of a freight rail switching wye. The switching wye is a barrier to pedestrian and auto access, particularly because it lies directly between a very large employer, Methodist Hospital, and the SWLRT Louisiana Station. Removing it would allow building a dedicated walkway/bikeway that would function as a convenient and comfortable way for employees to use the SWLRT easily and regularly. This reduces the need for cars and associated surface parking, which frees up land for transit-oriented development, and it increases transit usage.

Project Rationale

The Louisiana Station area has several businesses and employees within walking distance of the LRT station. Methodist Hospital is the largest employer with 3,900 employees on a daily basis. Access the station requires a circuitous ½ mile walk, because of the existing rail embankment and tracks. Removing the freight rail wye for a walkway/bikeway would reduce the distance to a ¼ of a mile. The intent is to provide a comfortable and easy way to walk or bike to and from the station. The walkway provides the opportunity for convenient transit service to workers and to increase ridership on the SWLRT line. The new trail to the east of the station and new sidewalks throughout the area also connect neighborhoods to the Louisiana station area, providing direct and convenient access and thereby facilitating transit use and increased ridership.

Other Considerations**Impact on State Operating Subsidies**

Minimal

Who will own the facility?

City of St. Louis Park

Who will operate the facility?

City of St. Louis Park

Who will use or occupy this space?

Public Purpose

Provide accessibility to Southwest Light Rail Transit Station

Description of Previous Appropriations

None

Project Contact Person

Meg McMonigal
Planning and Zoning Supervisor
952-924-2573
mmcmonigal@stlouispark.org

(\$ in thousands)

Louisiana Station Area Access and Circulation Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$2,000	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$3,000	\$2,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$1,131	\$1,000	\$0
Predesign Fees	\$0	\$100	\$50	\$0
Design Fees	\$0	\$123	\$100	\$0
Project Management	\$0	\$150	\$40	\$0
Construction	\$0	\$1,496	\$810	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$2,000	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

Whistle Quiet Zone**AT A GLANCE****2016 Request Amount:** \$100**Priority Ranking:** 4**Project Summary:** \$2 million to install safety improvements that reduce or eliminate the need for rail horns and whistles.**Project Description**

Improvements to areas where rail crosses roads, sidewalks and trails, would consist of two quadrant gates, closure of public crossings, 100' medians, and constant warning times to alert pedestrians and vehicles. These safety improvements aim to reduce risk of injury and fatalities along railroad crosses.

Project Rationale

LRT horns are effective deterrents to accidents at grade crossings. The sound level, however, can greatly affect the quality of life to surrounding residential neighborhoods. Whistle Quiet Zones (WQZ) help to elevate the safety at railroad crossings while mitigating the noise affects to residential areas. A WQZ is a segment of rail line where LRT horns would not be routinely sounded while the train approaches a public highway/railroad grade crossing. Safety measures include paired one-way streets with full closure gates, median barriers in combination with two-quadrant gates, four-quadrant gates, temporary crossing closures (during night hours), and wayside horns. Additional infrastructure at each railroad crossing is needed in order to allow the rail corridor to be eligible for WQZ status.

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

City of St. Louis Park

Who will operate the facility?

City of St. Louis Park

Who will use or occupy this space?**Public Purpose**

Whistle Quiet Zones improve the quality of life by improving safety and reducing noise in the community.

Description of Previous Appropriations

None

Project Contact Person

Meg McMonigal
Planning and Zoning Supervisor
952-924-2573
mmcmonigal@stlouispark.org

(\$ in thousands)

Whistle Quiet Zone

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$100	\$0	\$2,000
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$100	\$0	\$2,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$2,000
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$100	\$0	\$2,000

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	N/A
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
New Roy Wilkins Center	1	GO	\$ 1,900	\$ 80,731	\$ 0
Minnesota Museum of American Art	2	GO	\$ 8,000	\$ 0	\$ 0
Total Project Requests			\$ 9,900	\$ 80,731	\$ 0
General Obligation Bonds (GO) Total			\$ 9,900	\$ 80,731	\$ 0

New Roy Wilkins Center**AT A GLANCE****2016 Request Amount:** \$1,900**Priority Ranking:** 1**Project Summary:** \$1.9 million in state funds is requested to finalize the architectural program and complete schematic design a new Roy Wilkins Center to replace the existing Roy Wilkins Auditorium.**Project Description**

The Port Authority of the City Saint Paul requests support to reconstruct the Roy Wilkins Center. This request is for \$1.9 million in state funding. The overall project costs are anticipated to be \$174 million for the 246,000 square foot facility to design construct, furnish and equip a new Roy Wilkins Center. The estimated capital construction cost in 2015 dollars is \$98 million. The reconstruction will include a flexible exhibition/meeting space with approximately 4000 seats and 40,000 square feet of exhibit space and a 20,000 square foot roof top green space, all for the purpose of attracting and hosting expanded civic events, conventions, and trade shows. The Roy Wilkins Center will share existing structured parking and loading access with the RiverCentre complex. The facility will also serve as a memorial tribute to Roy Wilkins and the civil rights movement in Minnesota.

Project Rationale

The current Roy Wilkins Auditorium is an important economic, educational, civic and cultural resources to Saint Paul and all of Minnesota, but it is outdated, difficult to maintain, and does not comply with the Americans with Disabilities Act.

Minnesota misses out on the millions of dollars that would be spent here if more people and organizations could use the facility. That includes conventions and events lost to other markets and the hotel, restaurant and other spending associated with them.

Past studies show that Saint Paul RiverCentre's approximate 64,000 square feet of exhibit space ranks at the lower end of the comparable set of facilities. Roy Wilkins exhibit hall and auditorium flat floor were not included in these analysis as this space is generally considered substandard to state-of-the-industry convention center exhibit space and is non-contiguous to the facility's primary space. Similarly, when considering breakout meeting space, the RiverCentre's 18,400 square feet also rank near the lower end of the comparable set, but at an appropriate ratio to its exhibit space. The RiverCentre's ballroom space ranks near the midpoint of the comparable facility offerings. Ballrooms are typically the most versatile and highly utilized areas within convention centers, and newer facilities are trending towards greater ballroom space offerings.

A reconstructed Roy Wilkins center would capitalize on the deficiencies mention above and provide high quality contiguous exhibit space and leverage a highly desired ballroom-meeting room level.

Other Considerations**Impact on State Operating Subsidies**

The new Roy Wilkins Center will be operated by the RiverCentre Convention and Visitors Authority along with the existing RiverCentre convention facilities. Because the RiverCentre and Xcel Energy Center are operated as one complex, there are operating efficiencies and economies of scale that will enable the new Roy Wilkins Center to contain costs and enhance operating cash flow. While the plan of finance for the new Center has not yet been finalized, based on the assumptions reflected in pro-formas, the new Roy Wilkins Center show that the Center will generate positive cash flow each year, after covering all of its operating expenses and the projected level of debt service. This is consistent with the RiverCentre Authority's ongoing commitment to operate "in the black". Unlike most other major convention centers across the country, the Saint Paul RiverCentre receives no ongoing operational subsidy from the City of Saint Paul.

Who will own the facility?

City of St. Paul

Who will operate the facility?

The Roy Wilkins Center is operated by the Saint Paul Arena Company through a contract with the RiverCentre Convention and Visitors Authority

Who will use or occupy this space?

There are no long term contracts with private entities. All contracts with private entities are less than 30 days.

Public Purpose

The new Roy Wilkins Center will be used for a variety of entertainment, cultural and educational events. Its new flexible meeting space will be one of the Twin Cities most useful smaller venues for concerts, meetings, banquets, general sessions and graduations. Its new exhibition hall will host consumer and trade shows, banquets and other meetings. This Center will enjoy wonderful synergy with the RiverCentre and Xcel Energy Center. This addition to the RiverCentre complex will create a series of entertainment, meeting and hospitality spaces unparalleled in their capability to host a wide range of activities and draw hundreds of thousands of patrons, clients and other visitors.

Description of Previous Appropriations

None

Project Contact Person

Laurie Hansen
CFO
651-204-6215
ljh@sppa.com

(\$ in thousands)

New Roy Wilkins Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,900	\$80,731	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$0	\$82,630	\$0
TOTAL	\$0	\$1,900	\$163,361	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$90	\$0	\$0
Design Fees	\$0	\$1,814	\$7,258	\$0
Project Management	\$0	\$0	\$3,127	\$0
Construction	\$0	\$0	\$100,114	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$907	\$0
Occupancy Costs	\$0	\$0	\$5,875	\$0
Inflationary Adjustment	\$0	\$736	\$45,341	\$0
TOTAL	\$0	\$2,640	\$162,622	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Minnesota Museum of American Art

AT A GLANCE**2016 Request Amount:** \$8,000**Priority Ranking:** 2**Project Summary:** \$8 million to establish permanent home for exhibitions and public programs for the Minnesota Museum of American Art (MMAA). This home will show case Minnesota Artists and complete certified rehabilitation of a historic Cass Gilbert building.**Project Description**

MMAA is building a permanent home within the historic Pioneer Endicott buildings on the edge of the burgeoning Lowertown neighborhood in St. Paul. Located at the cross roads of a vibrant urban community directly on the Green Line, MMAA will transform the first floor of 3 architecturally significant 19th century office buildings into a bustling art museum and art education center complete with galleries devoted to American and Minnesota art and craft, classrooms, and community spaces. Over half of the museum's permanent collection of 4,000 objects is devoted to the work of Minnesota artists.

The MMAA project is an outstanding example of adaptive reuse. Its galleries are designed by the award winning Minnesota architectural firm of VJAA. They bring a contemporary interplay to this historic building. One of the Endicott's most important and distinctive features - the glass arcade designed by Cass Gilbert - will be integrated into the new MMAA galleries. The selection of the Pioneer Endicott as a permanent home for the MMAA also makes great economic sense. The development of 250 apartments in the upper floors offer a ready audience and historic tax credits on the building help provide affordable occupancy.

Project Rationale

- Establish a dynamic and innovative art museum in downtown St. Paul that celebrates American art and craft and the distinctive contribution that Minnesota artists have made to our arts culture both past and present.
- Bring an important historic building designed by Minnesota's most famous architect, Cass Gilbert, back to life as a 21st century hub for art and innovation.
- Create a sustainable art center enhancing the quality of life for all Minnesotans.
- Leverages significant private sector capital.
- Aids in the economy of our region by creating 14 permanent, full time livable wage jobs.
- Creates 108 construction jobs. (\$9 million of construction) additionally project will create design, finance and legal employment.
- Increases visitors to St. Paul currently estimated at 45,000 per year.

Increase development on and ridership on LRT.

-
- Increases indirect spending in the community by visitor and to vendors of the museum.

Other Considerations

This is a "ready to go" project with fundraising to date of \$5.2 million.

Impact on State Operating Subsidies

There is no impact on State or Port Authority budgets, MMAA is responsible for all program and facility operating costs.

Who will own the facility?

St. Paul Port Authority will enter into a long term lease (pre-paid) with the owner of the building and will in turn lease the space to MMAA.

Who will operate the facility?

Minnesota Museum of American Art

Who will use or occupy this space?

The facility will be leased to MMAA and they will be operating the public program of art museum.

Public Purpose

Economic development, job creation, utilization of public transportation infrastructure, enhances quality of life through the cultural programs.

Description of Previous Appropriations

None.

Project Contact Person

Laurie Hansen
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(\$ in thousands)

Minnesota Museum of American Art

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
Funds Already Committed				
User Financing	\$0	\$5,200	\$0	\$0
Pending Contributions				
User Financing	\$0	\$4,196	\$0	\$0
TOTAL	\$0	\$17,396	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$2,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$800	\$0	\$0
Project Management	\$0	\$425	\$0	\$0
Construction	\$0	\$11,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,275	\$0	\$0
Inflationary Adjustment	\$0	\$1,405	\$0	\$0
TOTAL	\$0	\$17,405	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Kellogg - Third Street Bridge Reconstruction	1	GO	\$ 52,000	\$ 0	\$ 0
Great River Passage - River Recreation and Environmental Education Center	2	GO	\$ 19,500	\$ 0	\$ 0
Como Zoo Habitat Preservation Exhibit Renovation	3	GO	\$ 14,500	\$ 0	\$ 0
Wakan Tipi Center at Bruce Vento Nature Sanctuary	4	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 89,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 89,000	\$ 0	\$ 0

(\$ in thousands)

Kellogg - Third Street Bridge Reconstruction**AT A GLANCE****2016 Request Amount:** \$52,000**Priority Ranking:** 1

Project Summary: The Kellogg Boulevard Bridge project will replace a multi-lane, structurally deficient bridge over Interstate 94 and multiple railways. Load restrictions were imposed on the bridge in 2014. The new multi-modal bridge will include upgraded bicycle and pedestrian facilities and capacity for the proposed Gold Line BRT that will link the East Metro with the hub of the regional transit system at the Saint Paul Union Depot.

Project Description

The heart of downtown Saint Paul sits on a bluff overlooking the Mississippi River and slopes downward to Lowertown, the historic warehouse district along the River where Union Depot, dozens of railroad tracks, and old brick buildings have been transformed to lofts, artists' studios, and office space. One-half mile northeast on a bluff overlooking downtown and the River sit the East Side neighborhoods of Dayton's Bluff and Payne Phalen, both of which are evolving into vibrant, culturally diverse communities. The Kellogg Boulevard Bridge is one of only two connections between downtown and Saint Paul's East Side, and crosses the low land near the Mississippi River, Burlington Northern Santa Fe (BNSF) Railway tracks, the Bruce Vento Nature Sanctuary and Regional Trail, and six lanes of Interstate 94.

The bridge is approximately 0.4 miles long and, before it was restricted in 2014, carried two general purpose lanes and a 10 foot sidewalk on the south side. The most recent annual average daily traffic (AADT) published count on the bridge was 9,900 in 2012; forecast volume is 12,400 (2040). The City of Saint Paul conducted a traffic count in May 2015 which revealed a current volume of 11,600 daily vehicles.

After signs of stress were found on the bridge piers during routine inspections, the City of Saint Paul began supplementing regular inspections with increased monitoring, specialized inspection, and load capacity analysis. In 2014 the City was forced to close the outer lanes of the bridge because the piers that support them were deemed structurally deficient. However the inside lanes are fully supported by beams that transfer stresses directly to the columns and not to the cantilevers. The Minnesota Department of Transportation (MnDOT), outside consultants, and City of Saint Paul engineers confirmed that continued operation on the inner lanes of the bridge is safe. Since then, traffic on the bridge has been restricted to the three innermost lanes of the bridge with a narrow six-foot lane shared by bicycles and pedestrians. While operations on the center lanes are structurally safe, the outer lanes and sidewalk are unusable, and the shoulders and the shared bicycle and pedestrian lane are substandard in the reconfiguration. The reduced shoulder width also causes storage of plowed snow to encroach into the vehicular lanes, effectively reducing the lane width until snow removal can be completed.

On its east end, the Kellogg Boulevard Bridge intersects with Mounds Boulevard, a major thoroughfare through Dayton's Bluff that provides access to eastbound I-94 and distributes traffic exiting the westbound freeway. Kellogg Boulevard becomes 3rd Street, a regular part of the

neighborhood street network in Dayton's Bluff, serving mostly residential uses with some neighborhood commercial establishments. On its west end in Lowertown and the downtown core, Kellogg Boulevard is a main thoroughfare that serves Union Depot and offices, shops, restaurants, hotels, museums, and civic spaces in Saint Paul's central business district.

With the restrictions placed on the bridge, the Mounds Boulevard/Kellogg Boulevard intersection at the east end of the bridge is at level of service F in the evening peak period with intersection delay of 82 seconds per vehicle. In 2040 that delay increases to 130 seconds per vehicle. With a new Kellogg Bridge in place the delay would drop to 28 seconds and the intersection would operate at level of service C; by 2040 the intersection would operate at level of service E with delay increases to 56 seconds per vehicle.

Expected Users of the Project Include

Transit

The Kellogg Boulevard Bridge is heavily used by transit commuters from points north and east. Local Routes 63 and 70, which serve the Dayton's Bluff and Sunray-Battlecreek-Highwood Neighborhoods use the bridge, as do limited stop Route 350 and express Routes 294, 351, 353, 361, and 364 which bring commuters from the Saint Paul suburbs of Maplewood, Oakdale, Woodbury, Saint Paul Park, Cottage Grove, and Stillwater to downtown Saint Paul. These routes connect to the METRO Green Line LRT, Amtrak, and intercity bus service at Union Depot. Because of the topography of the area, closure of the Kellogg Boulevard Bridge would mean significant detours for these bus routes and delay for more than 4,000 passengers each day.

In addition to current bus routes, Gold Line BRT will use the bridge. Gold Line BRT is a proposed transitway that will run in an exclusive guideway for most of its 12 mile length. Gold Line will run from Union Depot to Mounds Boulevard on the Kellogg Boulevard Bridge, then generally run parallel to I-94, connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. Gold Line BRT will operate all day bi-directional service every 15 minutes or more often. Stations are proposed at the west end of the Kellogg Boulevard Bridge at Union Depot, and at the east end of the bridge at Mounds Boulevard or Maria Avenue.

Another transitway corridor, the Rush Line, is in its early stages of planning. While a mode of transit and a route have not yet been selected, several Rush Line alignment options would use the Kellogg Boulevard Bridge to connect to Union Depot. The poor condition of the bridge limits current and future transit system improvements, a situation that is untenable given its proximity to Union Depot.

Bicycles

The City of Saint Paul recently adopted the *Saint Paul Bicycle Plan*, which identifies Kellogg Boulevard and the Kellogg Boulevard Bridge as a "Major Bikeway" and a key connection between downtown Saint Paul, the nearby regional trails, and new "Minor Bikeways" on Maria Avenue and Euclid Street on the East Side. Until the bridge was restricted in 2014, it had a shared 10.5-foot bicycle and pedestrian facility. With the current restrictions, bicycles and pedestrians moving in both directions share one six-foot lane, a condition that represents a loss of service for users, and one that is inconsistent with Saint Paul's existing and planned bicycle network. The proposed bridge includes a 12-foot shared facility on the north side of the roadway, a facility twice as wide as the lane currently available.

Pedestrians

The Kellogg Boulevard Bridge connects downtown Saint Paul and Saint Paul's East Side, two districts where the robust sidewalk networks are well-used and are critical to quality of life and economic vitality of the neighborhoods. In the part of Dayton's Bluff closest to the Kellogg Boulevard Bridge, 36 percent of households do not own a car; in downtown, 21 to 28 percent of households are without a car. The number of households without cars in the East Side neighborhoods and downtown is among the highest in the Twin Cities. The sidewalk network is critical to maintaining mobility for these residents within their neighborhood, as well as to downtown Saint Paul. The Kellogg Boulevard Bridge provides this crucial link; however in its current condition it does not provide an adequate, safe connection.

Freight

Kellogg Boulevard is a 10-ton truck route in the City's freight network. Since the bridge was restricted the City has placed a "Legal Load Only" restriction on the bridge. No permits will be issued to trucks hauling more than the legal limit. Current lane closures on the bridge create frequent bottlenecks for goods movement. Approximately four percent of vehicles traveling on Kellogg Boulevard in the peak period are heavy commercial vehicles; this rate is typical of a downtown Saint Paul street.

Project Rationale

The Kellogg Boulevard Bridge has been declared structurally deficient and must be replaced because of two major issues:

1. The bridge's substructure is compromised because the joints of the bridge, which allow it to expand and contract with the major temperature range present in Minnesota, are cracked from use. The cracked joints allow stormwater and melted ice and snow, which often carry heavy concentrations of road salt, to drip onto the piers below. The salty water becomes trapped in the concrete piers and corrodes the rebar within. Corrosion causes the rebar to expand, cracking and loosening the concrete around it. Once the concrete begins to fall off of the piers and the rebar is exposed, the piers deteriorate rapidly.
2. The Kellogg Boulevard Bridge was built in 1982, just as the American Association of State Highway and Transportation Officials (AASHTO) updated the design code for bridge cantilevers. The cantilevers on the bridge were designed according to old, now obsolete code and are now cracked. This cracking combined with the deterioration of the piers makes the bridge unable to support any weight in its outer lanes.

Other Considerations

The Kellogg Boulevard Bridge links critical low-income, minority neighborhoods to growing employment centers. A new bridge will provide opportunities for disadvantaged groups on the East Side and in downtown Saint Paul by removing physical barriers to job access, supporting continued community revitalization, and facilitating use of more affordable transportation options such as bicycling, walking, and taking transit.

The Kellogg Boulevard Bridge connects the Dayton's Bluff and southern segments of Payne Phalen neighborhoods to downtown Saint Paul. Dayton's Bluff is a low-income area. The most affluent areas of the neighborhood have a median household income of \$50,000 but the poorest areas of the neighborhood have a median household income of \$23,000 or less. The southern part of Payne

Phalen is even poorer, with median household income hovering between \$25,000 and \$35,000. Approximately 44 percent of people living in the census block nearest the bridge in Dayton's Bluff have incomes below the poverty level, and the rates of poverty in the general area range from 25 to 54 percent. Compared to the seven county Metropolitan Area, Dayton's Bluff and Payne Phalen have higher percentages of Hispanic, Black, and Asian populations, higher percentages of people who have limited English proficiency, and much higher rates of poverty.

The Kellogg Boulevard Bridge also connects the neighborhoods of East Side Saint Paul to Lowertown and downtown Saint Paul, the regional's second largest job center with more than 65,000 jobs. The Minnesota state Capitol Building is on the north side of downtown and the offices of most state agencies and related employers are clustered around the Capitol. Downtown Saint Paul is also home to several hospitals, major finance, insurance, healthcare, and engineering firms, hosts a growing technology sector, and a major hospitality industry with most of Saint Paul's hotels and hundreds of restaurants. On the eastern side of downtown the Warehouse District of Lowertown has seen enormous growth as more than 3.5 million square feet of abandoned industrial warehouses have been renovated and converted to offices, apartments, condos, galleries, and retail space. Unlike many similar warehouse-artist neighborhoods across the country that transitioned quickly from artists' neighborhoods to gentrified neighborhoods, Lowertown has held onto its working/living artists through several artists cooperatives that offer affordable live-work spaces. The creative community continues to grow with designers, architects, musicians, programmers, and actors joining traditional media artists.

Several major investments in Lowertown have built on its creative enterprises to make the neighborhood a regional destination: relocation of the Saint Paul Farmers' Market in 1982 to Lowertown (a facility that serves as an opportunity for Hmong farmers, many of whom live on the East Side, to build wealth); renovation of the historic Union Depot completed in 2012; opening of the Green Line LRT between downtown Minneapolis and downtown Saint Paul in 2014 using Federal Transit Administration New Starts Funds, and finally, completion of the Saint Paul Saints Baseball Park in 2015.

The East Side is a developing job center in its own right, with several major redevelopment initiatives completed or underway to reinstate the nearly 5,000 jobs that left the East Side beginning in the 1970s when 3M, Whirlpool, and Hamm's Brewing all relocated their facilities elsewhere. Redevelopment initiatives have been led by small businesses, many of them minority-owned and oriented toward serving and employing East Side residents. As discussed previously, the topographical change between downtown Saint Paul, near the Mississippi River, and the East Side on the bluff, requires a bridge to connect the two areas. Access between downtown Saint Paul and the East Side is limited to bridges on Kellogg Boulevard and East 7th Street; therefore it is essential for continued economic growth that both conduits remain open and fully functional.

Replacement of the Kellogg Boulevard Bridge will also complement other investment opportunities on the East Side of Saint Paul. Metro Transit is in the process of investing \$4 million to upgrade shelters and bus stops in low-income neighborhoods with high proportions of minority residents. These improvements will be funded by a \$3.26 million Ladders of Opportunity grant from the Federal Transit Administration. Three bus stops on the east of the bridge on 3rd Street in Dayton's Bluff are under consideration for improvements such as heat, new shelters, lighting, and transit information. These stops are on the Route 63, which uses the Kellogg Boulevard Bridge to travel from downtown Saint Paul to the East Side. Several other stops on East 7th Street, and Payne, Minnehaha, Arcade, and Maryland Avenues on the East Side are also under consideration for improvements.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul

Who will use or occupy this space?

This facility is a transportation facility used by the general public

Public Purpose

This is a public bridge for public use

Description of Previous Appropriations

There have been no previous state appropriations. We have been awarded \$7,420,000 in Regional Federal Road and Bridge funds for 2018 that will come with a match to the federal funds from State Bridge Bonds of \$1,855,000. for a total of \$9,275,000 currently funded.

Project Contact Person

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(\$ in thousands)

Kellogg - Third Street Bridge Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$52,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$0	\$1,855	\$0
Federal Funds	\$0	\$0	\$7,420	\$0
City Funds	\$300	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$300	\$52,000	\$9,275	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$3,000	\$0	\$0
Predesign Fees	\$300	\$0	\$0	\$0
Design Fees	\$0	\$8,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$53,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$10,291	\$0	\$0
TOTAL	\$300	\$74,291	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	N/A
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Yes
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Great River Passage - River Recreation and Environmental Education Center**AT A GLANCE****2016 Request Amount:** \$19,500**Priority Ranking:** 2**Project Summary:** \$19.5 million in state bonds is requested to pre-design, design, construct, provide project and contract administration, and provide furnishing, fixtures and equipment for the Great River Passage - River Recreation and Environmental Education Center.**Project Description**

This 2016 request is for **\$19,500,000** in state bond funding for pre-design, design, construction, furniture, fittings and equipment, and project management for a new River Recreation and Environmental Education Center located in the City of Saint Paul, Ramsey County. The intent of the center is to provide the general public greater access to the Mississippi River and new opportunities for river and nature related recreational experience, environmental education and stewardship currently unavailable to Saint Paul's and the region's inner city youth, residents and visitors alike.

This project is one of several projects now under various stages of planning, funding and development along the City of Saint Paul's 17 mile stretch of the Mississippi River, recently renamed the Great River Passage, www.greatriverpassage.org. Over the past 30 years, millions of dollars in local, state and federal funding have been invested in the 3,500 acres of Regional Parks along Saint Paul's 17 mile Mississippi River waterfront. These parks have included Upper Landing Park and Chestnut Plaza, and regional parks Harriet Island, Raspberry Island, Indian Mounds Regional Park, Lilydale Regional Park, Bruce Vento Nature Sanctuary, and the Bruce Vento and Sam Morgan Regional Trails. These park projects enhance the value of adjacent residential property, help stimulate the local and state economy through new job creation, protect our environment, promote health and wellness, and provide nature based recreation to under-represented populations including people of color, physically challenged and economically disadvantaged persons.

Project Rationale

This project will provide new opportunities for youth, adults, and families across the region to access the river, participate in river and nature related recreational experience and environmental education initiatives, and will enhance the stewardship of the natural areas adjacent to the **Mississippi River Great River Passage** regional parks in **Saint Paul**.

Other Considerations

The current Watergate Marina, located within the Valley Reach of the Great River Passage, will be rebuilt as a new River Recreation and Environmental Education Center, to accommodate more river-oriented uses and activities. It will become a hub for nature-based recreational activity; a place where you can rent a canoe or kayak, fishing equipment, bicycles, cross country skis and snowshoes, or have lunch along the river's edge at the new café; making this destination a year round activity center

promoting a healthy, nature-based, active lifestyle. Environmental stewardship will be encouraged through classes and outdoor experiences.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks and Recreation Department

Who will use or occupy this space?

There will be one or more private, contracted, concessionaire opportunities for the project, including, for example: café, outfitter, sport shop, river recreation, marina boating services and related businesses. Actual operators have not been determined.

Public Purpose

Provide outdoor, nature and Mississippi River based recreation to diverse populations for better overall fitness, wellness and nature appreciation.

Description of Previous Appropriations

Not applicable

Project Contact Person

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Government Relations Associate
651-266-8519
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(\$ in thousands)

Great River Passage - River Recreation and Environmental Education Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$19,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$19,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$150	\$0	\$0
Design Fees	\$0	\$2,810	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$13,156	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$195	\$0	\$0
Occupancy Costs	\$0	\$438	\$0	\$0
Inflationary Adjustment	\$0	\$2,701	\$0	\$0
TOTAL	\$0	\$19,500	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	No
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Como Zoo Habitat Preservation Exhibit Renovation**AT A GLANCE****2016 Request Amount:** \$14,500**Priority Ranking:** 3**Project Summary:** Predesign, design, and construct the Como Zoo habitat asset preservation for seals and sea lions.**Project Description**

Maintaining Como Zoo's commitment to conservation education and marine mammal care is the aim of this asset preservation project at Como Zoo. The plan calls for replacing the current Seal Island—originally a WPA-era monkey habitat that was retrofitted in the 1980s—with a purpose-built habitat large enough to contain and exhibit all of Como Zoo's seals and seal lions year-round. With new underwater vistas, improved amphitheater viewing, and naturalistic landscaping to resemble the rocky coast of the Pacific Northwest, the new exhibit plan will also dramatically improve the visitor experience for nearly two million children and adults each year.

Currently the seals and sea lions are displayed in a variety of locations at Como. Seal Island was modified in the early 80s and was originally Monkey Island built during the WPA. During the winter months animals are moved inside the Marine Mammal Building, where Sparky is housed year round in a separate pool. Both facilities lack adequate collection management requirements, with additional new federal requirements on the horizon. A new habitat will provide year round use both indoors and outdoors that meets or exceeds all regulatory requirements, and will continue to educate and inspire the public.

Project Rationale

Como Park Zoo and Conservatory has been a Minnesota tradition for more than five generations, inspiring nearly two million visitors every year with the wild and precious resources of our natural world. The most visited cultural institution in the state, Como is also Minnesota's leading provider of conservation education, offering free, family-friendly programs and interpretive moments that reach more than 500,000 children and adults each year—a student population that rivals that of the state's 10 top school districts combined.

For nearly 60 years, Seals and Sea Lions have been an important part of Como Zoo's conservation education programs. From the splashy fun of the "Sparky the Sea Lion Show," to the progressive pinniped training programs at Seal Island, Como Zoo's aquatic mammals serve as ambassadors for their wild cousins, teaching visitors more about the value of ocean conservation. In fact, more than half of the seals and sea lions in Como Zoo's care came to our facilities through partnerships with the National Oceanic and Atmospheric Administration and other marine mammal rehabilitation centers. In partnership with the University of Minnesota School of Veterinary Medicine, Como Zoo's keepers are

recognized leaders in providing progressive animal training, expert veterinary care and safe harbor to marine mammals with special needs.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks and Recreation

Who will use or occupy this space?

Public Purpose

Como Park Zoo and Conservatory welcomes nearly 2 million visitors annual at no charge to educate and inspire our public to value the presence of living things in our lives.

Description of Previous Appropriations

Project Contact Person

Katie Knutson
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(\$ in thousands)

Como Zoo Habitat Preservation Exhibit Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$14,500	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$1,100	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$15,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$156	\$0	\$0
Design Fees	\$0	\$1,202	\$0	\$0
Project Management	\$0	\$427	\$0	\$0
Construction	\$0	\$10,961	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$157	\$0	\$0
Occupancy Costs	\$0	\$980	\$0	\$0
Inflationary Adjustment	\$0	\$1,717	\$0	\$0
TOTAL	\$0	\$15,600	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

Wakan Tipi Center at Bruce Vento Nature Sanctuary**AT A GLANCE****2016 Request Amount:** \$3,000**Priority Ranking:** 4**Project Summary:** \$3 million is requested to pre-design, design, construct, contract administer, and provide furnishing, fixtures and equipment for development of an Interpretive Center at the Bruce Vento Nature Sanctuary in Saint Paul.**Project Description**

The **Wakan Tipi Center** will be a multi-use interpretive visitor center that will serve both the local community and the region as part of the regional park and trail systems. The Center will interpret the natural history and honor the cultural heritage of the Dakota tribes as well as the many traditions and ethnic groups represented in the area. The City will partner with the **Lower Phalen Creek Project (LPCP)** non-profit corporation in developing a community based design process for the interpretive program and the building design. LPCP will also seek private donations to fund portions of the building construction and interpretive exhibit creation.

Project Rationale

Approved Regional Park Master Plan identified the need for a facility for interpreting the natural and cultural history of the **Bruce Vento Nature Sanctuary** in Saint Paul.

Other Considerations

The **Wakan Tipi Center** will serve as a place for community events, stewardship activities, educational programming and will include a café to serve visitors and community groups using the center.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Saint Paul

Who will operate the facility?

Lower Phalen Creek Project, a 501(c)3 non-profit corporation, under agreement with the City of Saint Paul.

Who will use or occupy this space?

The Wakan Tipi Center will include office space for the Lower Phalen Creek Project which will operate the facility within the conditions of a cooperative development agreement with the City of Saint Paul Parks Department.

Public Purpose

The Center will serve multiple public functions including environmental education, historical and cultural interpretation and will be open to the public with portions available for rent by community groups for meetings and other public gatherings.

Description of Previous Appropriations

No Previous State Bond funds. 2008 MET Council Grant for Acquisition of land and structures of \$572,469

Project Contact Person

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Government Relations Associate
651-266-8519
katie.knutson@ci.stpaul.mn.us

(\$ in thousands)

Wakan Tipi Center at Bruce Vento Nature Sanctuary

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$100	\$0	\$0
Pending Contributions				
General Obligation Bonds	\$0	\$3,100	\$0	\$0
TOTAL	\$0	\$6,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$220	\$0	\$0
Design Fees	\$0	\$623	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,691	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$30	\$0	\$0
Occupancy Costs	\$0	\$777	\$0	\$0
Inflationary Adjustment	\$0	\$859	\$0	\$0
TOTAL	\$0	\$6,200	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	No
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Staples Community Center	1	GO	\$ 9,200	\$ 0	\$ 0
Total Project Requests			\$ 9,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 9,200	\$ 0	\$ 0

Staples Community Center

AT A GLANCE**2016 Request Amount:** \$9,200**Priority Ranking:** 1

Project Summary: The Staples Community Center has served the Staples Area since 1974, providing aquatic programming, Senior Services, fitness center and gymnasium based program. Additionally, Staples Motley Schools has utilized this facility since its inception. The facility is at the point where substantial renovations are necessary which will trigger ADA requirements to be met. Total project costs for the renovation and expansion are estimated to be \$9.5 million in 2017 dollars.

Project Description

The Staples Community Center has served the Staples Area since 1974, providing aquatic programming, Senior Services, fitness center and gymnasium based programs for Staples and surrounding communities. Additionally, Staples Motley Schools has utilized this facility since its inception. The facility is at the point where substantial renovations are necessary which will trigger ADA requirements to be met. Total project costs for the renovation and expansion are estimated to be \$9.5 million in 2017 dollars.

The scope of the Staples Community Center renovation and expansion includes:

- * Demolition, relocation and reconstruction of walks and Centennial Avenue, including new sewer and water service
- * New structure for the new multi-purpose, multi-use gymnasium (16,758 sq. ft) and a second story walking track
- * Two story addition to the west which will house an expanded Senior Citizen area, offices and a family locker room on the Lower level (5747 sq. ft.); and fitness training room on upper level (5747 sq. ft)
- * Elevator and other required ADA accessibility will be met
- * Sprinkler system installed
- * East side of building remodeled to serve expanded meeting rooms and offices for future tenants
- * New roof installed on existing building with new RTU HVAC system.
- * High efficiency lighting installed
- * New mechanical equipment for existing gymnasium
- * New boilers for heating building and domestic water
- * Tuck-pointing of existing brick veneer and sealants
- * New flooring in new upper level cardio room
- * Updated restrooms, locker room, and kitchen accessibility will be addressed

Project Rationale

The Staples Community Center sits in the heart of an area covered by Todd, Wadena, Cass, and Morrison Counties, providing opportunities for fitness, recreation, aquatics, and senior programming for the communities of Staples, Motley, Bertha, Hewitt, Eagle Bend, Clarissa, Browerville, Long Prairie, Verndale, Wadena, Sebeka, Menahga, and Pillager.

Examples of ways the Staples Community Center currently impacts this region include the following:

1. Organized youth swim lesson programs contracted for the communities of Verndale, Motley, Pillager, and Bertha/Hewitt.
2. Staples Community Center is known as a training center for lifeguards and water safety instructors with participants for other community programs of Long Prairie, Browerville, Wadena, Sebeka, Menahga, and Parkers Prairie.
3. The community center offers adult based aquatic programs of lap swim, Aquacise and adult lessons with participants from all areas.
4. A Senior Lutheran Social Services daily nutrition program which includes daily meals and meals on wheels is based at the Staples community center and has become a gathering place for area seniors to exercise and participate in senior activities.
5. The Staples Community Center provides a meeting place for public and private events such as fireman's dance, annual arts and crafts sales, birthday parties, and concerts, to name a few.
6. The Staples Motley School District leases the Staples Community Center for activities such as the girls swim team, youth and adaptive aquatics, volleyball practice, basketball practice, baseball practice and tournaments. Surrounding school districts participate in many tournaments sponsored by Staples Motley Boosters Clubs at the Staples Community Center.
7. Persons from surrounding towns and townships use the Staples Community Center's fitness center.
8. As of June 1, 2015, the Staples Motley Community Education program is based at the Staples Community Center.

This area of outstate Minnesota (Todd & Wadena Counties) has a low income/high poverty level population. The Staples Community Center which has been solely funded and operated by the City of Staples, provides opportunities for all ages to gather and become active within this four county area in central Minnesota. The City of Staples is limited in the funding available to provide for renovations and expansion of the Staples Community Center.

Other Considerations

Future considerations, additional revenue could be made with collaboration with the Lakewood Health System, Kinship, Chamber of Commerce, and expanded school use.

Impact on State Operating Subsidies

No additional state operating dollars will be requested.

Who will own the facility?

City of Staples

Who will operate the facility?

City of Staples

Who will use or occupy this space?

Public Purpose

This facility is utilized by residents of several counties, the Staples Motley School and other area School Districts as well as local health care facility.

Description of Previous Appropriations

No previous appropriations have been made for this facility.

Project Contact Person

Jerel Nelsen
City Administrator
218-894-2550
jnelsen@ci.staples.mn.us

(\$ in thousands)

Staples Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$9,200	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$400	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$9,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$529	\$0	\$0
Construction	\$0	\$7,536	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$235	\$0	\$0
Inflationary Adjustment	\$0	\$682	\$0	\$0
TOTAL	\$0	\$8,982	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	Unsure
Has the predesign been approved by the Department of Administration?	Unsure
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Lake Wobegon Trail Extension (St. Joseph to Waite Park)	1	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 1,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,000	\$ 0	\$ 0

(\$ in thousands)

Lake Wobegon Trail Extension (St. Joseph to Waite Park)**AT A GLANCE****2016 Request Amount:** \$1,000**Priority Ranking:** 1

Project Summary: \$1 million in State funds is being requested to assist, were necessary, with engineering, construction, design, landscaping, acquisition and other associated costs that may be incurred for the Lake Wobegon Trail Extension Project located between the City's of St. Joseph and Waite Park, in Stearns County.

Project Description

The proposed trail will run adjacent to an existing Burlington Northern Santa Fe (BNSF) active rail line. Currently, rail service includes one train a day traveling at 10 mile per hour, serving approximately 6 large businesses. The Stearns County Parks Department is proposing to purchase the south 20 feet of the BNSF railroad right of way and BNSF has verbally agreed to proposal. Other private property will also be purchased. The proposed trail will be 10 feet wide; approximately 3.2 miles long, and have a bituminous surface. An expansion bridge will be needed to cross over the Sauk River.

The total cost of the Lake Wobegon Trail Extension is estimated to be \$4 million. Key funding sources for this project include: State Legacy Grant Program, MN DNR Federal Recreational Trail Grant Program, Federal Transportation Alternative Program, City of St. Joseph, St. Joseph Township and Stearns County. We have received verbal confirmation that both the City of Waite Park and the City of St. Cloud are also going to contribute to this project.

The Lake Wobegon Trail extension will connect the metro St. Cloud area to the existing 62 miles of Lake Wobegon Trail, the 55 mile long Central lakes Trail and the 10 mile long Soo Line Trail. It will also connect the greater St. Cloud area to the current 311,000 annual trail users. The trail extension runs through the City and Township of St. Joseph, the City of St. Cloud and Waite Park.

The construction of the Lake Wobegon Trail extension would continue the existing 62 miles of trail from where it currently ends in St. Joseph into Waite Park's Rivers Edge Park. The completion of the Lake Wobegon Trail to Waite Park creates trailhead access with parking and facilities for over 100,000 people in the St. Cloud area. This extension would also connect to the existing Harold P. Nelson Healthy Living Trail and in the future to the Glacial lakes/ROCORI and Beaver Islands Trails. Currently, the closest trailhead for the St. Cloud population is in St. Joseph. This corridor extension will intersect with the Sauk River state canoe route and will provide a bicycle/hiking connection to the 2,500 acre St. John's campus.

The current Lake Wobegon Trail attracts local users and tourists from Minnesota, the United States and from foreign countries. The ten foot wide extension of the Lake Wobegon Trail into Waite Park places a trailhead within close proximity to the Crossroads Shopping Center, restaurants, B&Bs and hotels in St. Cloud and Waite Park. It provides a lighted trailhead at Waite Park's Rivers Edge Park with accessible parking, bathrooms, water, a splash pad and ball fields.

Project Rationale

The Lake Wobegon Trail extension of 3.2 miles is needed because it will connect the St. Cloud metro area to the existing 62 miles of Lake Wobegon Trail, the 55 mile long Central lakes Trail and the 10 mile long Soo Line Trail. It will also connect the greater St. Cloud area to the current 311,000 annual trail users. Currently, local residents, regional residents and tourists that either live in or are visiting St. Cloud metro area and want to access the Lake Wobegon Trail from the City of St. Cloud cannot easily do this without riding on the shoulder of busy city and county roads. This extension will provide a safe and separated 10 foot wide, bituminous surface in which walkers, rollerbladers, bikers, and in the winter snowmobilers, dog sledders and fat-tire bikers will be able to use.

The long term goal of the greater St. Cloud area is to extend the trail all the way to the Mississippi River. The Lake Wobegon Trail Extension is the next step in realizing this goal.

Other Considerations

Securing funds that support building the trail extension is an important step in completing the east to west pedestrian bicycle corridor across the greater St. Cloud area. In addition, this corridor construction is another step in connecting to the Waite Park trail head (River's Edge Park). This segment of trail will also provide a connection to the scenic Sauk River Canoe and Boating Route.

The St. Joseph to Waite Park segment of the Lake Wobegon Trail extension is identified in the Stearns County Comprehensive Plan and the Area Planning Organization (APO) Transportation Plan. Burlington Northern Santa Fe and its partner, Northern Lines, have indicated that Stearns County's Rail with Trail plans are acceptable to them. The Stearns County Engineer, Stearns County Surveyor and Stearns County Attorney staffs are developing the document to proceed with negotiations with BNSF and other landowners. Funds have also been secured for land acquisition. There are several landowners parallel to the BNSF corridor have expressed interest in donating corridor for this project.

The engineering and design company for the Lake Wobegon Trail extension has been selected and is thus underway. The engineering plans for Phase I are complete and Phase II plans are about 60 percent complete. We are currently working on soliciting bids to construct the 900 foot segment in Waite Park. We hope to have this part of the project completed sometime this fall. An appraisal of the approximately 3.2 miles of BNSF corridor/private property should be completed in the next couple of weeks. After the appraisal is approved by the Minnesota Department of Natural Resources we will make offers to the mentioned entities.

Impact on State Operating Subsidies

None that we are aware of.

Who will own the facility?

Stearns County

Who will operate the facility?

Stearns County

Who will use or occupy this space?

The Lake Wobegon Trail is a public trail and therefore anyone who wishes to use it for its designed purposes can do so.

Public Purpose

To provide a safe and separated transportation trail that will connect to existing trail systems.

Description of Previous Appropriations

There has not been any previous bonding money appropriated towards the Lake Wobegon Extension Project.

Project Contact Person

Ben Anderson
Operations Coordinator
320-654-4725
benjamin.anderson@co.stearns.mn.us

Stearns County

Project Detail

(\$ in thousands)

Lake Wobegon Trail Extension (St. Joseph to Waite Park)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$1,250	\$0	\$0	\$0
Federal Funds	\$150	\$0	\$922	\$0
City Funds	\$200	\$0	\$0	\$0
County Funds	\$20	\$0	\$0	\$0
Other Local Government Funds	\$10	\$0	\$0	\$0
Non-Governmental Funds	\$9	\$0	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$250	\$0	\$0
TOTAL	\$1,639	\$1,250	\$922	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$630	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$132	\$20	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$857	\$980	\$922	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$77	\$71	\$0
TOTAL	\$1,619	\$1,077	\$993	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Unsure
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Unsure
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Unsure
Does the project demonstrate compliance with the standards?	Unsure
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Two Harbors Transient Boat Docking Facility	1	GO	\$ 750	\$ 5,000	\$ 0
Total Project Requests			\$ 750	\$ 5,000	\$ 0
General Obligation Bonds (GO) Total			\$ 750	\$ 5,000	\$ 0

Two Harbors Transient Boat Docking Facility**AT A GLANCE****2016 Request Amount:** \$750**Priority Ranking:** 1**Project Summary:** \$750,000 in state funding is requested for design / engineering of a small craft / safe harbor on Lake Superior within the City of Two Harbors.**Project Description**

This project replaces a former plan for a small craft harbor on state property adjacent to the City owned land. The design work is for a proposed harbor that will be created by lengthening the existing dock 400-500 feet and adding docks. It will provide boat slips for visiting boats 26 feet and longer for periods up to ten days. Utilities and water will be provided at the slips. Boaters will be within walking distance of the downtown businesses as well as historic destinations.

Project Rationale

The design and engineering for a small craft harbor will be the next phase of this project. The first phase will be the pre-design which is anticipated to be completed in 2015 or early 2016. This project is a long awaited implementation of the North Shore Harbors Program (1991) and a critical component of the system of small craft harbors on Lake Superior. Boaters will benefit with dockage & a place of refuge during storms. The project will benefit the regional economy by increasing tourism and business associated with harbors & marine amenities along the North Shore. Non-boaters will benefit with an improved view of the working harbor and the interest recreational boats generate.

Other Considerations

The facility is a compliment to the recently re-constructed public access on Agate Bay and another example of an improvement to the working waterfront of Two Harbors. This small craft harbor will further strengthen and enhance economic, cultural, scenic and natural resources of the area as well as create a safe docking facility during inclement weather. This project would be part of a larger plan to fully develop the City of Two Harbors Waterfront into a regional destination along the North Shore.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Two Harbors owns the property and the project will be in cooperation with the Department of Natural Resources.

Who will operate the facility?

The facility will be operated by the City of Two Harbors in cooperation with the Department of Natural Resources.

Who will use or occupy this space?

Public Purpose

This facility will provide navigational safety to boaters and tie-ups for recreational boats traveling on Lake Superior. The facility will help to revitalize the waterfront of Two Harbors (which is currently underutilized and a former industrial site) and generate positive economic impacts to the city and the region.

Description of Previous Appropriations

No former funding for this specific proposal.

Project Contact Person

Dan Walker
City Administrator
218-834-8803
dwalkertharbors@frontier.com

Two Harbors, City of

Project Detail

(\$ in thousands)

Two Harbors Transient Boat Docking Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$750	\$5,000	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$100	\$0	\$0
TOTAL	\$0	\$850	\$5,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$750	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$5,000	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$750	\$5,000	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	N/A
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Victoria Community Event Center	1	GF	\$ 500	\$ 0	\$ 0
Total Project Requests			\$ 500	\$ 0	\$ 0
General Fund Cash (GF) Total			\$ 500	\$ 0	\$ 0

Victoria Community Event Center

AT A GLANCE**2016 Request Amount:** \$500**Priority Ranking:** 1**Project Summary:** \$500,000 in state funds is requested to design, construct, furnish, and equip a new event center to be located on city-owned property.**Project Description**

The Community Event Center will be the permanent home of the Victoria Lions. It will be available to be used by community groups. It will be a polling place. The facility will also be available to be rented by residents, businesses, etc for private events such as conferences, graduation parties, and weddings. The Event Center will be 5,100 square feet and will include restrooms, a commercial kitchen, beverage/bar area and seating for up to 300. The facility will be able to be partitioned off to be used for smaller groups.

The total project is estimated to cost \$1,000,000. The Victoria Lions plan to contribute \$250,000 over a period of 5-10 years. The City, in partnership with Lions, are applying to the State's Capital Budget for \$500,000, which represents 50% of the project costs. The remaining \$250,000 is expected through facility rental revenue.

The Victoria Lions will be applying to the Minnehaha Creek Watershed District for a grant to assist with stormwater improvements on the site. The City will finance the initial construction, with repayment to come from the sources outlined above.

The total project includes the design and construction of the event center facility, the appliances for the commercial kitchen, and the addition of a parking lot for 150 cars. The Lions anticipate receiving a grant from the Lions International for furnishings, which they would donate to the City of Victoria.

Project Rationale

The City of Victoria has a vibrant culture of community events and organizations. These events and organizations are a major factor in creating and maintaining a community with a high quality of life, strong sense of safety, and high levels of civic pride. For the past 49 years, the City enjoyed the use of an outdated facility with environmental hazards, including air quality concerns identified by MPCA and the extensive presence asbestos/vermiculite. Consequently, that building is being demolished in July 2015. The lack of a dedicated space going forward for events and meetings hampers our ability to grow and sustain these important activities.

Other Considerations

The project is supported by the community. The Victoria Lions will be donating \$250,000 towards the construction of the facility. They will also play a key role in the design and construction of the facility. Services for the design and construction project management are being donated by a group of local, retired professionals, including an architect, engineer, and construction company owner.

Impact on State Operating Subsidies

No new or additional state operating dollars are requested for this project. The costs to operate the facility will be covered by rental fees.

Who will own the facility?

City of Victoria

Who will operate the facility?

City of Victoria

Who will use or occupy this space?

In addition to City use for elections and other meetings, the Lions will use the facility for their semi-monthly meetings. The City also plans to rent out the facility on weekends, the proceeds of which will be used to offset/cover operating expenses.

Public Purpose

The Victoria Community Event Center is a multi-purpose public facility intended to encourage a balance of uses to meet the economic, social, and cultural needs of the Victoria community.

Description of Previous Appropriations**Project Contact Person**

Kelly Grinnell
Finance Director
952-443-4217
kgrinnell@ci.victoria.mn.us

(\$ in thousands)

Victoria Community Event Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Fund Cash	\$0	\$500	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$500	\$0	\$0
TOTAL	\$0	\$1,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$960	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$40	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Yes
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Miners Memorial Community Center Upgrade and Expansion	1	GO	\$ 4,000	\$ 4,000	\$ 4,000
Total Project Requests			\$ 4,000	\$ 4,000	\$ 4,000
General Obligation Bonds (GO) Total			\$ 4,000	\$ 4,000	\$ 4,000

Miners Memorial Community Center Upgrade and Expansion**AT A GLANCE****2016 Request Amount:** \$4,000**Priority Ranking:** 1**Project Summary:** Four Million Dollars is being requested of State Bonding funds for the purpose of renovation and reconstruction of the Miner's Memorial Community Center.**Project Description**

The Miner's Memorial Building, a facility of the City of Virginia, built in 1959 has served the community and surrounding regions for many diverse activities. Our facility originally built for basketball was turned into a hockey facility in 1960. The Miner's Memorial Building was built for the needs of the 1950's and 1960's, those needs are now quite different under current requests in 2015.

The City of Virginia has kept up quite well in the overall visual perspective condition of the building with upgrading the refrigeration system in the Cuppoletti Arena, adding a second sheet of ice known as the Padgett Arena and updating other various maintenance items such as lighting, seating, handicap accessibility that were completed as funds became available. The overall need is to bring this facility to the efficiency and modernization that not only serves the community but the region with a facility we are all proud of.

The main focus of building renovation/construction is the mechanical and electrical systems upgrade (phase one of three). Phase one will provide locker rooms for gender equality, spectator safety, and efficiency to our entire building. In the 1950's and 1960's participants did not bring hair dryers and skate sharpeners with them for games, they do now and our overloaded electrical system can not handle this. Also various events such as weddings, sports shows, conferences and public meetings requirements for electrical needs that we can not satisfy under our current conditions. The theme here is safety and efficiency for everyone.

We also want to make it clear that our needs are of a Regional concern in the usage of this Community Center for hockey games, playoffs, meetings, weddings, benefits, high school events and various civic and social parties. We have many surrounding communities and residents that use our facility or attend events here year round.

Project Rationale

The Miner's Memorial Building was originally constructed in 1959 which is in great need for mechanical and electrical updates/renovation to its aging system that will provide efficiency and will ensure safety.

Other Considerations**Impact on State Operating Subsidies**

With the mechanical and electrical system being updated and renovated the impact on the operating budget will be minimized due to efficiency.

Who will own the facility?

The City of Virginia

Who will operate the facility?

The City of Virginia with the Park and Recreation Department

Who will use or occupy this space?**Public Purpose**

Community Center that will provide for the civic, social and recreational activities for our residents and the surrounding region.

Description of Previous Appropriations

no previous appropriations

Project Contact Person

John Tourville
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(\$ in thousands)

Miners Memorial Community Center Upgrade and Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$4,000	\$4,000
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$4,000	\$4,000	\$4,000
TOTAL	\$0	\$8,000	\$8,000	\$8,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$800	\$800	\$800
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,475	\$6,475	\$6,475
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$725	\$725	\$725
TOTAL	\$0	\$8,000	\$8,000	\$8,000

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	Unsure
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	Yes
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	Yes
Does the project demonstrate compliance with the standards?	Yes
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Gateway Corridor Transitway	1	GO	\$ 3,000	\$ 18,000	\$ 25,500
Red Rock Corridor Transitway	2	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 4,000	\$ 18,000	\$ 25,500
General Obligation Bonds (GO) Total			\$ 4,000	\$ 18,000	\$ 25,500

Gateway Corridor Transitway**AT A GLANCE****2016 Request Amount:** \$3,000**Priority Ranking:** 1**Project Summary:** \$3 million in State funds is requested to pay for the State's share of the engineering and environmental analysis work for the Gateway Corridor transitway for fiscal years 2016 and 2017.**Project Description****Project Rationale**

Every day, more than 90,000 vehicles cross the Minnesota-Wisconsin border on I-94. By the time a commuter reaches downtown St. Paul, the number of vehicles increases to 143,000. Along the way, the corridor crosses a beltway with the second highest traffic volumes of the metro interstates. The Gateway Corridor will give residents and commuters a transportation option that improves travel time, lessens congestion and provides connections that are currently absent. This transit solution best meets the established public purpose of improving mobility by providing a cost-effective, economically viable solution that promotes economic development, protects the natural environment, and preserves community quality of life and overall safety. Highlights include new, consistent, all-day service within a fixed-guideway that will operate along with existing express service and will provide easier connections to key destinations within the corridor and throughout the region.

Other Considerations

This project has a broad range of supporters including the Gateway Corridor Commission; the Woodbury, Oakdale, and St Paul business chambers; the Metropolitan Council; the Counties Transit Improvement Board (CTIB), East Metro Strong, and others associated with the implementation of multi-modal transportation options.

Impact on State Operating Subsidies

The operation Cost, estimated annually at \$11.5 million starting in 2022, would be split 50/50 between the Metropolitan Council and the Counties Transit Improvement Board. This is consistent with the regional model and statutory requirements for the other transitways in the region in operation.

Who will own the facility?

State of Minnesota

Who will operate the facility?

Metro Transit

Who will use or occupy this space?

None

Public Purpose

The public purpose of the Gateway Corridor project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area.

Description of Previous Appropriations

Project Contact Person

Jan Lucke
Transit and Planning Manager
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(\$ in thousands)

Gateway Corridor Transitway

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$2,000	\$3,000	\$18,000	\$25,500
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$0	\$0	\$218,250
County Funds	\$0	\$5,000	\$10,000	\$33,500
Other Funding	\$0	\$15,000	\$40,000	\$114,750
TOTAL	\$2,000	\$23,000	\$68,000	\$392,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$25,000	\$68,000	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$392,000
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$25,000	\$68,000	\$392,000

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Unsure
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Unsure
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	Unsure
Has the documentation been submitted to the legislature?	Unsure
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

Red Rock Corridor Transitway

AT A GLANCE**2016 Request Amount:** \$1,000**Priority Ranking:** 2

Project Summary: The Washington County Regional Rail Authority (WCRRA) is requesting \$1 million in state funding for engineering, environmental analysis and preparation of an application to seek federal transit administration funds for the Red Rock Corridor transitway located within the Cities of Minneapolis, St Paul, Newport, St Paul Park, Cottage Grove and Hastings within Hennepin, Ramsey, Washington and Dakota Counties.

Project Description

An Alternatives Analysis (AA) study was completed in 2007 that recommended expanding bus service, increasing bus frequency and providing additional park-and-ride facilities as the first steps toward building a stronger transit base in the Corridor. The Red Rock Corridor Commission adopted an Alternative Analysis Update (AAU) in March 2014. The AAU recommends Bus Rapid Transit (BRT) as the alternative that is best aligned with the Commission's approved objectives. This recommendation was made in consultation with the Red Rock Corridor Citizens Advisory Committee (CAC) and presentations to the public in a variety of forums and media. The AAU also recommends a staged implementation plan to move toward the development of BRT. By 2030, the corridor is projected to serve up to 2,500 riders per day.

In early 2015, the Red Rock Corridor Commission began an Implementation Plan for the Red Rock Corridor, which includes updating station area planning, updating ridership forecasts, developing a detailed financial plan and construction schedule, and pursuing the implementation of bus rapid transit from Hastings to Saint Paul. Part of this process is to have the transit route and mode accurately reflected in Metropolitan Council's Transportation Policy Plan (TPP). Once this happens, the project will be bond eligible for design and construction funds.

This request is for \$1,000,000 in state funding for engineering, environmental analysis, and preparation of an application to seek federal funds for the Red Rock Corridor transitway.

Project Rationale

The Red Rock Corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. The Metropolitan Council projections for 2030 show the entire length of Highway 61 in the study area as a congested corridor. With the projected traffic growth and no planned improvements, all key locations on Highway 61, including ramps and intersections, are forecast to be gridlocked during both peak periods in

year 2030.

The existing bus service is equally affected by congestion on Highway 61 and I-94. No transit alternative is currently available from Hastings to downtown Saint Paul or downtown Minneapolis. As population and employment increase, demand for transportation also increases. Due to job growth in Minneapolis and Saint Paul, increased mobility and greater access to employment is needed for both downtowns. The project would also provide system connectivity to increase transit destinations for persons using existing and planned transit systems in the Twin Cities area.

Other Considerations

Impact on State Operating Subsidies

The operation costs would be split 50/50 between the Metropolitan Council and the Counties Transit Improvement Board. This is consistent with the regional model and statutory requirements for the other transitways in the region in operation.

Who will own the facility?

State

Who will operate the facility?

Metro Transit

Who will use or occupy this space?

n/a

Public Purpose

This project meets the established public purpose of improving mobility by providing a cost-effective, economically viable solution that promotes economic development, protects the natural environment, and preserves community quality of life and overall safety.

Description of Previous Appropriations

In the 2011 Legislative session, \$1,250,000 in state bond funding was allocated to the Newport Transit Station, a critical stop along the Red Rock Corridor. One million dollars in state bond funds for the Red Rock Corridor was requested in the 2014 legislative session. The bond funds were not awarded.

Project Contact Person

Jan Lucke

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(\$ in thousands)

Red Rock Corridor Transitway

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$1,000	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,000	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	No
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	N/A
M.S. 16A. 642: Project Cancellation in 2021	N/A
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
WLSSD Combined Heat and Power Energy Project	1	GO	\$ 15,200	\$ 0	\$ 0
Total Project Requests			\$ 15,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 15,200	\$ 0	\$ 0

(\$ in thousands)

WLSSD Combined Heat and Power Energy Project**AT A GLANCE****2016 Request Amount:** \$15,200**Priority Ranking:** 1

Project Summary: \$15.2 million in state funds is requested to construct a combined heat and power system for Western Lake Superior Sanitary District regional treatment system. The combined heat and power system will generate electricity from methane-rich biogas byproduct of the wastewater treatment process, and will recapture heat from the process for use in WLSSD's existing regional wastewater treatment facility.

Project Description

Along with clean water, wastewater treatment facilities can produce clean energy. Biogas, a methane-rich byproduct of the treatment process, can be used along with other wastes to create electricity. With this project, WLSSD will not only generate electricity utilizing all the biogas it currently produces, but also plans to reclaim other high-strength wastes to produce additional biogas and electricity—meeting about 50% of treatment plant electrical needs. Additionally, this process produces substantial heat that will be recaptured for use in the treatment process year around and seasonally as building heat, reducing the need for purchased natural gas.

WLSSD's Combined Heat and Power Project (CHP) will build off an \$11.2 million WLSSD locally-funded project that includes the installation of nine modular boiler units and biogas conditioning (treatment) equipment under construction in 2015. The 2015 boiler project reduces WLSSD's overall energy consumption and increases the efficiency of the treatment process.

Total project cost: \$30.4 million (including inflation)

Funding sources:

\$15.2 million Minnesota Capital Assistance bonding funds

\$15.2 million State Revolving Fund loan (federal loan funding source administered by Public Facilities Authority; repaid with local funds)

WLSSD's CHP project will reduce energy consumption and increase the organization's energy self-sufficiency. The project is planned in three phases:

Phase 1 – 2016-2017: Estimated cost \$9.84 million.

This phase will reduce WLSSD's overall energy consumption through modifications to the plant heating and ventilation systems, improvements to the digester heat exchangers and improvements to the electrical distribution system. Various components of this phase will reduce the wastewater treatment plant's electrical demand, improve system reliability and prepare for future co-generation of heat and power.

Electrical Improvements Design and Construction

- Includes improvements to the main plant electrical gear to feed power from the future engine generators to the treatment plant's electrical grid (distribution system). A new 1,000 sq. ft. facility

will be constructed to house the new electrical gear.

- Provides redundancy in order to improve overall maintainability and reliability
- Addresses condition issues associated with existing 40-year-old equipment and results in improved overall reliability necessary for a future on site combined heat and power generation system.

Heat Recovery Design and Construction

- Modify various areas of the treatment plant's heating and ventilation systems in order to reduce requirements for heating outside air including; heat recovery from exhaust of existing air compressors, outside air reduction in the digestion facility, and recovery of heat from the plant water (plant effluent) distribution system.
- Equipment will be installed and replaced in approximately 5,400 sq. ft. of existing facility space.

Heat Exchanger Improvements – Digesters

- Include replacement of the existing hot-water-to-sludge heat exchangers with sludge-to-sludge heat exchangers. These improvements will address condition issues with the existing heat exchangers and reduce overall heating demand for heating the digesters by recovering heat from the existing sludge.
- Approximately 7,200 sq. ft. of existing digestion facility space will be modified to accommodate the heat exchangers and associated equipment.

Phase 2 – 2017 - 2018: Estimated cost \$10.56 million.

In this phase, WLSSD will install two 825kW engine generators that will use biogas to generate electricity for use in powering the wastewater plant. The generators are estimated to produce electricity on site to meet about 35% of WLSSD's total wastewater treatment plant electricity needs. Additionally, this process produces substantial heat that will be recaptured for use in the treatment process year 'round and seasonally as building heat, reducing the need for purchased natural gas.

Engine Generator Design and Construction

- This project includes the design and construction of two 825kW engine generators with consideration for a future third engine generator.
- This construction phase also includes the installation of additional biogas treatment equipment for removal of siloxanes.
- Approximately 13,000 sq. ft. of existing facility space will be modified to accommodate the generators and associated equipment.

Phase 3 – 2019-2020: Estimated cost \$4.5 million.

In this phase, WLSSD will increase biogas generation and electricity production by directly adding high strength wastes such as fats, oils and grease and food waste into WLSSD's existing anaerobic digesters. Current digester capacity allows for a significant increase in biogas production. This phase will allow WLSSD to generate electricity on site to meet 50-100% of total plant electricity needs.

High Strength Waste Addition to Digesters

- This project includes design and construction of equipment required to receive high strength industrial wastes and food waste for the purpose of pulping and pumping into our existing anaerobic digesters to increase gas production and, therefore, electricity production.

Project Rationale

WLSSD is uniquely positioned to serve the public by providing both clean water through effective wastewater treatment and cogeneration of clean, renewable energy. With the installation of a combined heat and power system, WLSSD can better serve the region and the state and will also contribute to meeting Minnesota's renewal energy goals—with a cleaner and cheaper solution to energy needs.

Biogas, a natural gas, is a byproduct of wastewater treatment at WLSSD. This biogas is produced in WLSSD's four existing anaerobic digesters used to manage wastewater solids. Currently, a portion of this methane-rich gas is used to heat buildings—meeting about 8% of WLSSD's energy needs. Excess gas that cannot be used is currently flared off, wasting this resource.

Purchased electricity has become the largest non-payroll cost in WLSSD's wastewater operations, driving tough budgetary decisions and increased rates to users. At nearly \$3 million annually, electricity accounts for about a third of 2015 non-payroll wastewater treatment plant operating costs. WLSSD's electricity rates have increased by 66.4% since 2006. With annual electrical rate increases of 5 to 9 percent, wastewater rates will continue to rise for businesses, residents and forest-products industries that are major employers in northeastern Minnesota.

In the past three years, WLSSD has reduced its electricity consumption by 18%. Electricity rates are increasing so rapidly, that we have only realized a 6% savings in electricity.

A combined heat and power system will allow WLSSD to generate electricity, utilizing 100% of the biogas currently produced, and will also be able to reclaim other high-strength wastes to produce additional biogas within the existing facility. WLSSD will continue to recover heat for the wastewater treatment process and for buildings. The system will position WLSSD to meet 50 to 100% of treatment plant electrical needs—eliminating the need to purchase electricity, controlling costs and, ultimately, wastewater rates for businesses, residents and industries across 17 communities.

Other Considerations

It is WLSSD's vision to become energy independent and generate 100% of the electricity needed to operate its wastewater treatment plant.

Similar to WLSSD's plans, clean water agencies that are successful in tackling energy efficiency and recovery in their facilities, have focused on effective biogas utilization and the addition of other high strength wastes.

Only a handful of Minnesota's clean water agencies are currently using biogas to generate electricity on site to meet a portion of their electrical needs. When WLSSD's Combined Heat and Power project is complete, wastewater facilities across the state can look to WLSSD's plan and projects as an example to reduce energy consumption and beneficially use byproducts to create cleaner, cheaper energy, and to stabilize rates.

WLSSD is well-positioned to act on its clean energy plans as a result of locally-funded capital investments and a comprehensive Energy Vision. WLSSD's Combined Heat and Power project will build off an \$11.2 million, locally-funded WLSSD project that includes the installation of nine modular boiler units and biogas conditioning facility under construction in 2015. The boiler project reduces WLSSD's overall energy consumption and increases the efficiency of the treatment process. In 2001, WLSSD also completed the construction of its locally-funded \$33 million anaerobic digestion facility, in which the biogas is produced as a by-product of wastewater solids processing.

Impact on State Operating Subsidies

n/a. WLSSD operations do not rely on operating funds from the state.

Who will own the facility?

Western Lake Superior Sanitary District

Who will operate the facility?

Western Lake Superior Sanitary District

Who will use or occupy this space?

n/a

Public Purpose

WLSSD's Combined Heat and Power Energy Project will position Western Lake Superior Sanitary District (WLSSD) to generate up to 100% of the electricity needed to power its regional wastewater treatment facility in northeastern Minnesota—saving about a third of annual non-payroll operating costs and enabling WLSSD to stabilize wastewater rates for businesses and residents in 17 communities (including Duluth, Proctor, Hermantown and Cloquet) and 4 industrial customers (including SAPPI and Verso pulp and paper mills). Additionally, WLSSD will also recover heat from the process for use in wastewater treatment processes and buildings. This project will help keep wastewater treatment effective and affordable while contributing toward Minnesota's renewable energy goals with clean, cost-effective energy.

Description of Previous Appropriations

n/a

Project Contact Person

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(\$ in thousands)

WLSSD Combined Heat and Power Energy Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$15,200	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$15,200	\$0	\$0
TOTAL	\$0	\$30,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,490	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$22,410	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$5,500	\$0	\$0
TOTAL	\$0	\$30,400	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Yes
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Emergency Services Facility	1	GO	\$ 2,200	\$ 0	\$ 0
Total Project Requests			\$ 2,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,200	\$ 0	\$ 0

Emergency Services Facility**AT A GLANCE**

2016 Request Amount:	\$2,200
Priority Ranking:	1
Project Summary:	Windom Emergency Services Facility

Project Description

State bonding funds of \$2.2 million and local matching funds will be used to design, construct and furnish a 20,000 square foot Emergency Services Facility in Windom. The preferred site is a 76,000 square foot park that is adjacent to the Cottonwood County Law Enforcement Center and current City of Windom Fire Hall.

A new facility is badly needed to adequately house Fire & Ambulance emergency services. The cost of a facility (design & construction) is approximately \$4.5 million not including land acquisition or other related land costs.

Due to the low median incomes in Cottonwood County and the low tax base the City and townships are unable to raise the funds needed to construct the facility.

Project Rationale

Windom's existing fire hall is over 40 years old, contains just six bays and has only very limited support area. The total area in the existing facility is only 4,100 square feet. The existing Fire Hall space is so small numerous pieces of equipment are stored off-site; however, this space also houses a portion of the Windom Ambulance Services with two ambulance units (in separate garages) with a third ambulance located off-site. Equipment scattered among several different locations across the community leads to inefficiencies in the delivery of emergency services and creates slower response times.

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 and EMTs within the facility; and its inability to provide sufficient space to prevent accidental interaction between firefighters, EMTs and equipment, thereby creating serious safety issues. Because of the size of the confined space and the close proximity of firefighters, EMTs and equipment there are also air quality issues.

The Fire Department, Ambulance Service and City Council have identified the need to replace the fire hall that was originally built in 1964. At the May 19, 2015 City Council meeting the City Council adopted the Emergency Services Facility project as it's #1 priority.

The Windom fire district provides fire services to the City of Windom, City of Wilder, City of Bingham Lake and nine townships located in Cottonwood and Jackson counties consisting of 190.5 square

miles of rural township area. The Windom Ambulance service area is over 200 square miles in area and serves these municipalities plus the City of Jeffers. Due to the rural nature of the area, declining rural population and low household median incomes, these cities and townships do not have the resources needed to contribute additional funds to fully pay for a new Emergency Services Facility.

The City's Fire Department is comprised of 30 volunteer firefighters and operates 14 pieces of equipment that need to be stored in a central location to facilitate optimum response times. The Ambulance service has 17 volunteer EMTs and operate 3 rigs, which make over 600 runs per year so these are critical services for the protection of the public health, safety and welfare.

Other Considerations

The City of Windom is incurring the cost of the land, relocation of electrical lines and playground equipment and pre-design expenses.

Impact on State Operating Subsidies

No impact on State operating budget. Increase in operating costs for the facility incurred by the City of Windom.

Who will own the facility?

City of Windom

Who will operate the facility?

City of Windom

Who will use or occupy this space?

Volunteer Fire Fighters and EMT Personnel

Public Purpose

Fire and Ambulance Services

Description of Previous Appropriations

No previous appropriations for this project. A previous bonding project was completed by the City and MN DNR (2008 bonding) for a dam removal and installation of rock riffles.

Project Contact Person

Steve Nasby
City Administrator
507-831-6129
snasby@windom-mn.com

(\$ in thousands)

Emergency Services Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$2,200	\$0	\$0
Funds Already Committed				
General Fund Cash	\$0	\$20	\$0	\$0
Pending Contributions				
City Funds	\$0	\$2,200	\$0	\$0
TOTAL	\$0	\$4,420	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$11	\$0	\$0
Design Fees	\$0	\$240	\$0	\$0
Project Management	\$0	\$20	\$0	\$0
Construction	\$0	\$3,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$37	\$0	\$0
Occupancy Costs	\$0	\$55	\$0	\$0
Inflationary Adjustment	\$0	\$357	\$0	\$0
TOTAL	\$0	\$4,420	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	Yes
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
M.S. 16B.325(1): Sustainable Building Guidelines Met	N/A
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	N/A
Does the project demonstrate compliance with the standards?	N/A
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	No
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	Unsure
M.S. 16A.86 (4b): Matching Funds Required	Yes
M.S. 16A. 642: Project Cancellation in 2021	Yes
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	N/A
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2016	2018	2020
Northwest Area Utility Improvements	1	GO	\$ 3,740	\$ 0	\$ 0
Total Project Requests			\$ 3,740	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,740	\$ 0	\$ 0

(\$ in thousands)

Northwest Area Utility Improvements**AT A GLANCE****2016 Request Amount:** \$3,740**Priority Ranking:** 1

Project Summary: Requesting \$3,740,000 grant for the Winnebago Northwest Area Utility Improvement. Total reconstruction of Water distribution, sanitary collection and storm water collection in a 25 block area. The project will alleviate health and safety concerns related to residential flooding, Asbestos and lead containing drinking water pipes, potential contamination of storm water runoff and overloading of municipal wastewater plant.

Project Description

Full project is \$6,606,880 Street and Utility reconstruction encompassing 25 City blocks. Funding request entails only utilities, planning and engineering costs. Regulatory compliance with CWA and State rules affecting water quality and sustainability

Project 1 – Reduce and mitigate surface flooding & institute best practices to storm water collection and treatment system

- Environmentally sound alternatives for treatment and infiltration of storm water
- Construction of a bio-retention basin to hold and treat storm water
- Rehabilitate and improve existing collection system

Project 2 – Reduce volume of clean water in sanitary collection system

- Identify and eliminate sources of inflow and infiltration
- Replace aging vitrified clay pipe mains and inspect services for illicit connections

Project 3 – Update water distribution system to eliminate hazardous materials and upgrade to modern standards for health and safety.

- Replace asbestos cement and cast iron water mains and lead service pipes.
- Update hydrants and gate valves for operational and fire protection safety

Project Rationale

These Projects benefit local, regional, state and national interests as listed below:

Project 1 – Provides reduced surface flooding and reduces pollutants in the Blue Earth River

- Surface water can be collected and treated or removed efficiently
- Improves water quality in surface waters and provides aquifer recharge

Project 2 – Reduce treatment and pollution in the collection system

- Eliminate cross connections with storm water
- Eliminate or reduce leaking pipes or connections

Project 3 – Promote safety and health improvements in safe drinking water distribution

- Provides the opportunity to eliminate asbestos and lead containing pipes
- Provides enhanced and reliable fire protection

Other Considerations

The fundamental reason for these requests is to make compliance and sustainability affordable:

- Financial analysis of this project estimates an increase of \$28.75 per month per household
- Additionally, the City tax levy would be impacted in the order of \$200 increase per year per household
- Previous plans and projects to make improvements were scuttled due to high costs and low income levels of residents.

Impact on State Operating Subsidies

High. In its current state, the project will cause large increases in the City's need levy and utility rates making them unaffordable for current residents. It is likely many residents will abandon or forfeit their homes and properties, leaving more of the assessments and enterprise funds unpaid or underfunded.

Who will own the facility?

City of Winnebago

Who will operate the facility?

City of Winnebago

Who will use or occupy this space?

None

Public Purpose

Public Health and Safety.

Description of Previous Appropriations

None

Project Contact Person

Chris Ziegler

City Administrator - Clerk - Treasurer

507-893-4774

cziegler@cityofwinnebago.com

(\$ in thousands)

Northwest Area Utility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2016	FY 2018	FY 2020
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$12,000	\$0
Funds Already Committed				
City Funds	\$0	\$25	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$180	\$0	\$0
Other Local Government Funds	\$0	\$3,564	\$0	\$0
TOTAL	\$0	\$7,769	\$12,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2016	FY 2018	FY 2020
Property Acquisition	\$0	\$50	\$0	\$0
Predesign Fees	\$0	\$25	\$0	\$0
Design Fees	\$0	\$1,006	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,601	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$827	\$0	\$0
TOTAL	\$0	\$7,509	\$0	\$0

STATUTORY REQUIREMENTS

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

M.S. 16B.335 (1a): Construction/Major Remodelling Review (by Legislature)	No
M.S. 16B.335(3): Predesign Review Required (by Dept. of Administration)	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
M.S. 16B.325(1): Sustainable Building Guidelines Met	No
M.S. 16B.325(2) and M.S. 16B.335(4): Energy Conservation Guidelines	
Do the project designs meet the guidelines?	No
Does the project demonstrate compliance with the standards?	No
M.S. 16A.695: Public Ownership Required	Yes
M.S. 16A.695(2): Use Agreement Required	Unsure
M.S. 16A.695(4): Program Funding Review Required (by granting agency)	No
M.S. 16A.86 (4b): Matching Funds Required	No
M.S. 16A. 642: Project Cancellation in 2021	Unsure
M.S. 174.93 Guideway Project	
Is this a Guideway Project?	No
Has the documentation been submitted to the legislature?	No
M.S. 16A.86 (6) Resolution of Support and Established Priorities	Yes