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2018 Local Government Preliminary Capital Budget Requests

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				2018 Request Amount	2020 Request Amount	2022 Request Amount	Total Request Amount
1	Albert Lea, City of	Project Summary		5,897	16,000	0	21,897
2		Blazing Star Landing	1	4,000	16,000	0	20,000
7		Blazing Star Trail	2	1,897	0	0	1,897
11	Alexandria, City of	Project Summary		4,400	0	0	4,400
12		Runestone Community Center Expansion	1	4,400	0	0	4,400
17	Anoka County	Project Summary		22,547	71,792	82,910	177,249
18		Greater MN Gateway	1	22,547	71,792	82,910	177,249
23	Apple Valley, City of	Project Summary		2,350	0	0	2,350
24		Red Line 147th Street Station Skyway Project	1	2,350	0	0	2,350
29	Arrowhead Regional Corrections	Project Summary		2,967	0	0	2,967
30		NERCC Vocational Programming Improvements	1	2,967	0	0	2,967
34	Association of Metro Municipalities	Project Summary		9,500	0	0	9,500
35		Inflow-Infiltration Assistance	1	9,500	0	0	9,500
39	Aurora, City of	Project Summary		10,000	0	0	10,000
40		East Mesabi Joint Water System	1	10,000	0	0	10,000
44	Austin, City of	Project Summary		4,500	0	0	4,500
45		Ramsey Scientific and Natural Area Site Improvements	1	4,000	0	0	4,000
50		4th Avenue Riverview State Water Trail Enhancement	2	500	0	0	500
54	Bloomington, City of	Project Summary		87,100	0	0	87,100
55		I-35W I-494 Phase I Interchange	1	67,600	0	0	67,600
59		I-494 Eastbound at TH-77 southbound exit	2	625	0	0	625
63		I-494 Eastbound between France Ave and I-35W	3	16,125	0	0	16,125
67		I-494 Eastbound Between East Bush Lake Rd and TH-100	4	2,750	0	0	2,750
71	Brainerd, City of	Project Summary		13,175	0	0	13,175
72		Three Bridges Trail	1	12,000	0	0	12,000
77		Cuyuna Lakes State Trail	2	1,175	0	0	1,175
82	Brooklyn Park, City of	Project Summary		39,458	0	0	39,458
83		Highway 169 101st Ave Interchange	1	21,458	0	0	21,458
88		Second Harvest Heartland Headquarters and Distribution Center	2	18,000	0	0	18,000
94	Carver County	Project Summary		5,575	0	0	5,575
95		Lake Waconia Regional Park	1	5,575	0	0	5,575
101	Chanhassen, City of	Project Summary		1,000	6,000	2,000	9,000
102		State Hwy 101 Reconstruction from Pioneer Trail to Flying Cloud Drive	1	1,000	6,000	2,000	9,000
107	Chatfield Economic Development Authority	Project Summary		7,985	0	0	7,985
108		Chatfield Center for the Arts Phase II	1	7,985	0	0	7,985
113	Cohasset, City of	Project Summary		1,000	0	0	1,000
114		Tioga Recreation Area	1	1,000	0	0	1,000
122	Cold Spring, City of	Project Summary		4,660	0	0	4,660
123		2018 Water Infrastructure Improvements	1	4,660	0	0	4,660
127	Cottage Grove, City of	Project Summary		9,770	0	0	9,770
128		HERO Center	1	9,770	0	0	9,770
135	Crane Lake Township	Project Summary		2,500	0	0	2,500
136		Voyageurs National Park Visitor Center	1	2,500	0	0	2,500
140	Dakota County	Project Summary		4,874	0	0	4,874
141		METRO Orange Line Extension	1	1,050	0	0	1,050
145		Minnesota River Regional Trail, Fort Snelling Segment	2	3,000	0	0	3,000
149		Big Rivers Regional Trail Trailhead	3	824	0	0	824
153	Deer River, City of	Project Summary		3,500	0	0	3,500
154		Sewer and Water System Improvements	1	3,500	0	0	3,500
158	Duluth, City of	Project Summary		13,096	0	0	13,096

Page	Entity	Project Title	Priority	\$ in Thousands			
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159		Duluth Energy Systems - Superior Street steam to hot water conversion project - Phase II	1	7,000	0	0	7,000
164		Duluth Harbor Sea Wall Rehabilitation	1	6,096	0	0	6,096
169	Ely, City of	Project Summary		2,790	1,500	0	4,290
170		17th Avenue East Vermilion Community College Business Park Infrastructure	1	1,490	0	0	1,490
175		West End Recreation Trailhead Development Community Hospital Access Improvements	2	1,300	1,500	0	2,800
180	Foxhome, City of	Project Summary		3,200	0	0	3,200
181		Foxhome Wastewater System Improvements and Regional Treatment Consolidation	1	3,200	0	0	3,200
185	Grand Rapids, City of	Project Summary		8,000	0	0	8,000
186		IRA Civic Center Expansion Renovation	1	8,000	0	0	8,000
191	Hastings, City of	Project Summary		1,100	590	800	2,490
192		Public Square Courthouse and Police Station Renovation	1	1,100	590	800	2,490
197	Hennepin County	Project Summary		41,240	0	0	41,240
198		Regional Medical Examiners Facility	1	26,240	0	0	26,240
202		ArtSpace Hennepin Center for the Arts	2	2,000	0	0	2,000
207		Cedar Cultural Center	3	3,000	0	0	3,000
211		Resource, Inc.	4	10,000	0	0	10,000
216	Hibbing, City of	Project Summary		10,000	0	0	10,000
217		Range Regional Health and Wellness Center	1	10,000	0	0	10,000
221	Jackson, City of	Project Summary		516	0	0	516
222		South Highway Utility Reconstruction Project	1	516	0	0	516
226	Kandiyohi County	Project Summary		3,900	0	0	3,900
227		CSAH 55 Highway-rail Grade Separation	1	3,900	0	0	3,900
231	Koochiching County	Project Summary		4,400	0	0	4,400
232		Namakan Basin Sanitary Sewer Initiative	1	2,400	0	0	2,400
236		Grand Mound	2	2,000	0	0	2,000
241	La Crescent, City of	Project Summary		2,000	0	0	2,000
242		Wagon Wheel Trail Project	1	2,000	0	0	2,000
247	Lake Crystal, City of	Project Summary		185	0	0	185
248		Recreation Center Roofing and Pool Deck	1	185	0	0	185
252	Mahnomen County	Project Summary		28,785	0	0	28,785
253		Mahnomen County Joint Public Safety Facility	1	28,785	0	0	28,785
257	Mahnomen, City of	Project Summary		5,519	0	0	5,519
258		2018 Water and Sewer Infrastructure Project	1	5,519	0	0	5,519
264	Mankato, City of	Project Summary		6,875	0	0	6,875
265		Water Quality Mitigation	1	6,875	0	0	6,875
269	Maple Grove, City of	Project Summary		4,000	0	0	4,000
270		Maple Grove North Metro Range Expansion	1	4,000	0	0	4,000
274	Medford, City of	Project Summary		2,090	0	0	2,090
275		City of Medford Municipal Building	1	2,090	0	0	2,090
280	Mendota Heights, City of	Project Summary		1,481	0	0	1,481
281		MnDOT Legacy Frontage Roads	1	1,481	0	0	1,481
285	Minneapolis Park and Recreation Board	Project Summary		20,000	0	0	20,000
286		Mississippi River Habitat Restoration and Public Water Access	1	12,000	0	0	12,000
291		26th Avenue North: Creating Connections in North Minneapolis	2	3,000	0	0	3,000
295		Water Works Park	3	5,000	0	0	5,000
300	Minneapolis, City of	Project Summary		37,000	0	0	37,000
301		Upper Harbor Terminal Redevelopment	1	14,000	0	0	14,000
306		Emergency Operations Training Facility (EOTF) Enhancement	2	2,500	0	0	2,500
311		Central City Parallel Storm Tunnel	3	19,000	0	0	19,000
315		Upper St. Anthony Lock Redevelopment	4	1,500	0	0	1,500

Page	Entity	Project Title	Priority	\$ in Thousands			
				2018 Request Amount	2020 Request Amount	2022 Request Amount	Total Request Amount
320	Minnesota Valley Regional Rail Authority	Project Summary		25,000	30,000	29,000	84,000
321		Rail Rehabilitation and Bridge Replacement	1	25,000	30,000	29,000	84,000
327	Montevideo, City of	Project Summary		8,600	0	0	8,600
328		Montevideo Regional Veterans Home	1	8,600	0	0	8,600
336	Moorhead, City of	Project Summary		36,927	0	0	36,927
337		11th St Railroad Grade Separation	1	36,927	0	0	36,927
343	Moose Lake, City of	Project Summary		600	0	0	600
344		Riverside Center Expansion	1	600	0	0	600
349	Olmsted County	Project Summary		10,000	0	0	10,000
350		Graham Park Redevelopment	1	10,000	0	0	10,000
355	Oronoco, City of	Project Summary		18,639	0	0	18,639
356		Oronoco Wastewater Collection and Treatment Facilities	1	18,639	0	0	18,639
364	Orr, City of	Project Summary		1,000	0	0	1,000
365		Voyageur Country ATV Club Trail	1	1,000	0	0	1,000
369	Otter Tail County	Project Summary		1,977	4,219	0	6,196
370		Perham to Pelican Rapids Recreational Trail	1	1,977	4,219	0	6,196
374	Plymouth, City of	Project Summary		12,495	0	0	12,495
375		Plymouth Ice Center Renovations	1	1,300	0	0	1,300
381		Plymouth Rail Crossing Improvements	1	475	0	0	475
385		Rockford Road Bridge Improvement Project	1	10,720	0	0	10,720
390	Polk County	Project Summary		3,000	0	0	3,000
391		North Country Food Bank	1	3,000	0	0	3,000
397	Proctor, City of	Project Summary		1,500	0	0	1,500
398		Public Works Facility	1	1,500	0	0	1,500
402	Ramsey County	Project Summary		2,476	0	0	2,476
403		Battle Creek Winter Recreation	1	2,126	0	0	2,126
407		Landmark Center Public Restroom Renovation	2	350	0	0	350
412	Ramsey County Regional Rail Authority	Project Summary		6,000	0	0	6,000
413		Riverview Corridor	1	2,000	0	0	2,000
417		Rush Line Corridor	2	2,000	0	0	2,000
421		Union Pacific BNSF Grade Separation	3	1,000	0	0	1,000
426		Twin Cities Milwaukee Chicago Passenger Rail Study	4	1,000	0	0	1,000
430	Red Rock Rural Water System	Project Summary		5,570	0	0	5,570
431		Lakes Area Expansion Project	1	5,570	0	0	5,570
436	Red Wing, City of	Project Summary		18,106	0	0	18,106
437		Mississippi Blufflands State Trail - Red Wing Riverfront	1	9,490	0	0	9,490
443		Goodhue County Historical Society Museum Preservation and Renewal	2	616	0	0	616
447		Old West Main Street-Upper Harbor Infrastructure Renewal and Redevelopment	3	8,000	0	0	8,000
452	Redwood Falls, City of	Project Summary		10,214	0	0	10,214
453		Lake Redwood Reclamation and Enhancement Project	1	10,100	0	0	10,100
459		Redwood Falls Municipal Airport 7-Bay Hangar Project	2	114	0	0	114
463	Rice Lake Township	Project Summary		357	0	0	357
464		East Calvary Water Main Replacement	1	357	0	0	357
468	Rochester, City of	Project Summary		5,000	0	0	5,000
469		Rochester Public Transit Bus Garage Storage Expansion	1	5,000	0	0	5,000
473	Rockville, City of	Project Summary		1,130	0	0	1,130
474		Rocori Trail Phase 3	1	1,130	0	0	1,130
478	Scandia, City of	Project Summary		114	272	0	386
479		Gateway Trail Design--Urban Connection Predesign and Design for Trail Link	1	114	272	0	386
484	Shakopee, City of	Project Summary		3,400	0	0	3,400
485		Fire Station #3	1	3,400	0	0	3,400
490	Silver Bay, City of	Project Summary		1,765	0	0	1,765

Page	Entity	Project Title	Priority	\$ in Thousands			
				2018 Request Amount	2020 Request Amount	2022 Request Amount	Total Request Amount
491		Silver Bay Black Beach Campground	1	1,765	0	0	1,765
496	Silver Creek, Town of	Project Summary		9,040	0	0	9,040
497		Stewart River Subordinate Service District - Wastewater Collection and Treatment System	1	9,040	0	0	9,040
501	South St. Paul, City of	Project Summary		19,221	0	0	19,221
502		Library and Learning Center	1	6,000	0	0	6,000
506		Concord Street - Wentworth Avenue to Annapolis Street East	2	12,440	0	0	12,440
510		Seidl's Lake Storm Water Improvements	3	781	0	0	781
514	St. Cloud, City of	Project Summary		3,000	0	0	3,000
515		Highbanks Ravine Rehabilitation	1	3,000	0	0	3,000
520	St. Joseph, City of	Project Summary		3,800	500	0	4,300
521		County Road 75 Pedestrian Crossing	1	1,500	0	0	1,500
527		Jacob Wetterling Recreation Center	2	2,000	500	0	2,500
533		East Park	3	300	0	0	300
538	St. Louis & Lake Counties RRA	Project Summary		2,276	0	0	2,276
539		Mesabi Trail Extension	1	2,276	0	0	2,276
544	St. Louis County	Project Summary		5,750	0	0	5,750
545		St. Louis County Heritage and Arts Center	1	5,750	0	0	5,750
549	St. Paul, City of	Project Summary		105,232	0	0	105,232
550		RiverCentre Ramp	1	58,032	0	0	58,032
556		Kellogg/3rd Street Bridge	2	43,300	0	0	43,300
562		East Side Freedom Library		1,200	0	0	1,200
568		Humanities Center		2,700	0	0	2,700
572	Thief River Falls, City of	Project Summary		418	0	0	418
573		Noper Property Phase III - Public Infrastructure Improvements	1	418	0	0	418
579	Two Harbors, City of	Project Summary		3,182	0	0	3,182
580		Phase 1 Waterfront Redevelopment Plan	1	3,182	0	0	3,182
584	Virginia, City of	Project Summary		10,900	2,000	2,000	14,900
585		Highway 53 Utility Relocation	1	5,400	0	0	5,400
589		Regional Fire-Based Emergency Medical Services and Public Safety Facility	2	2,000	2,000	2,000	6,000
593		Comprehensive Multi-Year Multi-Modal Transportation Program	3	3,500	0	0	3,500
597	Wabasha, City of	Project Summary		10,190	0	0	10,190
598		Wabasha Rivertown Resurgence	1	10,190	0	0	10,190
603	Waite Park, City of	Project Summary		5,000	0	0	5,000
604		Waite Park Amphitheater Park Project	1	5,000	0	0	5,000
612	Warren, City of	Project Summary		435	0	0	435
613		Community Recreation Center	1	435	0	0	435
617	Warroad Public School District	Project Summary		203	0	0	203
618		NW Angle Addition	1	203	0	0	203
622	Washington County	Project Summary		7,000	0	0	7,000
623		Trunk Highway 36 CSAH 15 (Manning Avenue) Interchange Project	1	7,000	0	0	7,000
628	Western Lake Superior Sanitary Dist	Project Summary		14,772	0	0	14,772
629		WLSSD Combined Heat and Power Energy Project	1	14,772	0	0	14,772
635	Windom, City of	Project Summary		6,800	0	0	6,800
636		Wastewater Treatment Plant Upgrade	1	6,800	0	0	6,800
641	Winnebago, City of	Project Summary		6,705	0	0	6,705
642		Winnebago Northwest Area Utility Improvements	1	6,705	0	0	6,705
646	Yellow Medicine County	Project Summary		709	0	0	709
647		Clarkfield School	1	709	0	0	709
				\$827,438	\$132,873	\$116,710	\$1,077,021

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Blazing Star Landing	1	GO	\$ 4,000	\$ 16,000	\$ 0
Blazing Star Trail	2	GO	\$ 1,897	\$ 0	\$ 0
Total Project Requests			\$ 5,897	\$ 16,000	\$ 0
General Obligation Bonds (GO) Total			\$ 5,897	\$ 16,000	\$ 0

Blazing Star Landing**AT A GLANCE****2018 Request Amount:** \$4,000**Priority Ranking:** 1

Project Summary: \$20 million is being requested to provide redevelopment and renewal of the former Farmland Foods site deriving from a plant fire closing in 2001 that resulted in a severe economic blow to the community. The funding requested will create a recreational hub to the State Blazing Star Trail and new State Water Trail in the community; and, will serve as a regional wellness, recreational, educational, and event center benefitting the region's economy through job creation and enhanced tourism.

Project Description

The Blazing Star Landing site is located in the heart of Albert Lea, between our two primary lakes: Albert Lea Lake and Fountain Lake. Albert Lea is located at the crossroads of two Interstates 35 and 90. The site served as a meat packing plant from 1912 to 2001, until a fire destroyed the facility and the Farmland industry decided not to rebuild in Albert Lea. The City acquired the land in 2004 after clean-up of the site and has had a variety of renditions for concept development on the site. Over the past few years, two community surveys have been conducted that support the proposed uses of the Blazing Star site and a group of volunteers/leaders from the Blandin Leadership program have helped engage key community stakeholders and the public in creating a master plan for the site. Key community stakeholders include the City of Albert Lea, Albert Lea Public School District 241, Senior Resources of Freeborn County, the Albert Lea YMCA, and representatives of the Blandin Leadership program. Several other non-profits have been engaged in community meetings that will likely utilize and benefit from the site and facilities. The site consists of approximately 62 acres and will incorporate key principles identified by the community, including:

- a mix of uses that support and compliment downtown Albert Lea, such as a hotel/convention center, mid-density to high density housing, office or destination oriented retail;
- iconic architecture and site design that maximizes views to and from the lakes and downtown;
- a site design pattern that serves as a focal point of connection between Fountain Lake, Albert Lea Lake, the Blazing Star Trail, the adjacent State Water Trail, and other recreational and pedestrian connections;
- an ecologically friendly design that protects water quality;
- an area that is "public" in its appearance and predominant patter of land use.

The construction of a new 115,840 square foot regional center will ensure that the public is provided the opportunity to use the site and its various educational, recreational, wellness/health, civic, social resources and services, as well as community or private meetings and functions.

Project Rationale

The Blazing Star Landing property has been sitting idle since the 2001 Farmland Foods fire and plant closing. Private redevelopment and renewal of the site is not economically feasible without the

collaboration of local, regional, and state authorities. Site work is needed to remove some contaminated soils that remain from the Farmland site closing, but as well to move a road that will allow for more public and private accessibility to recreate on Albert Lea Lake, which is the first lake of Minnesota's over 10,000 lakes that residents traveling north on Interstate 35 see and experience. The project is also needed to add tax base, jobs, and tourism to our local economy that will benefit regional and State tourism and economy's. Albert Lea has a strong agricultural and manufacturing industry, but desires to diversify our economy through enhanced tourism that will be generated through the Blazing Star Landing project. The Blazing Star Landing is the only remaining site in the community that can connect the Blazing Star Trail through Myre Big Island State Park with the newly designated State Water Trail, in addition to local recreational trails and destinations. The Blazing Star Landing will serve as a regional event center through a collaboration of public, private, and non-profit entities.

Project Timeline

2017 - 2018: Solicit private developers for Blazing Star site

2018 - 2019: Engineering and design of public infrastructure and facilities.

2019 - 2020: Construction of public infrastructure (Phase I relocation of Front St. and site work) begins in 2019 and completed in 2020.

2019 - 2020: Private development of Phase I begins in 2019 and completed in 2020.

2020 - 2021: Construction of public infrastructure and Blazing Star Center facility begins in 2020 and completed in 2021.

2020 - 2021: Private development of Phase II area (near Blazing Star Center) begins in 2020 and completed in 2021.

Other Considerations

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

The City of Albert Lea will own the Blazing Star Center facility.

Who will operate the facility?

The City of Albert Lea will contract with the Albert Lea YMCA and Albert Lea School District Community Education to operate the Blazing Star Center facility.

Who will use or occupy the facility?

The Albert Lea YMCA and Senior Resources of Freeborn County are both 501(c)3 non-profits that serve families and seniors respectively in Albert Lea and the surrounding region. They both plan to occupy space in the Blazing Star Community Center to provide services to the region. The Albert Lea School District Community Education program would work with the City and other agencies in the Center to provide enhanced educational programs and opportunities to the community.

Public Purpose

The project will provide a variety of educational, recreational, and public services to the region

surrounding Albert Lea. The redevelopment and renewal of the site will improve the water quality entering Albert Lea Lake and remediate contaminated soils on the site. The project will serve as a connecting hub to the State's Blazing Star Trail and newly designated State Water Trail within the Shell Rock River Watershed District. The project will enhance tourism and serve as a regional event center for southern and southeastern Minnesota.

Description of Previous Appropriations

Not Applicable

Project Contact Person

Chad M. Adams
City Manager
507-377-4330
cadams@ci.albertlea.mn.us

(\$ in thousands)

Blazing Star Landing

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$16,000	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$0	\$550	\$0
Federal Funds	\$0	\$0	\$8,569	\$0
City Funds	\$0	\$1,000	\$1,500	\$0
Other Local Government Funds	\$0	\$6,652	\$4,750	\$0
Other Funding	\$0	\$0	\$5,000	\$0
TOTAL	\$0	\$11,652	\$36,369	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$36	\$0	\$0
Design Fees	\$0	\$1,902	\$357	\$0
Project Management	\$0	\$189	\$419	\$0
Construction	\$0	\$8,550	\$30,996	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$315	\$0
Occupancy Costs	\$0	\$0	\$1,239	\$0
Inflationary Adjustment	\$0	\$975	\$3,043	\$0
TOTAL	\$0	\$11,652	\$36,369	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Blazing Star Trail**AT A GLANCE****2018 Request Amount:** \$1,897**Priority Ranking:** 2

Project Summary: The broader Albert Lea community is requesting the completion of the Blazing Star State Trail from Albert Lea to Hayward, MN, which was legislatively authorized in 1996, and also received \$1.5 million in 2005 bonding appropriations that was intended to complete the entire project. However, due to numerous project delays and studies, the original \$1.5 million in bonding appropriations have been expended and approximately \$1.9 million is now needed to complete the project.

Project Description

The remaining project work for the Blazing Star State Trail includes construction of two embankments, a 100-foot pedestrian bridge, and associated trail work. The location of the project is a channel between the north bay and main body of Albert Lea Lake and parallel to an active rail line. The project meets the MNDNR ATP-6 categories for eligibility under facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Myre-Big Island State Park already receives over 113,000 annual visits and is expected to increase with the completion of this bridge and remaining gap project. When ultimately completed, the Blazing Star State Trail will connect Albert Lea, Myre-Big Island State Park, Hayward and Austin as part of the emerging Southeast Minnesota regional trail network. A Joint Powers Board was created over a decade ago to guide the development and maintenance of the trail.

Project Rationale

To complete the trail connection from Myre-Big Island State Park to Hayward, as originally intended from the 2005 bonding appropriations, which has been unfortunately delayed numerous times beyond the control of local jurisdictions.

Project Timeline

1996 - Blazing Star State Trail legislative authorized - M.S. 85.015 subd. 19

2003 - MNDNR completed a Master Plan for the trail, which divided the trail into three segments. When completed, the 20 mile trail will link Austin, Hayward, Myre-Big Island State Park and Albert Lea. The trail from Albert Lea to Myre-Big Island State Park was completed.

2005 - \$1.5 million of bonding appropriation was dedicated to land acquisition and title work, geotechnical work, design and construction engineering, historical and archaeological investigation, and trail construction. Only a bridge and associate trail work in Myre-Big Island State Park was completed in 2005.

2013 - EAW completed for project.

2014 - DNR Record of Decision on EAW found no potential for significant environmental effects and EIS is not required.

2015 - Historical and archaeological investigation is completed.

2018/2019 - Design, Engineering and bidding of project completed.

2019/2020 - Construction begins in 2019, with completion in 2020.

Other Considerations

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

State of Minnesota

Who will operate the facility?

Joint Powers Board consisting of members from Albert Lea, Hayward and Austin.

Who will use or occupy the facility?

Trail users throughout the local communities, region, State of Minnesota, and tourists from throughout the nation.

Public Purpose

State Transportation

Description of Previous Appropriations

\$1.5 million of bonding appropriation in 2005 was used to complete land acquisition and title work, geotechnical work, design and construction engineering, historical and archaeological investigation, and partial trail construction (only a bridge and associate trail work in Myre-Big Island State Park was completed in 2005).

Project Contact Person

Chad Adams
City Manager
507-377-4330
cadams@ci.albertlea.mn.us

(\$ in thousands)

Blazing Star Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,897	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,897	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$175	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,722	\$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	\$1,897	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Runestone Community Center Expansion	1	GO	\$ 4,400	\$ 0	\$ 0
Total Project Requests			\$ 4,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,400	\$ 0	\$ 0

Runestone Community Center Expansion

AT A GLANCE

2018 Request Amount: \$4,400

Priority Ranking: 1

Project Summary: The City of Alexandria is requesting \$4,400,000 in state funds in order to design and construct an expansion of the Runestone Community Center.

Project Description

The proposed expansion of the Runestone Community Center (RCC) will add approximately 42,000 square feet to the existing 76,000 square foot facility. The total cost of the expansion is estimated to be approximately \$8,800,000. The expansion will consist of a new floor area that will accommodate both dry floor and ice events. The plan is for retractable bleachers to be in the floor area to provide for maximum event flexibility. Other new space includes lobby areas, locker rooms, and administrative space. Exterior work includes an expanded parking area and improved drainage for the site.

The City has made substantial recent investments to maintain the infrastructure of the facility. The ice plant was converted to a high efficiency ammonia-based system in 2016. The new compressor room was sized to accommodate at least three ice sheets and the underground infrastructure to serve a third floor was extended as part of the 2016 renovation. Other renovations in 2016 included a reconstructed floor for the West Rink, new roof for the Main Rink, and the installation of LED lighting throughout the facility. The city also invested in an ice cover which will allow for much greater flexibility in changing the facility from ice to dry floor events.

The capital request is for the state to fund half of the expansion cost with local sources funding the remaining half of the project. Local sources would be a mixture of public and private funding.

Project Rationale

The RCC has served as a gathering place for West Central Minnesota since its opening in 1978, drawing athletes and event attendees from across the state. The original facility was constructed with one floor area that contains fixed and removable seating accommodating 1,600 spectators. A second floor was added in 1994. Both floors are used for ice and dry floor events. The City constructed a link between the two buildings that opened in 1996 which includes a lobby, concession area, office space, locker rooms, restrooms, and zamboni room.

It is estimated that over 20,000 people attended dry floor events at the RCC in 2016, drawing visitors from throughout the region. Thousands more attended the games, tournaments, competitions, and exhibitions sponsored by Alexandria Area High School, Alexandria Area Hockey Association, Alexandria Figure Skating Club, Vikingland Curling Club, and Alexandria Blizzard.

Continued growth in programming over the past decade led to the consideration of a facility expansion. The Alexandria Events Center Feasibility and Market Study was completed in November 2013. The chosen scenario from this study estimated that the expansion would create \$1,206,000 in new spending annually and a \$71,800 fiscal impact to the tax base of the area. A needs assessment completed in 2014 showed that all key ice user groups could increase their programming if the facility expanded. The high demand for facility time also means that the expansion of existing events and

addition of new dry floor events is difficult with the current facility.

Project Timeline

Initial pre-design work completed by the City in 2015 provides the basis for the time needed for the below projected project timeline.

- July 2018-September 2018 – Update Pre-Design
- October 2018-April 2019 – Preparation of Design and Construction Documents
- July 2019 – March 2020 - Construction

Other Considerations

The RCC sits adjacent to the Douglas County Fairgrounds and is utilized during the Douglas County Fair. The City and the Douglas County Agricultural Association recently completed work on a Fairgrounds Master Plan, which lays out several options for enhancing the regional impact of the entire 100+ acre area. Possible improvements identified in the Master Plan include renovations to the fair facilities, additional civic and recreational facilities, and new street and utility infrastructure. A state investment in the expansion of the RCC could assist in leveraging additional redevelopment of the fairgrounds.

Impact on State Operating Subsidies

The efficiencies gained through the 2016 renovation and economies of scale gained through operation of a three-floor versus two-floor facility mean that there will not be a negative impact on the operating budget of the facility. There are no state operating dollars requested for this project.

Who will own the facility?

City of Alexandria

Who will operate the facility?

City of Alexandria

Who will use or occupy the facility?

Existing users expected to continue in the expanded RCC include the Alexandria Area Hockey Association, Alexandria Area High School, Alexandria Figure Skating Club, Alexandria Blizzard, and Vikingland Curling Club.

The City also intends to provide more opportunity for the facility to be used for dry floor events. Dry floor events expected to continue include home and garden, food vendor, craft, and motorcycle shows. Concerts and commencements also take place in the facility along with several educational events for elementary school children.

Public Purpose

The expansion of the Runestone Community Center will provide for greater opportunities for recreational, civic, and social activities for residents of West Central Minnesota.

Description of Previous Appropriations

None.

Project Contact Person

Martin Schultz
City Administrator
320-759-3629
mschultz@rea-alp.com

(\$ in thousands)

Runestone Community Center Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$4,400	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$2,197	\$0	\$0
Non-Governmental Funds	\$0	\$2,196	\$0	\$0
TOTAL	\$0	\$8,793	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$950	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,050	\$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	\$793	\$0	\$0
TOTAL	\$0	\$8,793	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy	Yes

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Greater MN Gateway	1	GO	\$ 22,547	\$ 71,792	\$ 82,910
Total Project Requests			\$ 22,547	\$ 71,792	\$ 82,910
General Obligation Bonds (GO) Total			\$ 22,547	\$ 71,792	\$ 82,910

Greater MN Gateway

AT A GLANCE**2018 Request Amount:** \$22,547**Priority Ranking:** 1

Project Summary: \$177,249,000 in state funds is requested for a grant to Anoka County to complete the environmental review, land acquisition, engineering, and construction for the improvement of U.S. Highway 10 and supporting frontage roads from Hanson Boulevard in the city of Coon Rapids to Armstrong Boulevard in the city of Ramsey.

Project Description

Highway 10 is a principal arterial roadway providing a significant transportation connection from Minneapolis to St. Paul to the northwest suburbs and beyond. The 4-lane roadway (Anoka/Sherburne County line to Hanson Boulevard in Coon Rapids carries average daily traffic volumes ranging from 33,500 to 94,000 vehicles per day. Highway 10 has been studied numerous times over the past decade, each time furthering the planning for conversion to a full freeway. Based upon traffic volumes and safety concerns, a freeway is the proper vision for this corridor. The corridor is commonly congested and has much higher than average crash and severity rates than comparable corridors. In addition, the corridor has four signalized intersections and numerous other access points (14.5 per mile) contributing to the degradation of the facility. Over the 10 year study period of 2003-2012, 13 people have died in crashes on this corridor. Four of these fatalities were pedestrians, including three in a short 18 month period. Considering current overall state and federal funding levels, it will be difficult to achieve the vision of a freeway facility on this portion of Highway 10 within the next 20 years. To reduce crashes and improve mobility issues, it is reasonable and responsible to implement lower cost, interim measures that incrementally improve safety and operations for all users of the Highway 10 corridor. In 2012, a study was conducted by MnDOT in partnership with Anoka County, to identify high-benefit improvements that are fiscally responsible so that improvements can be funded, programmed, and implemented incrementally. The price paid for waiting for funding to construct expensive, comprehensive improvements will be continued congestion, numerous conflict points, and continued severe and fatal crashes.

Project Rationale

There are five distinct sub-projects that can be funded via this request (costs below do not include the 12.81% inflation factor to be added later in this application):

1. \$27,700,000 for the Fair Oak Avenue Underpass and West Main Street interchange improvement and associated frontage road improvements in the city of Anoka;
2. \$13,200,000 for the addition of one traffic lane in each direction on U.S. 10 between Hanson Boulevard and Round Lake Boulevard in the city of Coon Rapids;
3. \$40,700,000 for an interchange at Thurston Avenue and associated frontage roads in the city of Anoka;
4. 42,700,000 for an interchange at Ramsey Boulevard and associated frontage road improvements in the city of Ramsey; and

5. \$40,800,000 for an interchange at Sunfish Lake Boulevard and associated frontage road improvements in the city of Ramsey.

The culmination of these projects results in a more focused, realistic, innovative and flexible strategy providing over 95% of the crash benefit and 90% of the congestion benefit of the freeway for less than 50 percent of the cost of a freeway. Each of the projects identified has independent utility and range in cost from \$13.2 million to \$42.7 million. This strategy is consistent with MnDOT's MnSHIP Plan and Enhancing Financial Effectiveness efforts and the Metropolitan Council's Transportation Policy Plan. It provides MnDOT, Anoka County and partnering cities with more flexibility to match projects with available funding.

Project Timeline

2018: Engineering and Environmental Documentation.

2020: Right-of-Way Acquisition.

2022: Construction.

Other Considerations

Safety:

- A crash occurs on average every other day on this small stretch of highway.
- This corridor has 2x the crash rate and 3x the severity rate of comparable corridors.

Mobility:

- This corridor carries up to 94,000 vehicles per day.
- Travel speeds are consistently one-third of the posted speed or less during rush hour.
- 1+ mile backups occur during rush hour.
- Rush "hour" is extending in duration every year.

Benefits of Investment:

- Cut rush hour drive time in half.
- Eliminates four remaining signals on this corridor.
- Eliminates multiple hours of congestion.
- Significantly reduces crashes.
- Provides pedestrian accommodations.

Impact on State Operating Subsidies

Who will own the facility?

MnDOT

Who will operate the facility?

MnDOT

Who will use or occupy the facility?

This is a road and bridge project that will be utilized by commuters, businesses, residents, public safety agencies, transit operators, freight carriers, etc. that all depend on a safe and congestion-free highway system.

Public Purpose

Provide a safe and congestion-free highway and bridge infrastructure.

Description of Previous Appropriations

n/a

Project Contact Person

Douglas W. Fischer, P.E.
Transportation Division Manager/County Engineer
763-324-3103
doug.fischer@co.anoka.mn.us

(\$ in thousands)

Greater MN Gateway

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$22,547	\$71,792	\$82,910
Funds Already Committed				
Other State Funds	\$0	\$2,000	\$0	\$7,000
Pending Contributions				
TOTAL	\$0	\$24,547	\$71,792	\$89,910

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$24,390	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$21,760	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$39,250	\$79,700
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,787	\$8,152	\$10,210
TOTAL	\$0	\$24,547	\$71,792	\$89,910

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	
Has the predesign been submitted to the Department of Administration?	
Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	N/A
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Red Line 147th Street Station Skyway Project	1	GO	\$ 2,350	\$ 0	\$ 0
Total Project Requests			\$ 2,350	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,350	\$ 0	\$ 0

Red Line 147th Street Station Skyway Project

AT A GLANCE

2018 Request Amount:	\$2,350
Priority Ranking:	1
Project Summary:	\$2.35M in State funds for the Apple Valley Red Line 147th Street Station Skyway Project. State funding is requested to upgrade the existing 147th Street Station in Apple Valley by installing a skyway between the two station buildings along with upgrades to the buildings.

Project Description

The Apple Valley Red Line 147th Street Station Skyway Project is a modernization improvement project of existing transit facilities in Apple Valley at the 147th Street Station on Cedar Avenue. At the time of construction, the stations (there is a northbound station on the east side of Cedar & a southbound station on the west side) at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The existing stations have a finished area of 270 sq. ft. each for a total of 540 sq. ft. The stations were designed so that a future skyway could be installed, connecting the two stations, & providing transit riders & pedestrians a safe way to cross Cedar Avenue without interfering with traffic. The project proposes to not only add the skyway, but to also upgrade the existing station facilities with larger, indoor waiting areas, staircases & elevators as well as ambient lighting to enhance the experience for transit users. The additional area would add 360 sq. ft. to each station for a total additional area of 720 sq. ft. The skyway would provide another 1824 sq. ft. of indoor area. The total additional square footage would therefore be 2544 sq. ft. The proposed total cost of the project would be approximately \$4.7M. Proposed funding would include \$2.35M of State funding (this application) & a matching \$2.35M from the City of Apple Valley & other project partners.

Project Rationale

The shovel ready 147th Street Station Skyway Project will provide a safe crossing for transit users & pedestrians across Cedar Avenue, a six-lane Principal Arterial that grows to nine lanes at the intersection of 147th Street. Because the 147th Street Stations are located midblock, crossing between the stations (an approximate 1250 ft. walk) for return trips is seen as a barrier to the facility. Anecdotally, users of the METRO Red Line have indicated that they prefer to stay on the bus going south to the Apple Valley Transit Station & then ride back north to the 147th Street Station so they can avoid having to cross Cedar Avenue. Building the skyway improvements proposed by this project would increase the safety of transit users, as well as enhance the experience for existing & new users of the METRO Red Line.

Project Timeline

The project is fully designed &, in fact, was bid previously as an alternate to the original 147th Street Station Project. Given this, it would take minimal effort to finalize the plans & specifications for bidding this proposed upgrade to the 147th Street Stations. Specifically, an estimated 4- to 6-months is what would be needed to prepare the project for bidding. Other influencing factors would include the need for formal approval from outside agencies including the Met Council, MnDOT State Aid, & Dakota County. A draft schedule for the project would be:

June 2019 – update/submit Environmental Documentation for review/approval
August 2019 – finalize plans/specs for bidding
January 2020 – bid project
March 2020 – bid award to contractor
April 2020 – construction begins
September 2020 – construction complete; skyway opens

Other Considerations

The 147th Street Station serves the METRO Red Line, & is near local bus routes & Minnesota Valley Transit Authority (MVTA) routes. The METRO Red Line is a Bus Rapid Transit (BRT) line which provides all day service along Cedar Avenue, from the Apple Valley Transit Center to the Mall of America, where it connects to the METRO Blue Line Light Rail Transit (LRT). The METRO Red Line opened in the summer of 2013 & has been a great connector for the people of Dakota County to the greater metropolitan transit system.

Demand at the 147th Street Station is expected to increase by 2040, based on existing land uses, according to the Cedar Avenue Transitway Implementation Plan Update (2015). The connection of the stations via a skyway eliminates potential SOV (Single Occupancy Vehicle) trips & associated vehicle miles travelled (VMT) on congested corridors, including the crossing of the Minnesota River. METRO Red Line users also rely on the BRT service to access employment, shopping, community services, & points on the regional transitway network along the TH 77 corridor without the use of an automobile.

Impact on State Operating Subsidies

The existing operating costs for the stations are covered by MVTA. It is expected that increased operating costs will be incurred for the maintenance of the additional interior space. These increased costs will be relatively small due to the existing stations & the maintenance that is already required.

Who will own the facility?

The existing facilities are owned by Metro Transit (Metropolitan Council). They will continue to own the facilities.

Who will operate the facility?

The existing facility is operated & maintained by MVTA (Minnesota Valley Transit Authority) through an agreement with Metro Transit. It can be assumed this arrangement will continue.

Who will use or occupy the facility?

The facility is currently used by METRO Red Line passengers. The METRO Red Line is operated by Metro Transit. This will continue in the future.

Public Purpose

The project will provide a safe & secure facility for riders of the Red Line to use as they travel between the transit stations. The proposed skyway will provide a safe route across Cedar Avenue, a 9-lane Principal Arterial roadway. This safe, sheltered crossing will be especially helpful in inclement weather. Vulnerable populations such as children, the elderly, & the disabled, will have greater access to both stations, with the ability to travel to local destinations on either side of Cedar Avenue without having to go to dangerous street crossings. The skyway & expansion of the facilities will improve customer experience by providing more comfortable waiting areas as well as a more secure facility. Because the skyway connection will allow facility staff & security to access each station in one trip,

improved security & maintenance of the stations will be realized by both transit riders & employees alike.

Description of Previous Appropriations

None that the City is aware of.

Project Contact Person

Matt Saam
Public Works Director
952-953-2412
msaam@cityofapplevalley.org

(\$ in thousands)

Red Line 147th Street Station Skyway Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,350	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$400	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$1,950	\$0	\$0
TOTAL	\$0	\$4,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$210	\$0	\$0
Project Management	\$0	\$365	\$0	\$0
Construction	\$0	\$4,125	\$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

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
NERCC Vocational Programming Improvements	1	GO	\$ 2,967	\$ 0	\$ 0
Total Project Requests			\$ 2,967	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,967	\$ 0	\$ 0

NERCC Vocational Programming Improvements

AT A GLANCE

2018 Request Amount:	\$2,967
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.

Project Timeline

Other Considerations

The five counties of ARC have invested more than \$7 million into an \$11 million project since 2012. To date, the State of Minnesota has contributed \$737,000 in 2012, \$1 million in 2014, \$1.2 million in 2015, and \$600,000 in 2017. 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**Who will own the facility?**

Arrowhead Regional Corrections.

Who will operate the facility?

Arrowhead Regional Corrections.

Who will use or occupy the facility?

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.

The 2017 capital budget allocated \$600,000 for the new processing facility.

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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$3,537	\$2,967	\$0	\$0
Funds Already Committed				
	\$7,737			
Pending Contributions				
TOTAL	\$11,274	\$2,967	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$11,274	\$2,967	\$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	\$11,274	\$2,967	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Inflow-Infiltration Assistance	1	GO	\$ 9,500	\$ 0	\$ 0
Total Project Requests			\$ 9,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 9,500	\$ 0	\$ 0

Inflow-Infiltration Assistance

AT A GLANCE

2018 Request Amount: \$9,500

Priority Ranking: 1

Project Summary: The Association of Metropolitan Municipalities is requesting \$9.5 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 \$9.5 million capital bonding appropriation to assist metro area cities in mitigating inflow and infiltration (I/I) problems in municipal wastewater systems. Inflow and infiltration are terms for the ways that clear water (ground and storm) makes its way into sanitary sewer pipes and is then treated, unnecessarily, at regional wastewater treatment plants. I/I enters the system from a variety of sources including cracks, leaky pipe joints, deteriorated manholes, and through storm water that enters the system through rain leaders, or illegal foundation drains or sump pumps connected to sanitary sewer pipes.

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

Project Rationale

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

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

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

Project Timeline

Other Considerations

Impact on State Operating Subsidies

none

Who will own the facility?

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

Who will operate the facility?

Metro area local units of government.

Who will use or occupy the facility?**Public Purpose****Description of Previous Appropriations**

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

Project Contact Person

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

Association of Metro Municipalities

Project Detail

(\$ in thousands)

Inflow-Infiltration Assistance

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$6,000	\$9,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$6,000	\$9,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,200	\$0	\$0	\$0
Project Management	\$300	\$0	\$0	\$0
Construction	\$4,500	\$9,500	\$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	\$6,000	\$9,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
East Mesabi Joint Water System	1	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 10,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,000	\$ 0	\$ 0

East Mesabi Joint Water System

AT A GLANCE**2018 Request Amount:** \$10,000**Priority Ranking:** 1**Project Summary:** We are requesting \$10,000,000 in state funds for the design and construction of the East Mesabi Joint Water System.**Project Description**

The City of Aurora, in cooperation with the City of Biwabik, City of Hoyt Lakes, and the Town of White, is requesting \$10,000,000 in state funding to acquire land, design and construct a new water treatment plant and distribution system for the communities of Aurora, Hoyt Lakes, Town of White, and Biwabik. The total estimated for the entire project is \$20,000,000.

Currently, these communities 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 has been evaluated and it has been determined it provides economies of scale for the member communities and offers more reliability than separate systems.

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 City of Aurora and the Town of White currently uses the St. James Pit as their source for drinking water. Their existing facility is in need for major improvements in order to continue supplying the needed drinking and fire protection capacities to serve the communities.

The City of Hoyt Lakes currently uses Colby Lake as their source for drinking water. Their existing facility will also require additional improvements and need renovations in the future.

The communities of Aurora, Hoyt Lakes, Town of White, and Biwabik have been meeting since 2011 to discuss various options for a joint water system. The communities, through the East Range Joint Powers Board, have been successful in acquiring funds to start the preliminary planning and design for this new system. This new system would include one central water treatment plant (Located on the Embarrass Pit) with a system of distribution lines that would connect to each of the member communities. Currently each individual community system has been evaluated for water quality, condition of existing facilities, water treatment alternatives and community interconnections.

The existing independently owned and operated water supplies will be abandoned as drinking water sources. Individual treatment facilities will be decommissioned and either re-purposed or demolished based on communities preference. Distribution systems that are currently in place will be used as part of the new systems infrastructure.

Project Rationale

The completion of this project is very important for the communities in that it will allow all entities to meet new water quality standards with smaller financial impact for the residents, improved new water source quality will result in less extensive treatment, it will allow all entities to address existing issues with their water supply, treatment and distribution demands, creates the potential with new economic development (Non-ferrous mining like Polymet, Nugget, Twin Metals and Wood Products/Biomass Expansions), improves and enhances the utilization of existing infrastructure, creates jobs in the short and long term, economies of scale in operating one plant and allows the member communities to work more closely together.

These communities currently work cooperatively on economic development through the East Range Joint Powers Board joint staffing and emergency services (Ambulance/Fire/Police).

Project Timeline

- Engineering Design/Permitting - 9/18
- Project Bid - 3/20
- Award Contract- 4/20
- Begin Construction - 5/20
- Project Completion - 11/21

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Jointly owned by the participating communities

Who will operate the facility?

Jointly operated by the participating communities

Who will use or occupy the facility?

The participating communities

Public Purpose

Municipally-owned cooperative and cost-efficient water system

Description of Previous Appropriations

Project Contact Person

Tim Kauppi
City Clerk/Treasurer
218-229-2614
tim@ci.aurora.mn.us

(\$ in thousands)

East Mesabi Joint Water System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$10,000	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$17,900	\$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	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Ramsey Scientific and Natural Area Site Improvements	1	GO	\$ 4,000	\$ 0	\$ 0
4th Avenue Riverview State Water Trail Enhancement	2	GO	\$ 500	\$ 0	\$ 0
Total Project Requests			\$ 4,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,500	\$ 0	\$ 0

Ramsey Scientific and Natural Area Site Improvements**AT A GLANCE****2018 Request Amount:** \$4,000**Priority Ranking:** 1

Project Summary: Create a recreational area near Mower County's largest body of water—Ramsey Mill Pond—part of the Cedar River State Water Trail. Featuring a paved trail connecting Austin trail system to historic, abandoned railroad bridge on one of the state's oldest rail beds; today a DNR Scientific and Natural Area (SNA) trail. Also connects to the Jay C. Hormel Nature Center, where the state's Shooting Star Trail will enter Austin.

Project Description

Local officials - including those with the Cedar River Watershed District; City of Austin; Mower County; and Austin Vision 2020 - have been seeking to acquire about 18.5 acres of flood-prone land, mostly former golf course land along the Ramsey Dam/Ramsey Mill Pond area. This acquisition also would include the west half of an historic, abandoned railroad bridge overlooking Ramsey Mill Pond (note: the bridge's east portion is owned by the DNR and serves as the western end of the state DNR's Wild Indigo Scientific and Natural Area trail). Acquisition involves about 17 acres of former golf course land and another 1.5 acres of private residential property.

Once acquired, local officials would like to restore the historic abandoned railroad bridge and construct a paved pedestrian/bike trail through the acquired property and onto the rail bridge. A paved trail would then continue east one on the Wild Indigo SNA trail. The goal is to connect this area with the City of Austin's extensive pedestrian/bike trail system and the State's Shooting Star Trail that currently ends its western portion at the City's Jay C. Hormel Nature Center. Ramsey Mill Pond would be a significant destination for Shooting Star Trail users.

Other plans with the Ramsey site include a fishing platform at the Ramsey Dam; small amphitheater built into a slope overlooking the dam; and conservation projects on the majority of the 17-acre parcel to restore natural habitat and beautify the area.

Project Rationale

- Attract visitors, generating additional spending and local taxes.
Provide high quality of life to residents, improving employee recruitment and retention for major employers.
- Preserve and celebrate local history to not only enhance quality of life, but also increase adjacent property values.
- Raise adjacent property values, as all public parks and recreation facilities do.
Support healthy, active lifestyles, saving on health-care costs to individuals, employers, insurance providers and government.
- Enhance an area already featuring DNR resources—State Water Trail; SNA; water access, etc.

- More fully make use of Austin's efforts to improve the Cedar River with over \$9 million in water quality improvement projects planned for 2015-2020.
- Bring more visitors to the Wild Indigo Science and Nature Area; enhance one of the state's beautiful natural resources.
- Encourage use of the Cedar River State Water Trail.

Project Timeline

- **In process** -- Mower County is in the process (as of June 2017) of acquiring about 17 acres of former golf course land along the Ramsey Dam/Ramsey Mill Pond area, including the west half of an historic, abandoned railroad bridge overlooking Ramsey Mill Pond (note: the bridge's east portion is owned by the DNR and serves as the western end of the state DNR's Wild Indigo Scientific and Natural Area trail). This acquisition involves unused state flood-mitigation funds from DNR along with matching funds from The Hormel Foundation/Austin Vision 2020. Acquisition is scheduled for completion this summer of 2017, with plans to annex this parcel into the City of Austin.
- **2017-2018** -- An additional 1.5-acre residential property is targeted for flood acquisition in this same area. The plan is to return to this acquisition when state funds are available to match funding from The Hormel Foundation.
- **2017-2018** -- Cedar River Watershed District and the City of Austin will continue discussions and planning for the 17-acre parcel.
- **2018-beyond** --When funding is available and plans are finalized, local officials will create a paved trail along the river through the 17-acre parcel to the abandoned railroad bridge, which will also be refurbished for maintenance and public safety. The trail will then include paving 1 mile of the Wild Indigo SNA to connect with County Road 61 where it will then meander its way back to the City of Austin along the way connecting in with the Todd Park Complex and the J.C. Hormel Nature Center. Other possibilities with the Ramsey site could include a fishing platform at the Ramsey Dam; small amphitheater built into a slope overlooking the dam; and conservation projects on the majority of the 17-acre parcel to restore natural habitat and beautify the area.

Other Considerations

Impact on State Operating Subsidies

n/a

Who will own the facility?

City of Austin

Who will operate the facility?

City of Austin

Who will use or occupy the facility?

Public use

Public Purpose

Recreational

Description of Previous Appropriations

None

Project Contact Person

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

(\$ in thousands)

Ramsey Scientific and Natural Area Site Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$2,725	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$525	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$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	\$4,000	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

4th Avenue Riverview|State Water Trail Enhancement**AT A GLANCE****2018 Request Amount:** \$500**Priority Ranking:** 2

Project Summary: Enhance a stretch along the Cedar River State Water Trail within the City of Austin's downtown area that has significant historical value to the city and offers a great connection point for recreational users on the river and the city's paved pedestrian trail. This area is also near the site of the city's planned \$35 million community recreation center that will replace a former downtown power production plant.

Project Description

Create a portage and trailhead at the historic site of Austin's first structure, a former mill on the Cedar River at 4th Avenue NE, part of downtown Austin. This project will provide a scenic gathering and overlook area of the dam. Plans also will include displays showing the community's history and providing information to visitors about the Cedar River State Water Trail and City of Austin's trail system that will connect to regional trails (Shooting Star and Blazing Star). The project will include ADA-compliant canoe/kayak portage above and below the 4th Avenue dam, the rebuilding of walls to enhance flood control, restoration of old mill site making it safe for public use, stream bank restoration, cleanup of downed trees, trailhead and history display, and scenic public gathering area.

Project Rationale

- Attract visitors, generating additional spending and local taxes
- Provide high quality of life to residents, improving employee recruitment and retention for major employers
- Preserve and celebrate local history to enhance quality of life
- Increase adjacent property values
- Support healthy, active lifestyles, saving on health care costs to individuals, employers, insurance providers and government
- Enhance an area already featuring DNR requests – State Water Trail, water access, etc.
- More fully make use of Austin's efforts to improve the Cedar River with over \$9 million in water quality improvement projects planned for 2015-2020
- Make a strong recreation-related connection to Austin's future \$35 million community recreation center to replace old downtown power plant facilities

Project Timeline

- 2018 - Create portage above and below 4th Ave dam; clear downed trees
- 2019 - Develop and install historical displays at site; restore of old mill site at 4th Ave, including remnants of former building and walls along east shoreline

Other Considerations**Impact on State Operating Subsidies**

n/a

Who will own the facility?

City of Austin

Who will operate the facility?

City of Austin

Who will use or occupy the facility?

Public use

Public Purpose

Recreational

Description of Previous Appropriations

None

Project Contact Person

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

(\$ in thousands)

4th Avenue Riverview|State Water Trail Enhancement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$500	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$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	\$500	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
I-35W I-494 Phase I Interchange	1	GO	\$ 67,600	\$ 0	\$ 0
I-494 Eastbound at TH-77 southbound exit	2	GO	\$ 625	\$ 0	\$ 0
I-494 Eastbound between France Ave and I-35W	3	GO	\$ 16,125	\$ 0	\$ 0
I-494 Eastbound Between East Bush Lake Rd and TH-100	4	GO	\$ 2,750	\$ 0	\$ 0
Total Project Requests			\$ 87,100	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 87,100	\$ 0	\$ 0

(\$ in thousands)

I-35W/I-494 Phase I Interchange**AT A GLANCE****2018 Request Amount:** \$67,600**Priority Ranking:** 1**Project Summary:** \$67.6 million in state funds is requested to design and construct Phase 1 interchange improvements for the I-35W and I-494 interchange located in Bloomington and Richfield.**Project Description**

The Minnesota Department of Transportation's 2013 Rescoping Project recommended a "turbine interchange" for the congested I-35W and I-494 interchange that could be constructed in phases. The entire interchange turbine design, projected to be completed for \$255 million, is an important project for the metro area with both traffic and development potential. Phased construction will make this concept a reality.

Phase 1 interchange improvements would include making temporary lanes to accommodate rerouted traffic, rebuilding of the 82nd Street bridge over I-35W, and constructing access from northbound I-35W to westbound I-494. This portion of the phase 1 project is estimated to cost \$67.6 million. The Phase 1 project accommodates alternative transportation in the form of a Bus Rapid Transit (BRT) station in the Penn American district in Bloomington.

Project Rationale

The junction of I-35W and I-494 is the busiest and one of the most congested and unsafe intersections in Minnesota. Designed almost 60 years ago with very few modifications since, the over-capacity interchange carries nearly 500,000 vehicles each day, with many vehicle crashes occurring in and around the area. The I-494 corridor commute is ranked as the 17th worst commute in the entire nation. Approximately 21 percent of metro area jobs are located along the I-494 corridor. Conditions will continue to deteriorate if improvements are not made soon.

Project Timeline**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

Who will use or occupy the facility?

none

Public Purpose

The interchange carries nearly 500,000 vehicles per day. In addition, Phase 1 improvements are planned to accommodate the planned Orange Line BRT project.

Description of Previous Appropriations**Project Contact Person**

Shelly Hanson
City Engineer
952-563-4866
shanson@BloomingtonMN.gov

(\$ in thousands)

I-35W/I-494 Phase I Interchange**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$67,600	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$67,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$5,200	\$0	\$0
Predesign Fees	\$0	\$520	\$0	\$0
Design Fees	\$0	\$8,320	\$0	\$0
Project Management	\$0	\$3,120	\$0	\$0
Construction	\$0	\$50,440	\$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	\$67,600	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

I-494 Eastbound at TH-77 southbound exit**AT A GLANCE****2018 Request Amount:** \$625**Priority Ranking:** 2**Project Summary:** Modify eastbound I-494 to southbound TH-77 exit ramp by shifting lanes to aid in lane utilization for traffic exiting from I-494 eastbound to TH-77 southbound.**Project Description**

This \$625K project will be built to aid in lane utilization for traffic exiting from I-494 eastbound to TH-77 southbound.

Project Rationale

The Minnesota Department of Transportation is analyzing I-494 and TH-62 between the Minneapolis-Saint Paul (MSP) International Airport on the east and the I-494/TH-62 interchange on the west. The study has developed 13 improvements, three of which are located with the City of Bloomington on I-494. The goal of these improvements are to increase the number of people that move through each highway corridor and provide reliable trip times; enhance economic vitality for the public and private businesses in the Twin Cities region; enhance safety and mobility by providing congestion free travel options; enhance and maintain advantages for transit, taxi cabs, airport shuttles, carpools, and non-motorized connections; use existing roads, right-of-way, and performance based principles and improvements that are lower-cost and provide a high-rate of return on investment; coordinate timing with other scheduled and funded projects; and involve the public and stakeholders in the study.

Project Timeline**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

Who will use or occupy the facility?

All motorists

Public Purpose

To minimize congestion and improve overall travel time.

Description of Previous Appropriations

Project Contact Person

Shelly Hanson
City Engineer
952-563-4866
shanson@BloomingtonMN.gov

(\$ in thousands)

I-494 Eastbound at TH-77 southbound exit**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$625	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$625	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$125	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$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	\$625	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

I-494 Eastbound between France Ave and I-35W**AT A GLANCE****2018 Request Amount:** \$16,125**Priority Ranking:** 3**Project Summary:** Construct an additional travel lane on eastbound I-494 between France Avenue and I-35W.**Project Description**

This \$16.125M project includes constructing an additional lane on eastbound I-494 from France Avenue to I-35W, which is a distance of about 1.4 miles.

Project Rationale

The Minnesota Department of Transportation is analyzing I-494 and TH-62 between the Minneapolis-Saint Paul (MSP) International Airport on the east and the I-494/TH-62 interchange on the west. The study has developed 13 improvements, three of which are located with the City of Bloomington on I-494. The goal of these improvements are to increase the number of people that move through each highway corridor and provide reliable trip times; enhance economic vitality for the public and private businesses in the Twin Cities region; enhance safety and mobility by providing congestion free travel options; enhance and maintain advantages for transit, taxi cabs, airport shuttles, carpools, and non-motorized connections; use existing roads, right-of-way, and performance based principles and improvements that are lower-cost and provide a high-rate of return on investment; coordinate timing with other scheduled and funded projects; and involve the public and stakeholders in the study.

Entering traffic from France Avenue puts the eastbound I-494 mainline over capacity. This area is congested between two and three hours in the AM peak period and over three hours during the PM peak period.

Project Timeline**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

Who will use or occupy the facility?

All motorists

Public Purpose

To minimize congestion and improve overall travel time.

Description of Previous Appropriations**Project Contact Person**

Shelly Hanson
City Engineer
952-563-4866
shanson@BloomingtonMN.gov

(\$ in thousands)

I-494 Eastbound between France Ave and I-35W**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$16,125	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$16,125	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,225	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,900	\$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	\$0	\$0	\$0
TOTAL	\$0	\$16,125	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

I-494 Eastbound Between East Bush Lake Rd and TH-100**AT A GLANCE****2018 Request Amount:** \$2,750**Priority Ranking:** 4**Project Summary:** Construct an additional eastbound lane on I-494 between East Bush Lake Road and TH-100.**Project Description**

This \$2.75M project will add an eastbound lane on I-494 between East Bush Lake Road and TH-100, which is an approximate distance of 0.5 miles.

Project Rationale

The Minnesota Department of Transportation is analyzing I-494 and TH-62 between the Minneapolis-Saint Paul (MSP) International Airport on the east and the I-494/TH-62 interchange on the west. The study has developed 13 improvements, three of which are located with the City of Bloomington on I-494. The goal of these improvements are to increase the number of people that move through each highway corridor and provide reliable trip times; enhance economic vitality for the public and private businesses in the Twin Cities region; enhance safety and mobility by providing congestion free travel options; enhance and maintain advantages for transit, taxi cabs, airport shuttles, carpools, and non-motorized connections; use existing roads, right-of-way, and performance based principles and improvements that are lower-cost and provide a high-rate of return on investment; coordinate timing with other scheduled and funded projects; and involve the public and stakeholders in the study.

The lane drop on eastbound I-494 at East Bush Lake Road does not carry a full lanes worth of traffic. The demand for the remaining three through lanes exceeds capacity. This area is congested between one and two hours in the AM peak period and over three hours in the PM peak period.

Project Timeline**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

Who will use or occupy the facility?

All motorists

Public Purpose

To minimize congestion and improve overall travel time.

Description of Previous Appropriations**Project Contact Person**

Shelly Hanson
City Engineer
952-563-4866
shanson@BloomingtonMN.gov

(\$ in thousands)

I-494 Eastbound Between East Bush Lake Rd and TH-100**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,750	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$550	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,200	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,750	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Three Bridges Trail	1	GO	\$ 12,000	\$ 0	\$ 0
Cuyuna Lakes State Trail	2	GO	\$ 1,175	\$ 0	\$ 0
Total Project Requests			\$ 13,175	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 13,175	\$ 0	\$ 0

(\$ in thousands)

Three Bridges Trail**AT A GLANCE****2018 Request Amount:** \$12,000**Priority Ranking:** 1**Project Summary:** \$12 million in state funds is requested to acquire land, predesign, design, and construct the Three Bridges Trail in Brainerd, Minnesota.**Project Description**

The Three Bridges Trail will be non-motorized and will be constructed along the banks of the Mississippi River from College Drive north to Washington Street (see attached map). Portions of it, approximately 2,000 lineal feet, will be elevated. The trail will connect the southern section of the Paul Bunyan State Trail to the Cuyuna Lakes State Trail. The Mississippi River Three Bridges Trail will also link the Buffalo Hills Trail, Rotary Park, Boom Lake, Kiwanis Park, Buster Dog Park, Brainerd High School, downtown, and ultimately the Brainerd Industrial Center (again, see attached map). Very preliminary cost estimates for the construction of this project is \$15,000,000.

Project Rationale

The vision for this project began after a group of citizens in the Brainerd Area participated in a Blandin Community Leadership Program in 2010. This group identified the development of the Mississippi Riverfront as a priority project and commissioned the Brainerd-Baxter Mississippi Riverfront Vision Plan, which led to the Mississippi River Partnership Plan that focused on a two mile corridor of the Mississippi River. This two mile corridor will be developed as a natural resource based recreation area. Access to this area via the Mississippi River Three Bridges Trail will provide a high-quality recreational experience to a nationally significant, natural resource – the Mississippi River. The recreation area will allow users to experience the Mississippi River way of life, filled with history, natural beauty and remarkable adventure. There will be spaces for quiet relaxation and passive recreation, such as bird watching, as well as opportunities for the more active adventure seekers. Additionally, there will be opportunities to learn about the importance of the Mississippi River and its regional importance and impact. Natural, historical, ecological and economical importance of this great resource will be shared through interpretive stations. Additional improvements, developments and activities that will attract users include: trails, plazas, outdoor amphitheater, picnicking area, canoeing, fishing, hiking, skating, sledding, cross country skiing and a cultural/environmental learning center.

The development of this project will also help to preserve a regionally significant and diverse natural and historical landscape. The Mississippi River is one of the world's major river systems in size, habitat diversity and biological productivity. The River has at least 260 species of fish, 40% of the nation's migratory waterfowl use the river corridor, and sixty percent of all North American birds (326 species) use the Mississippi River Basin. The Brainerd Riverfront will offer a varied mix of built and natural settings as it transitions from the floodplain forests and wetlands of Buffalo Creek and Rotary Park northward to the established Kiwanis Park, Brainerd High School and downtown Brainerd. This area encompasses over 50 acres with the opportunity for expansion.

The time for this project is now in order to be completed by the City's Sesquicentennial, June 2021

and a pending Brainerd High School construction project, which is adjacent to the proposed Three Bridges Trail.

Project Timeline

July – December 2018	Preliminary Design
January – August 2019	Permitting and Review by Regulatory Agencies
July – December 2019	Final Design
Winter 2020	Bid and Award Project
May 2020	Begin Construction
June 2021	End Construction/Ribbon Cutting

Other Considerations

This vision/project has been a cooperative effort that includes the Brainerd Riverfront Committee, the Brainerd HRA, City of Brainerd, Minnesota Center for Rural Design Team, University of Minnesota, Blandin Foundation, Brainerd Lake Area Community Foundation, area cities, Crow Wing County, Visit Brainerd, Brainerd Lakes Area Chamber of Commerce, Region Five Development Commission, Central Lakes College, Brainerd School District and the Initiative Foundation.

The completion of the trail helps to fulfill the long-term strategy as defined in the Mississippi River Partnership Plan (MRPP). The long term strategy within the MRPP was the culmination of vast public input including public meetings and surveys. Additionally, more than two dozen area residents were intimately involved in the creation of the MRPP. This long term strategy was built on these planning principles:

- Honor the Mississippi River as an irreplaceable natural, cultural, and economic resource
- Expand access to the riverfront through a variety of transportation/circulation modes
- Educate residents and visitors about the value of the river and the benefits it provides
- Preserve and enhance the ecological health of the river
- Encourage growth of private commercial enterprises along the riverfront while supporting those that currently exist
- Maintain public ownership of riverfront lands and retain city rights to development review and approval
- Promote partnerships between public agencies, private land owners, developers, special user groups, and interested citizens

Impact on State Operating Subsidies

None

Who will own the facility?

City of Brainerd

Who will operate the facility?

City of Brainerd

Who will use or occupy the facility?

General public - residents and visitors will use the trail facility

Public Purpose

Public Trail - The Three Bridges Trail will address multiple public values including:

- Recreational opportunities
- Economic development
- Tourism
- Health and Wellness
- Intrinsic

Description of Previous Appropriations

None

Project Contact Person

Jim Thoreen
City Administrator
218-828-2307
jthoreen@ci.brainerd.mn.us

(\$ in thousands)

Three Bridges Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$15,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$13,500	\$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	\$15,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Cuyuna Lakes State Trail

AT A GLANCE**2018 Request Amount:** \$1,175**Priority Ranking:** 2**Project Summary:** This request is for \$1.175 million in state bond funding to design and construct 2.8 miles of the Cuyuna Lakes State Trail (CLST) from S. 8th Street and Norwood Streets to the City of Brainerd east city limits.**Project Description**

The CLST will be constructed to state trail standards through the City of Brainerd. It will follow street rights of way, use an existing easement to go cross country, run parallel to Hwy 210 across Burlington Northern Santa Fe property, including the relocation of a traffic signal on Hwy 210 and a driveway entrance for BNSF.

The attached maps depict the trail route through Brainerd and the entire CLST corridor.

The CLST is over 40 miles long with its easterly terminus in the City of Aitkin and western terminus in the City of Brainerd where the trail connects to the Paul Bunyan State Trail (PBST). CLST trail construction has already occurred in Brainerd from Downtown, westerly to the PBST. Funding will permit the remainder of the trail through the City of Brainerd to be constructed.

Project Rationale

Historically Brainerd has been branded as a railroad town and more recently part of the “the Lakes area” branding. The railroad left and Brainerd received little economic benefit from “the Lakes” area. Wausau Paper Company closed its doors in 2014. Brainerd has been an unfortunate leader in outstate unemployment reaching 20% in 2009. Brainerd’s median household income is \$29,458 (2010 Census) compared to the State’s median of \$57,243 (2010 Census). The 2010 Census Tract that includes Southeast Brainerd has one of the highest poverty rates in the state.

Brainerd has had more than its share of economic bad news. However the economic bad news has made the community realize that it needs to reinvent its image. It needs to establish its own brand and focus its efforts on making the change successful.

Brainerd is geographically centered in the state, and is therefore a City where CLST trail users can connect with the PBST and head north to Bemidji or south to Crow Wing State Park and the Veterans Trail. CLST and PBST users can go east to the Northwoods Project and the Cuyuna Recreational area.

Brainerd has over 8 miles of Mississippi River in the City that has largely been ignored as an amenity for resident quality of life and for its economic development potential. The Brainerd City Council has made Mississippi Riverfront revitalization a strategic planning high priority. It has created a Mississippi Riverfront Committee that has initiated plans for a 2 mile Riverwalk that will be part of the CLST. The CLST has already been constructed from the west city limits to Downtown. Over \$2 million has been invested in the Downtown to establish an inviting atmosphere and experience. The Brainerd City council has also made Downtown revitalization a strategic planning high priority.

Completing the CLST through Brainerd along with the Mississippi Riverfront revitalization and Downtown revitalization will provide amenities for City of Brainerd residents to enjoy and create a destination for the entire upper Midwest. Brainerd can rebrand itself as the trail hub on northern Minnesota and become “Lanesboro on steroids!”

The CLST Board has determined that completing the City of Brainerd segment is a high priority having sought bond funding for this section of the trail in the last two (2) bonding bills. However the CLST project is a cooperative effort of all the communities along the trail route. Cuyuna communities (Crosby, Cuyuna, Deerwood, Ironton, Riverton, Trommald) will be positively impacted by the CLST in that it can help remove the failed mining town stigma of these communities. Together with the 10,000 acre Northwoods Project and the 5,000 acre Cuyuna Country State Recreation Area the CLST will link these communities with the beautiful amenities for outdoor enthusiasts. As the trails easterly terminus and recreational area gateway from the east, Aitkin is also making efforts to rebrand its image and strengthen its economic status around the impacts the trail and outdoor recreation can have on the community.

Project Timeline

July – December 2018	Trail Design
Winter 2019	Bid and Award Project
May - October 2019	Trail Construction
June 2020	Ribbon Cutting

Other Considerations

The project rationale explains the CLST will be part of the Mississippi Riverwalk. Trail construction near the river will need to coordinate with the Riverwalk construction schedule that is planned for completion in 2021.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Brainerd

Who will operate the facility?

City of Brainerd

Who will use or occupy the facility?

Walkers, runners, bicyclists, inline skaters, individuals with a disability, our 4 legged friends, cross country skiers (summer and winter) snowmobiles, families, area residents, as well as visitors to the area.

Public Purpose

Recreational Opportunities - core purpose of providing regional trails. Economic Development - attracting trail users from the region (and visitors from outside Minnesota) provides a direct economic benefit to the communities hosting these assets; providing trail amenities enhances the quality of life and strengthens the appeal of communities. Tourism - Minnesota is a travel destination and much of the appeal is the scenic beauty and natural surroundings that regional trails can offer; in connection with marketing and promotion, extends the visitor reach beyond state borders and generates greater

interest and use of the system; visitors do not limit their experiences to the trail alone, spending dollars in communities for food, lodging, gas, and retail products - which in turn creates/maintains employment and generates sales tax revenues. Regional Connectivity - There are both indoor and outdoor experiences to enjoy along the 40 mile CLST corridor. Health and Wellness.

Description of Previous Appropriations

None

Project Contact Person

Jim Thoreen
City Administrator
218-828-2307
jthoreen@ci.brainerd.mn.us

(\$ in thousands)

Cuyuna Lakes State Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,175	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,175	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$250	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$725	\$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	\$1,175	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Highway 169 101st Ave Interchange	1	GO	\$ 21,458	\$ 0	\$ 0
Second Harvest Heartland Headquarters and Distribution Center	2	GO	\$ 18,000	\$ 0	\$ 0
Total Project Requests			\$ 39,458	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 39,458	\$ 0	\$ 0

(\$ in thousands)

Highway 169 | 101st Ave Interchange**AT A GLANCE****2018 Request Amount:** \$21,458**Priority Ranking:** 1

Project Summary: The US Highway (US Hwy) 169 / 101st Avenue North Interchange project will enhance traffic operations, improve roadway safety, and provide bicycle and pedestrian facilities for a 0.7 mile segment of 101st Avenue North between Jefferson Highway and future Xylon Avenue. The project will provide regional access to the area by constructing a folded diamond interchange for US Hwy 169.

Project Description

The US Highway (US Hwy) 169 / 101st Avenue North Interchange project will enhance traffic operations, improve roadway safety, and provide bicycle and pedestrian facilities for a 0.7 mile segment of 101st Avenue North between Jefferson Highway and future Xylon Avenue. The project will provide regional access to the area by constructing a folded diamond interchange for US Hwy 169. US Hwy 169 connects north and south to regional roadways, such as Trunk Highway 610, Interstate 94/694, Trunk Highway 55, and Interstate 494. The project will also enhance local traffic operations in the area by connecting neighborhoods that are divided by US Hwy 169. Bicycle and pedestrian travel is supported by the proposed multiuse trail. Access to Grace Fellowship church will be moved to future Xylon Avenue as part of this project.

The total project cost is \$34,057,825 (2018 dollars), which includes construction, utilities, right-of-way, design, engineering, and construction administration. The City of Brooklyn Park recently secured \$7,000,000 in Regional Solicitation. The remaining funding will be secured through a bonding request, and local and private matches.

Project Rationale

US Hwy 169 is a Principal Arterial roadway within the Twin Cities Metro Area, providing regional access to northern Hennepin County and the City of Brooklyn Park. It is a critical roadway for development occurring in the project area. In the immediate vicinity of the proposed interchange, three large business parks have gone through environmental documentation and are in construction. In all, 14,000 jobs are expected to be added to the area. Also in development, adjacent to the proposed interchange is the METRO Blue Line Light Rail Operations and Maintenance Facility and Oak Grove Transit Station. The project will provide direct access to the facility for transit users living in the North Metro Area.

The project will support recent and anticipated investment within and adjacent to the project corridor including:

- METRO Blue Line Oak Grove Transit Station and park-and-ride facility.
- Enhancements at the Rush Creek Trail will provide grade separated crossings at Winnetka Avenue North (CSAH 103) and Xylon Avenue.
- The Gateway Business Park will provide nearly 1,500,000 square feet of retail, commercial,

industrial, and office space.

- The North Park Business Park will provide approximately 3,000,000 square feet of industrial, office, and warehouse space.
- Target Northern Campus expansion and other larger properties in this area are expected to increase employment by 6,000 to 7,000 employees.

Project Timeline

Below are key milestones for the proposed interchange:

- Meetings with stakeholders (100% complete) - Ongoing
- Layouts and Preliminary Plans (50% complete) – 2017
- Environmental Documentation – Environmental Assessment (75% complete) – 2018
 - Review of Section 106 Historic Resources (100% complete)
 - Review of Section 4f/6f Resources (100% complete)
- Right-of-Way (50% complete) – 2018/2019
- Interchange Approval (100% complete) – Has been approved by Met Council/MnDOT Highway Interchange Request Committee
- Final Design and Permitting (0% complete) – 2019
- Construction Start - 2019
- Construction Completion - 2020/2021

Other Considerations

US Hwy 169 is a Principal Arterial roadway, which provides regional access to northern Brooklyn Park. It is a critical roadway for development occurring in the project area. Regional access for freight is also a driving factor for the interchange. Over a third of all jobs within a mile of the project area are in the manufacturing and distribution sector. Furthermore, the interchange will serve three business parks. Combined, they account for over 6,000,000 square feet of development. In all, 14,000 jobs are expected to be added to the area.

The movement of goods from these developments benefit from direct access to US Hwy 169, which serves as a major freight route for the region and connects to regional transportation networks. This regional connection is vital to the growth of the freight industry.

In its current configuration, trucks looking to access US Hwy 169 are required to take circuitous routes. Access to US Hwy 169 is currently limited to right-in and right-out only at the 101st Avenue North Intersection. Given the large volumes of freight that are projected to be generated by the project area, accessing US Highway 169 at other locations is not desirable. The proposed interchange separates freight traffic from local roads and residential neighborhoods, and provides direct access to the highway.

Furthermore, the METRO Blue Line Light Rail Operations and Maintenance Facility and Oak Grove Transit Station is in development. The proposed interchange project will provide direct access to the facility for transit users living in the North Metro Area. The project is also located in a census tract that is above the regional average for population in poverty or population of color. Underserved residents will benefit from the improved access to the area's proposed jobs and improved transit facilities.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Minnesota Department of Transportation

Who will operate the facility?

Minnesota Department of Transportation

Who will use or occupy the facility?

N/A

Public Purpose

US Hwy 169 provides regional access to northern Hennepin County and Brooklyn Park. It is a critical roadway for development occurring in the project area. In the immediate vicinity of the proposed interchange, three large business parks have gone through environmental documentation and are in construction. In all, 14,000 jobs are expected to be added to the area. Also in development, adjacent to the proposed interchange is the METRO Blue Line Light Rail Operations and Maintenance Facility and Oak Grove Transit Station. The project will provide direct access to the facility for transit users living in the North Metro Area.

Description of Previous Appropriations

N/A

Project Contact Person

Dan Ruiz
Director of Operations & Maintenance
763-493-8047
dan.ruiz@brooklynpark.org

(\$ in thousands)

Highway 169 | 101st Ave Interchange

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$21,458	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$8,400	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$3,000	\$0	\$0
City Funds	\$0	\$900	\$0	\$0
Non-Governmental Funds	\$0	\$300	\$0	\$0
TOTAL	\$0	\$34,058	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$7,023	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$3,526	\$0	\$0
Construction	\$0	\$23,509	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$34,058	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Second Harvest Heartland Headquarters and Distribution Center**AT A GLANCE****2018 Request Amount:** \$18,000**Priority Ranking:** 2**Project Summary:** \$18 million in state funds is requested to design, construct, renovate and equip an existing facility for Second Harvest Heartland located at 7101 Winnetka Avenue North, Brooklyn Park, Minnesota.**Project Description**

The proposed project consists of purchasing land and an existing building in Brooklyn Park for the new home of Second Harvest Heartland (Second Harvest). The new and expanded facility will include headquarters, distribution center and volunteer facilities for the food bank, which will significantly enhance Second Harvest's ability to provide healthy food to low-income Minnesotans in all counties of the state. Some of the key statistics of the project that will enhance Second Harvest's ability to address food insecurity include:

- 233,000 square feet:
 - Headquarters: 25,000 square feet
 - Distribution Center: 180,000 square feet
 - Volunteer Facilities: 27,000 square feet
 - Note: All above square footages are estimates
 - Parking:
 - Over 300 off-street automobile parking slots
 - Over 40 off-street truck parking slots
 - Headquarter Capacity:
 - 200 Second Harvest Heartland Employees
 - Up to 40 Office/Project Volunteers
 - Meeting rooms for use by community organizations
 - Volunteer Capacity:
 - 200 Community Volunteers to sort and re-pack food
 - Temperature-controlled space for perishable food re-pack
 - Distribution Center:
 - Freezer: 24,000 square feet
 - Refrigerated space:

- Cooler #1: 10,000 square feet (32-35 degrees)
- Cooler #2: 10,000 square feet (38-41 degrees)
- Cooler #3: 10,000 square feet (45-55 degrees)
- Ambient (Dry): 126,000 square feet
- Dock Doors for Trucks: 24 (existing)
- Drive-In Ramps: 1

Project Rationale

Second Harvest Heartland (Second Harvest) is the second largest food bank in Feeding America's network of over 200 food banks in the United States. In 2016, Second Harvest distributed 92 million pounds of food — 55 percent of which was fresh fruits, vegetables, meat and dairy. Together with more than 1,000 programs and partners that include food shelves in Brooklyn Park, Minnesota such as CEAP (Community Emergency Assistance Programs), the Salvation Army Noble Food Distribution and Brooklyn Park Evangelical Free Church, Second Harvest provided more than 80 million meals to these partners to feed hungry Minnesotans. On average, Second Harvest provides 75 percent of the food distributed by food shelves in its service area network (i.e. 41 counties across Minnesota and 18 counties in Wisconsin).

The need for more efficient, updated space, along with funding to implement additional programming to address the alarming rate of food insecure Minnesotans inspired Second Harvest's current capital campaign, "Fueling the Future." Second Harvest will seek half of the "brick & mortar" funding, or \$18 million, from state bonding in 2018 and will raise \$25 million through private fundraising to support this effort.

Below is a list of key requirements for the new space, some of which will require renovation:

- Three and a half times more cooler and freezer pallet spaces
- Increased dock doors to accommodate more trucks each day (20+ versus the current 14)
- Temperature-controlled receiving dock and repacking center to meet food safety standards and ensure the freshness of our food
- A large parking lot that will accommodate the needs of all of our visitors (clients, volunteers, community partners, donors) and employees
- Space to build an interactive Education Center to help visitors understand both hunger as well as its impact and the solutions
- Potential space for a commercial kitchen
- Potential space for innovation/incubation
- Flexible office space to accommodate changing needs
- An expanded and fully enclosed volunteer engagement and food repack center, which can welcome up to 200 volunteers at one time

Updated warehouse equipment and IT systems to increase efficiency, help us achieve a new level of service, and exceed our high standards of performance.

Project Timeline

The timeline of activities and events scheduled to complete the transition from its current headquarters and distribution operation in Maplewood, Minnesota to the new headquarters and expanded distribution center in Brooklyn Park, Minnesota is as follows:

Renovation Programming/Facility Design - January 2017 – May 2017

Renovation Schematic Design - January 2017 – July 2017

Pre-design Development (Drawings) - August 2017 – October 2017

Preconstruction Documents (Drawings) - November 2017 – February 2018

Construction Permitting - December 2017 – March 2018

Anticipated Bonding Approval/Execution - May 2018 – November 2018

Construction - December 2018 - October 2019

HQ/Warehouse Start-up - November/December 2019

Other Considerations

Second Harvest brings a variety of people to its facility, including vendors, volunteers and employees. Second Harvest currently employs 165 individuals, about 85 percent of whom will be located in Brooklyn Park, Minnesota. Second Harvest continues to expand its employment, with more than 20 percent growth since 2012 and beginning wages start at more than \$15 per hour with good health and retirement benefits.

On an annual basis, Second Harvest hosts more than 32,000 volunteers representing 1,000 different groups, ranging from birthday parties to corporate groups. In fact, groups from companies such as Cargill, Target, General Mills and other large employers typically come multiple times each year. Given our new space and capacity, Second Harvest anticipates doubling that number.

Second Harvest also intends to open the Brooklyn Park, Minnesota space to community, nonprofit and business groups who need large meeting rooms for events like strategic planning, board retreats, workshops, seminars and trainings.

Impact on State Operating Subsidies

This project is not anticipated to have a negative impact on the City of Brooklyn Park's operating budget over the upcoming six-year period. The request is based on an urgent need for one-time matching funding in the amount of \$18 million for the renovation of a new food bank headquarters and expanded distribution center. The facility will be operated and maintained by Second Harvest. No new or additional state operating dollars will be requested for this project.

Who will own the facility?

Second Harvest and the City of Brooklyn Park will enter into a use agreement of the facility that will confer ownership of the Brooklyn Park site to the city for 37.5 years. Second Harvest will be fully responsible for its food bank operations and the maintenance, upkeep and operation of the facility.

Who will operate the facility?

Second Harvest Heartland will operate the facility under a use agreement with the City of Brooklyn Park.

Who will use or occupy the facility?

Second Harvest will use and occupy the facility along with its tens of thousands of volunteers. Second Harvest intends to make available facility space for community, nonprofit and business groups who need large meeting rooms for events like strategic planning, board retreats, workshops, seminars and trainings.

Public Purpose

The public purpose of this facility and project are described in the section labeled "Other Considerations" previously listed.

Description of Previous Appropriations

There are no previous appropriations for this project.

Project Contact Person

Erik Hansen
Economic Development & Housing Director
763-493-8058
erik.hansen@brooklynpark.org

(\$ in thousands)

Second Harvest Heartland Headquarters and Distribution Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$18,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$18,000	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$14,000	\$0	\$0
TOTAL	\$0	\$50,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$13,413	\$0	\$0
Predesign Fees	\$0	\$120	\$0	\$0
Design Fees	\$0	\$1,893	\$0	\$0
Project Management	\$0	\$643	\$0	\$0
Construction	\$0	\$15,542	\$0	\$0
Relocation Expenses	\$0	\$30	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$18,359	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$50,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Lake Waconia Regional Park	1	GO	\$ 5,575	\$ 0	\$ 0
Total Project Requests			\$ 5,575	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,575	\$ 0	\$ 0

Lake Waconia Regional Park**AT A GLANCE****2018 Request Amount:** \$5,575**Priority Ranking:** 1

Project Summary: \$5.57 million in state funds is requested to predesign, design, construct, furnish and develop Lake Waconia Regional Park located near the City of Waconia. The project provides park development on the second largest lake of the metropolitan area. The quality of life will be greatly enhanced as recreational services and opportunities are provided for Minnesotans. The project utilizes an existing land acquisition investment made by the State, Metropolitan Council and Carver County.

Project Description

The proposed project would achieve an appropriate level of recreational development and characteristics in line with Metropolitan Regional Park and State Park systems for a park of regional and state wide significance. The focus includes creating a regional park setting on existing public property consistent with the 2040 Regional Park Open Space System Plan, County Comprehensive Plan, and the City of Waconia Land Use Plan. Public utilities of sewer and water would be extended to the site to replace onsite septic systems and wells. This work will protect ground water resources and provide the needed utility services to operate Lake Waconia Regional Park into the future. Other work includes improved parking for vehicles and trails for pedestrians and bicyclists with a direct connection to downtown Waconia. Primary development focuses on the waterfront of 3,080 acre Lake Waconia and the other attributes of water based recreation. This is the primary draw and ranked high for recreational demand. The waterfront development includes expansion of the beach, a lakefront walk, fishing piers, and buildings including picnic shelters, restrooms, event room, concessions and visitor contact station. Proposed work would also repurpose an existing event center building originally acquired with the acquisition of lakeshore property for the park to be more accessible and better utilized by the public. Additionally, docking space and parking is to be provided on the waterfront for the County Sheriff Department's water patrol boat for emergency responses and lake patrol purposes.

Project Rationale

Lake Waconia Regional Park is located in one of the fastest growing counties of the state and has an approved master plan which is incorporated into the Metropolitan Regional Parks and Open Space Policy Plan. In addition to the social, economic, recreational, physical benefits of this 160 acre park, the request for state bonding addresses need, public safety, federal requirements for access, an existing investment in land and realignment of public roadways to create the park on the second largest lake in the metropolitan area.

The request is grounded in State Statutes for Regional Recreation Open Space and Regional Recreation Policy Plan – 473.121, Subd. 14, & 473.147 Subd. 1. The Regional Parks System was created by the State, together with the State Park system is to meet the outdoor recreation needs of the public. There are few State Parks in the Twin Cities Metropolitan area, the development of Lake

Waconia Regional Park fulfills a need.

The funding request will protect ground and surface water. The largely undeveloped park is currently on septic containment systems which have limited capacities, can fail and over flow. Over 104,000 user visits are recorded at the park annually and a number of large events are hosted including the 2012 Governor's Fishing Opener. Municipal utilities are in close proximity and needed to service an existing building of an event center, future public restrooms and other buildings. Existing septic systems are inadequate and cannot support the park into the future. These septic systems are an environmental risk being near the surface water and ground water. The park is currently served with drinking water well systems next to buildings with septic containment systems. The extension of nearby municipal water and sewer would make use of an existing investment, is less subject to ground water contamination, would provide additional capacities needed for sewer, water and fire protection.

Park usage exceeds existing restroom capacity and maintaining sanitary conditions is a struggle. A modern facility is needed which would provide capacity, family changing rooms and restroom facilities.

The existing restroom was built late 1960's, before ADA requirements, and is incapable of being retrofitted to meet service needs. The playground equipment is also outdated and substandard. ADA access would be improved to all areas of the park. Walkways and trails are planned, servicing the park facilities and making trail connections to town and future regional trails possible.

Public safety would be improved; current park plans provide space for the Sheriff's Dept. to store a patrol boat on the lake at the park. The patrol service not only benefits the park but all users of the lake.

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

Land acquisition is complete for the park. A development master plan for the park was approved March 8, 2017 by the Metropolitan Council. The County is willing to match State funds 50/50 for planning and development of the park. Without state bonding assistance, development of the park is unlikely and the investment into land acquisition and relocation of roads will be under utilized. The public will become increasingly disenfranchised with government for not following through with park development in a timely manner.

Carver County has done a good job partnering with MNDOT, DNR, LCCMR and Metropolitan Council to create the space for the park and a public watercraft access.

State bonding will not only make the project possible but will be much more efficient. Economies of scale can be realized for construction activities of grading, utilities, and buildings. The capital investment makes sense as we deliver service timely to a growing population. We are taking care of and utilizing existing park space. The investment in land acquisition and to relocate roads is realized.

Project Timeline

- August 2015 - March 8, 2017 Master Planning, Public Engagement, County and Metropolitan Council Approvals (Completed)
- July 2018- January 2019 Predesign
- Project coordination with adjacent DNR for watercraft access site, site planning to be concurrent
- Initial permit scoping

- February - July 2019 Engineering and Design construction document development
- Permitting July 2019 – September 2019

Other Considerations

Carver County worked collaboratively with the Minnesota Department of Natural Resources to provide space for a public watercraft access adjacent to Lake Waconia Regional Park. The County led planning and completed the acquisition of a parcel needed for the watercraft access in conjunction with land needed for the park. The County has issued an easement across a portion of Lake Waconia Regional Park to provide ingress and egress to and from the watercraft launch site now owned by the state. Carver County will continue to work collaboratively with the DNR to ensure that access to and development of the public watercraft access is accommodated through planning and construction work.

Impact on State Operating Subsidies

Carver County is an Implementing Regional Park Agency of the Metropolitan Regional Park System. The County finances approximately 89% of the overall operations and maintenance for the regional park and trails it manages. Approximately 11% funding for operations and maintenance comes from the state lottery in lieu of property taxes and general fund. While Implementing Regional Park Agencies expenses have increased, the State's proportion of funding for the regional park system has been relatively flat. Carver County realizes that the state may not contribute at a higher amount to operations and maintenance of the Regional Park System.

Who will own the facility?

Carver County will own the facilities. The county currently owns the land which facilities would be constructed on. Carver County is an implementing agency of the Regional Park System and owns other regional parks.

Who will operate the facility?

Carver County will operate the facilities. The county currently owns the land which facilities would be constructed on. Carver County is an implementing agency of the Regional Park System and operates other regional parks. The facilities will be used by the public as a part of the Metropolitan Regional Park System.

Who will use or occupy the facility?

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

Public Purpose

The purpose is to enhance the quality of life by providing public recreational facilities and services to meet the growing social, physical and mental health needs of an increasing population of the Metropolitan area. Facilities and grounds will be available to the public 365 days a year and provide essential services of potable water, restrooms, along with traditional facilities of beaches, picnic grounds, playgrounds, docks, fishing piers, and trails.

Description of Previous Appropriations

NA

Project Contact Person

Martin Walsh
Parks Director
952-466-5252
mw Walsh@co.carver.mn.us

(\$ in thousands)

Lake Waconia Regional Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,575	\$0	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$5,575	\$0	\$0
TOTAL	\$0	\$11,150	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,483	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,916	\$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	\$751	\$0	\$0
TOTAL	\$0	\$11,150	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	No

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
State Hwy 101 Reconstruction from Pioneer Trail to Flying Cloud Drive	1	GO	\$ 1,000	\$ 6,000	\$ 2,000
Total Project Requests			\$ 1,000	\$ 6,000	\$ 2,000
General Obligation Bonds (GO) Total			\$ 1,000	\$ 6,000	\$ 2,000

State Hwy 101 Reconstruction from Pioneer Trail to Flying Cloud Drive**AT A GLANCE****2018 Request Amount:** \$1,000**Priority Ranking:** 1

Project Summary: \$9 million in state funds is requested to reconstruct 1.1 miles of State Highway 101 from Pioneer Trail (CSAH 14) to Flying Cloud Drive (CSAH 61) from a 2-lane section roadway to a 4-lane urban divided section. Funds are needed for acquisition of land, complete final design, construction administration and construction. New pedestrian trails, a pedestrian bridge for the Minnesota River Bluffs Regional LRT trail crossing and a pedestrian underpass will be constructed.

Project Description

The project consists of reconstructing 1.1 miles of State Highway 101 from a two-lane rural section roadway to a four-lane divided urban section roadway. The highway will be reconstructed to current design standards to improve the safety and mobility along the corridor. Multi-purpose bike trails will be constructed along the corridor, a pedestrian bridge over Highway 101 will be built for the Minnesota River Bluffs Regional Trail (LRT) and a pedestrian underpass built at Flying Cloud Drive so pedestrians do not have to cross Highway 101 at grade.

Storm water will be pretreated before it is discharged into the Minnesota River. The project will eliminate storm sewer culverts that directly discharge into the Minnesota River Bluffs. These discharge points are a large contributor to erosion of the bluff.

State Highway 101 north and south of this segment have already been reconstructed to a 4-lane divided roadway section. This project completes the 4-lane design standard for corridor continuity.

Preliminary Design and environmental documentation has been completed. The corridor has been officially mapped.

Project Rationale

The section of Highway 101 proposed for reconstruction is currently a two-lane rural section roadway with a number of safety deficiencies, including steep grades, sharp curves, severe undulations and inadequate sight distances resulting in numerous blind intersections. Records from the Minnesota Department of Transportation show the last time this section of State Highway 101 was reconstruction was in 1949. "Run off the road" and "loss of control" type crashes are prevalent along the corridor. The roadway has a 13% grade going down the bluff which causes frequent closures in the winter. The corridor crashes and severity rates are two times greater than those experienced on other rural section two-lane roadways in the Metropolitan area. Growth in the region is anticipated to increase traffic on Highway 101 from 5,000 trips per day to as high as 23,000 trips per day by 2030. Currently, the Minnesota River Bluffs LRT is at grade crossing at Highway 101. The trail approaches to Highway 101 are very steep and do not meet any trail design standards.

Regionally, traffic demand in Scott and Carver Counties are expected to continue to grow over the next several decades. Recent transportation improvements, such as Highway 212 corridor and the

new Highway 101 Minnesota River Crossing project, will improve connectivity between Scott and Carver Counties, and therefore new opportunities for commercial and residential growth are expected to occur in the area around Highway 101. This project will bring public sewer and water to Flying Cloud Drive area. Approximately 200 acres of developable land will have the potential to be development with urban services after Highway 101 is reconstructed. It is estimated that Hwy 101 improvements could generate an additional \$438 million in new growth and 500 new jobs. In order for this growth to occur, consistent with the long range plans of both Counties, the safety deficiencies and capacity constraints on Highway 101 need to be corrected.

The primary goals of the project are as follows:

1. Improve safety for the traveling public

- Reduce crashes to the greatest extent possible.
- Add turn lanes to provide safe turning movements at intersections.
- Improve sight distance by eliminating sharp curves and steep grades.
- Add a multi-use regional trail to improve pedestrian safety and to connect to regional trail corridors.
- Construct a multi-use pedestrian bridge for the Minnesota River Bluffs LRT over Highway 101.
- Construct a multi-use pedestrian underpass at Flying Cloud Drive so pedestrians do not have to cross Highway 101.

2. Improve capacity and connectivity

- Accommodate regional and local transportation needs of anticipated population and employment growth in the Highway 101 corridor by increasing traffic capacity.
- Construct the corridor for continuity of roadway design north and south of this section.

3. Provide transportation solutions that minimize environmental impacts

- Avoid/minimize/mitigate impacts on environmental, social, and cultural resources.
- Minimize new right-of-way needs from business and residential properties.

4. Eliminate obstacle for regional growth

- Allows for safe efficient movement of commerce and commuters.
- Extend City services to Flying Cloud Drive area to allow for future growth.

Project Timeline

Project Timeline is as follows:

- | | |
|-----------------------------------|-------------|
| • Final Design: | 2018/2019 |
| • Final Right-of-way acquisition: | 2018/2019 |
| • Construction begins | Spring 2020 |
| • Construction Complete | Fall 2021 |

Other Considerations

The project has received great support from both Carver County and Scott County. The project has also received support from neighboring communities and businesses.

Impact on State Operating Subsidies

Highway 101 is a jurisdictional turnback from the Minnesota Department of Transportation to Carver County. Once Highway 101 is improved and jurisdictionally turned over to Carver County the State of Minnesota will not have any further maintenance or operational costs associated with the highway. After Highway 101 is turned over to Carver County the County will be responsible for normal operation

such as snow and ice control and routine maintenance such as mowing. After highway 101 is improved very little pavement maintenance or other maintenance would be require over the upcoming six years

Who will own the facility?

After Highway 101 is reconstructed the road will be jurisdictionally turned over to Carver County. TH 101 is on the Minnesota Department of Transportation jurisdictional turnback list.

Who will operate the facility?

After Highway 101 is reconstructed the road will be jurisdictionally turned over to Carver County for future operations. TH 101 is on the Minnesota Department of Transportation jurisdictional turnback list.

Who will use or occupy the facility?

Highway 101 will a Carver County highway and will be used by the general public.

Public Purpose

The project is needed to improve safety and mobility along the corridor and to enhance the economic benefit for the region.

Description of Previous Appropriations

The Minnesota Department of Transportation contributed \$300,000 on a partnership project with Carver County and City of Chanhassen to complete preliminary design, complete environmental documentation so the corridor could be officially mapped.

Project Contact Person

Paul Oehme
Public Works Director/City Engineer
952-227-1169
poehme@ci.chanhassen.mn.us

(\$ in thousands)

State Hwy 101 Reconstruction from Pioneer Trail to Flying Cloud Drive

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$6,000	\$2,000
Funds Already Committed				
Other State Funds	\$0	\$7,000	\$7,000	\$5,200
City Funds	\$0	\$0	\$2,200	\$0
County Funds	\$0	\$0	\$1,000	\$300
Pending Contributions				
TOTAL	\$0	\$8,000	\$16,200	\$7,500

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$6,800	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,200	\$1,400	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$14,800	\$7,500
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,000	\$16,200	\$7,500

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
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**2018 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 located in Chatfield, Minnesota. This funding will complete the rehabilitation of the 1916 former high school building, the 1936 auditorium building, the structure linking 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 renovations in 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 \$7,985,000.

The Phase II project scope generally consists of demolition of the existing and construction of a new link between Potter Auditorium and the 1916 building, demolition of a small garage facility on the premises that is not original to the property and no longer functional, renovations to the 1916 school building and 1936 auditorium, 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 \$7.985 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
- Predesign was completed in 2015.

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. Specific goals include:

- To complete the facility renovations the 2014 appropriation did not include.

- To create a regional arts center that will not only benefit the residents of Chatfield, but Southeast Minnesota as well.
- To complete the restoration of Potter Auditorium and complete the "link" between both Potter Auditorium and the 1916 school building.
- To improve the 1916 school building and facility grounds/parking areas so that such spaces can fully function and support large events in Potter Auditorium or support multiple events throughout the Center for the Arts, at the same time.
- 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.

Project Timeline

- Funding awarded: May 2018
- Phase II Schematic Design: July 2018 - September 2018
- Design Development: November 2018 - January 2019
- Develop Construction Documents: February 2019 - May 2019
- Bidding/Contract Award: June 2019
- Construction Begins: July 2019
- Construction Ends: May 2020
- Occupancy: June 2020

Other Considerations

None.

Impact on State Operating Subsidies

None.

Who will own the facility?

The Chatfield Economic Development Authority

Who will operate the facility?

Chatfield Center for the Arts, Inc. operates the facility. This non profit organization entered into a lease agreement with the Chatfield Economic Development Authority; this lease was approved by the Commissioner of Management and Budget.

Who will use or occupy the facility?

Chatfield Center for the Arts, Inc. will occupy the facility for operations/staffing/event purposes on an ongoing basis. Private use of the space is expected to be limited to short term such as conferences, workshops, parties, etc under the supervision and direction of Chatfield Center for the Arts, Inc.

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. Pre-Design was completed with the 2014 appropriation.

It was the intent of the Legislature to only fund portions of the renovation project in 2014 and have Chatfield apply for additional funding to complete the project in the future.

Project Contact Person

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

(\$ in thousands)

Chatfield Center for the Arts Phase II

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$5,352	\$7,985	\$0	\$0
Funds Already Committed				
City Funds	\$281	\$0	\$0	\$0
	\$3			
Other Local Government Funds	\$17	\$0	\$0	\$0
Non-Governmental Funds	\$212	\$0	\$0	\$0
Other Funding	\$8,297	\$0	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$822	\$0	\$5,515
TOTAL	\$14,162	\$8,807	\$0	\$5,515

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$8,295	\$0	\$0	\$0
Predesign Fees	\$44	\$0	\$0	\$0
Design Fees	\$514	\$502	\$0	\$0
Project Management	\$187	\$287	\$0	\$0
Construction	\$4,415	\$6,604	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$50	\$0	\$0
Occupancy Costs	\$707	\$542	\$0	\$5,000
Inflationary Adjustment	\$0	\$822	\$0	\$515
TOTAL	\$14,162	\$8,807	\$0	\$5,515

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	Yes

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

Has the predesign been approved by the Department of Administration?	Yes
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Tioga Recreation Area	1	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 1,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,000	\$ 0	\$ 0

(\$ in thousands)

Tioga Recreation Area

AT A GLANCE**2018 Request Amount:** \$1,000**Priority Ranking:** 1**Project Summary:** \$1 million in state funds is requested to build on existing assets at the Tioga Recreation Area in Cohasset and develop a non-motorized and multi-use recreation destination.**Project Description**

The Tioga Recreation Area offers a unique and exciting opportunity to build on natural strengths in Itasca County and develop a recreation destination that will help drive the overall health and prosperity of the region.

The 460-acre area features rolling terrain, pine forests, hardwoods, a crystal-clear pit lake, overburden piles that are nearly 200 feet high, and spectacular views over the Mississippi River, Pokegama Lake, Cohasset, Grand Rapids, and the surrounding forests. The historic area, which was once home to an iron ore mining operation, is already a popular destination for walkers, runners, bikers, swimmers, scuba divers, kayakers, and more.

Existing development/facilities in the recreation area include a swimming beach, fishing pier, parking lot, public water access, signage, and six miles of old service roads/trails. A pit lake within the area is regularly stocked with rainbow trout by the Minnesota Department of Natural Resources. The former mining area was the focus of a mineland reclamation project by the Iron Range Resources and Rehabilitation Board in the 1980s. At that time, thousands of tree seedlings were planted and have grown into beautiful pine forests. The parking lot, swimming beach, pier, and other basic facilities were also added at that time.

Directly across the road from the pit lake, the city of Cohasset has made a significant investment in additional recreational amenities for local residents and visitors. Located on Pokegama Lake, this facility (Tioga Beach) includes a popular swimming beach, picnic area, playground, parking lot, a restroom, a fishing pier, and a paved multi-purpose trail. The trail leads from the area into the communities of Cohasset and Grand Rapids. It provides a link to other trails including the Portage Park hiking/skiing trails, paved bike trails/routes in Cohasset and Grand Rapids, trails at the Forest History Center and Grand Itasca Clinic and Hospital, and the Mesabi Trail, which when fully complete will run 150 miles from Grand Rapids to Ely.

For the past five years, a group of local residents, recreation enthusiasts, and city officials have been working to develop a dynamic new vision for the Tioga Recreation Area. The reimagined park will provide a high-quality outdoor experience while diversifying the recreational opportunities available to residents and visitors and connecting them to the outdoors in a way that highlights local history and the uniqueness of the surrounding land. The multi-use area will cater to human-powered activities including hiking, skiing, snowshoeing, trail running, mountain biking, birdwatching, trout fishing, swimming, etc. Unique land features and purpose-built trails will add value and character to the site. The site is unparalleled in the region in terms of the sense of place and the opportunity for many high-quality recreational opportunities. The park will make room for existing uses of the area while

broadening the appeal to address emerging recreational needs in a way that emphasizes high-quality outdoor experiences and healthy lifestyles. The park will be a destination unto itself and will entice visitors to return time and time again.

New development at the Tioga Recreation Area will include construction of new picnic areas and shelters, improvements to parking/roads, extension of existing walk/bike trails, addition of new restroom facilities, and creation of a purpose-built, 25-mile trail system. The trail system will serve hikers, runners, mountain bikers, and others. It will include trails of varying levels of difficulty. It will also include signage, trailheads, and historical interpretation.

The design of the new trail system has been completed. Construction is scheduled to begin during summer 2018 and will be completed during 2019. The total estimated cost of the project is \$2,107,000. Committed funding to date includes \$310,000 from the city of Cohasset; \$10,000 from the Itasca County Trails Taskforce; \$24,692 from the Iron Range Resources and Rehabilitation Board; \$50,000 from the Greater Minnesota Regional Parks and Trails Commission; \$13,000 from the Grand Rapids Itasca Mountain Bicycling Association and its members; and \$25,000 from local residents. Pending sources include the Blandin Foundation, \$50,000; Itasca County Trails Taskforce, \$10,000; the Greater Minnesota Regional Parks and Trails Commission, \$400,000; local residents, \$100,000; Minnesota Power, \$75,000; and other local grant sources, \$39,308.

Project Rationale

Reason #1: Will Provide a High-Quality Outdoor Recreation Experience

The Tioga Recreation Area is located in a scenic setting that innately appeals to visitors. The 460-acre, multi-use area is surrounded by multiple bodies of water including the Mississippi, Jay Gould Lake, and Pokegama Lake, which at 6,800 acres in size, is one of Itasca County's most popular recreation lakes. Because of its unique land features, some of which were formed by mining activity more than 50 years ago, Tioga provides expansive views over the surrounding area. These views are unparalleled in the region. In addition, Tioga features trails that lead both through former mining lands and natural settings including pine forests, glacial moraine, and beautiful hardwood forests. The Tioga Pit Lake is a standout feature in the area. It reaches a depth of 230 feet, is crystal clear, and is stocked with rainbow trout. It is a popular destination for swimming, fishing, scuba diving, kayaking, and stand-up paddle boarding. Tioga Beach on Pokegama Lake is an additional standout feature and further diversifies recreational opportunities. Other existing facilities in the Tioga Recreation Area include fishing piers, public water accesses, a playground, and a picnic pavilion. These help provide a robust cross section that attracts a wide range of user groups.

Development in the Tioga Recreation Area will include the construction of new picnic areas and shelters, improvements to parking/roads, extension of existing walk/bike trails, addition of new restroom facilities, and creation of a purpose-built, 25-mile trail system. Development will preserve current uses, will provide new recreational opportunities, and will broaden the appeal. The overall area will be highly unique in the region because it will combine an outstanding sense of place with diverse and high-quality recreational opportunities.

Reason #2: Will Preserve a Regionally Significant and Diverse Natural or Historic Landscape

The Mesabi Iron Range, which runs from Grand Rapids on the west to Babbitt on the east, has provided the majority of the nation's iron ore since the ore body was first discovered in 1866. During the 1950s and 60s, the Tioga No. 2 Mine, located in Cohasset, shipped more than 3,000,000 tons of ore. The mine closed in 1961, leaving a unique landscape that includes a deep pit and overburden piles more than 200 feet high. Since then, the land has been reclaimed. This work was conducted as part of a mineland reclamation project by the Iron Range Resources and Rehabilitation Board in the

1980s. It capitalized on the unique landforms within the area to create a popular recreation lake, trails, and scenic overlooks.

Tioga also includes natural areas that were never touched during the mining operation. These areas, such as pine and hardwood forests and flowing glacial moraine, complement the former mining lands and diversify the character of the recreational opportunities available there. Tioga is further enhanced by its proximity to major water features including Pokegama Lake. This combination of man-made, historic features and scenic natural areas forms the foundation of Tioga's importance as a regionally significant destination. It's also one of only a few former mining sites that are now publicly owned and as such are available for recreational use and development.

The size of Tioga is perhaps one of its greatest assets. Because it's 460 acres, it can accommodate diverse non-motorized uses while preserving and strategically highlighting the sense of place and protecting the natural features. The site and trails will be used to interpret mining history. Research will also be conducted to determine if the area holds significance within Native American culture. If so, this element of the site's history will also be interpreted.

Reason #3: Well-Located and Connected to Serve a Regional Population and Tourist Destination

The Tioga Recreation Area is located in one of the mostly densely populated areas in Northeastern Minnesota (outside of Duluth). The total population of Cohasset, Grand Rapids, and surrounding townships is 30,000. During the summertime, the number is even higher as vacationers and second home owners move into the area for the summer.

Specifically, the Tioga area is located within the city limits of Cohasset and is two miles from Grand Rapids. It's in an area located just outside the core areas of both of these communities. The immediate vicinity of Tioga is residential and is densely populated by rural and lake homes.

Because of its many lakes and proximity to Grand Rapids, Cohasset is growing rapidly. From 1990 to 2000, it increased by 26 percent. From 2000 to 2012, it increased by 9 percent, outpacing Itasca County as a whole by more than 6 percent. Currently, the city's population stands at 2,800. According to the Minnesota State Demographer's office, the population will grow by 25.5 percent by 2035. Grand Rapids is growing as well and increased by 35 percent between 1990 and 2013.

Together, Grand Rapids and Cohasset are a regional retail, economic, arts and culture, and tourist hub within Itasca County and Northeastern Minnesota as a whole. The area includes the region's major employers, healthcare facilities, public services, and retailers. Grand Rapids is the county seat within Itasca County.

The Tioga area is readily accessible by a combination of local, regional, and state trails from nearby facilities, neighborhoods, and communities. The primary spur that leads to the Tioga area is a 3-mile paved trail that runs along the side of Highway 63. This trail links to routes/trails in Cohasset and Grand Rapids as well as the Mesabi Trail, which runs from Grand Rapids to Ely.

Reason #4: Will Fill a Gap in Recreational Opportunity within the Region

The proposed project addresses the pressing need for a high-quality, non-motorized, multi-use recreational area in a growing regional center. In recent years, Cohasset, Grand Rapids, and surrounding townships have been fortunate to see many young families move to the area. These include adults in their 20s, 30s, and 40s who grew up here and desired to return. They also include residents who have moved to the area for the first time and have found jobs in local healthcare, government, schools, and business. These new residents, as well as other long-standing residents and visitors, seek contemporary forms of non-motorized recreation that promote fun and health.

Currently, no recreational opportunity of a similar nature is otherwise available within a reasonable distance. There are a number of small local parks in Cohasset in Grand Rapids, however, they are not large enough to feature water access and an extensive recreational trail system. For this reason, they do not generally appeal to multiple user groups. There are also a number of cross country ski trails as well as motorized trails, however, these largely appeal to specific user groups. Several state forests and parks are located in Itasca County, and while they are well used and loved by a broad range of people, they are too far from the regional center and primary population base to adequately serve local residents and visitors regularly. In addition, there is no non-motorized recreation area that is integrated in a beautiful natural setting, surrounded by lakes and forests, that also incorporates the rich history of iron ore mining. The nearest comparable recreation opportunity is Cuyuna Country State Recreation Area, which is more than 75 miles away. This is too far for local residents and/or visitors to access easily and regularly.

Project Timeline

Trail Design completed - May 2017
Lease Agreements Completed - January 2018
Construction to Begin - July 2018
Construction Completed By - November 2019

There are no other projects with which this project must be coordinated. A local fundraising campaign will begin in July 2017. In addition, the city of Cohasset will be submitting grant applications to the Blandin Foundation, Itasca County Trails Taskforce, Minnesota Power, and Greater Minnesota Regional Parks and Trails Commission during summer 2017.

Other Considerations

The Tioga Recreation Area has been designated as an area of regional significance by the Greater Minnesota Regional Parks and Trails Commission. This milestone was achieved in 2017.

Further evidence of the significance of the area and the broad base of support for its improvement is indicated by many other agencies and groups who have offered their support. These include:

The Grand Rapids Itasca Mountain Bicycling Association (GRIMBA) is a local member-based mountain biking organization. GRIMBA contributed \$2,500 of its own funds and raised \$10,000 from within its membership to contribute to planning. It was GRIMBA's interest in the Tioga Recreation Area that led Cohasset to further examine how it could more fully develop Tioga as a multi-use destination area that would have greater appeal to more users.

The city of Grand Rapids is highly supportive of efforts and has contributed staff time and mapping resources.

Get Fit Itasca is a non-profit that advocates for healthy lifestyles, fitness, and nutrition in Itasca County. Get Fit is highly supportive, has contributed staff time and resources, and plans to help create new programming that will take place at the Tioga Recreation Area.

Visit Grand Rapids is a member-based organization that promotes tourism in Grand Rapids and Itasca County to a Midwest audience. Visit Grand Rapids has contributed staff time and is highly supportive.

The Forest History Center is operated by the Minnesota Historical Society and is highly supportive. The Forest History Center looks forward to contributing to programming that will take place at the Tioga Recreation Area.

The Grand Rapids Area Chamber of Commerce is highly supportive.

Mobility Mania is a non-profit organization dedicated to identifying and addressing accessibility issues, promoting accessibility awareness, and improving accessibility in Northern Minnesota and beyond. Mobility Mania is highly supportive.

The Itasca Trails Taskforce is a non-profit that promotes and supports trail development in Itasca County. The taskforce is highly supportive and has contributed \$10,000 to date to assist with project planning.

The Iron Range Resources and Rehabilitation Board has contributed two grants to assist with project planning and design.

Impact on State Operating Subsidies

None

Who will own the facility?

The city of Cohasset is the local unit sponsor and fiscal agent. Cohasset owns approximately 10 acres that are located within the Tioga Recreation Area. This land includes Tioga Beach and the surrounding property.

Long-term leases and agreements allowing for trail development/use and other improvements on land owned/managed by Itasca County (50 acres) and the Minnesota Department of Natural Resources (400 acres) will be finalized by the end of 2017. Both Itasca County and the MN DNR are highly supportive of the project.

Who will operate the facility?

The Tioga Recreation Area will continue to be maintained under partnership between Cohasset and the DNR. The addition of the purpose-built trails and new facilities will add another layer to maintenance. GRIMBA will be a new partner that will help maintain that aspect of the area. The operational breakdown will include each partner maintaining a designated portion of the overall facility. This includes the following:

The city of Cohasset will manage and maintain the park and swimming beach on Pokegama Lake and will maintain the Tioga Pit area through an annual contract with the DNR. The city will also participate in the trail system maintenance with GRIMBA and will also help maintain the trails if any large damage is caused by a fallen tree, storm, etc., with city employees and equipment.

The DNR will continue to maintain the public accesses at Pokegama Lake and the Tioga Pit Lake as well as their associated parking areas. The DNR will also provide maintenance and assist in maintenance of the fishing piers.

GRIMBA will have an active role in maintaining the trail system and will provide day-to-day, week-to-week maintenance. Specifically, GRIMBA will be responsible for all single-track trail upkeep. A grant-in-aid prototype is proposed for the trail system where the club will handle general maintenance (volunteers).

Who will use or occupy the facility?

The Tioga Recreation Area will be developed to appeal to a wide variety of user groups. These include hikers, swimmers, picnickers, boaters, scuba divers, kayakers, runners, mountain bikers, and more. Based on its close proximity to the communities of Cohasset and Grand Rapids, it will appeal to local residents as a standout option for non-motorized outdoor recreation. In addition, because of the size of the area, its unique natural features, and the fact that it's located in a tourist destination, Tioga

will attract users from outside the area.

The trails at Tioga have been designed with varying degrees of difficulty so as to cater to the full range of users including families with children as well as expert mountain bikers. Tioga will complement and build on other areas in Northern Minnesota (such as Cuyuna State Recreation Area) by creating additional high-quality opportunities. This will help strengthen the region's reputation as a national and international mountain biking destination.

Public Purpose

The Tioga Recreation Area will build on existing strengths in Itasca County by helping create a culture in which non-motorized physical activities are promoted, and healthy lifestyles are encouraged. In addition, the recreation area will connect people to the outdoors, enhance mental health, and increase social interaction.

Furthermore, the Tioga Recreation Area will also help foster new economic development and tourism within Cohasset, Grand Rapids, and Itasca County. As a key non-motorized recreational opportunity, it will enhance quality of life, thereby helping retain current residents and increasing the region's attractiveness to new potential residents and visitors. More than just a trail or park, the Tioga Recreation Area expansion is truly a community development initiative. Stakeholders understand that implementation of the full vision for the area will help strengthen and diversify the economy in a way that will have long-lasting effects.

Description of Previous Appropriations

None

Project Contact Person

Jessica Piche
Assistant Finance Director
218-328-6225
jessicap@cohasset-mn.com

(\$ in thousands)

Tioga Recreation Area

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$75	\$0	\$0
City Funds	\$0	\$310	\$0	\$0
Non-Governmental Funds	\$0	\$10	\$0	\$0
Other Funding	\$0	\$38	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$400	\$0	\$0
Non-Governmental Funds	\$0	\$60	\$0	\$0
Other Funding	\$0	\$214	\$0	\$0
TOTAL	\$0	\$2,107	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$60	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$63	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,877	\$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	\$107	\$0	\$0
TOTAL	\$0	\$2,107	\$0	\$0

STATUTORY REQUIREMENTS

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

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

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

Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
2018 Water Infrastructure Improvements	1	GO	\$ 4,660	\$ 0	\$ 0
Total Project Requests			\$ 4,660	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,660	\$ 0	\$ 0

2018 Water Infrastructure Improvements**AT A GLANCE****2018 Request Amount:** \$4,660**Priority Ranking:** 1

Project Summary: The City of Cold Spring requests \$4,660,000 to fund Water Infrastructure Improvements due to a 2010 legislative change which provided for increased protection of trout streams, one of which runs through the heart of Cold Spring. The City of Cold Spring's and the Cold Spring Brewing Company's water appropriation permits are under review from the DNR due to this legislative change and will likely be significantly restricted upon completion of the review.

Project Description

This 2018 Water Infrastructure Improvement project includes the following cost breakdowns:

- New Well Construction \$400,000
- Treatment Plant Construction \$2,850,000
- Extending Power to the Well and Treatment Plant and Installation of Standby Power with a Stationary Generator \$240,000
- Connection of New Treatment Plant to Existing Water Main System \$560,000
- Engineering Costs \$610,000.

By the end of the Calendar Year 2017 Cold Spring will have spent \$902,000 to locate a water source, site acquisition, extending power to the property line and engineering and administrative costs associated with these activities.

Project Rationale

The City of Cold Spring is facing a significant reduction in water supply for both residential and commercial users because of the increase protection of trout streams passed in the 2010 legislative session. The Minnesota Department of Natural Resources has determined that the proximity of the wells being used by the Cold Spring Brewing, and several City wells have resulted in a negative impact on the trout stream that runs adjacent the Cold Spring Brewing property and through the heart of the City of Cold Spring. The Minnesota Department of Natural Resources has determined the Cold Spring Brewing appropriation permit must be significantly reduced and that the current City wells 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 Brewing will be the City. The Cold Spring Brewing 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 Brewing 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 will require the construction of a new water treatment plant, which the City has never needed before.

Project Timeline

Other Considerations

To date the city of Cold Spring has spent \$512,000 in well site testing, land acquisition and the requisite administrative and legal costs. By the end of Calendar 2017, that number will increase to \$902,000 when the City installs 3-phase power to the property line of the farmer whom sold the city the well site. This power supply was a condition of purchase to allow for the farmer to install an electric irrigation pivot to replace his gas generator pivot.

The City of Cold Spring believes that if it were not for the increased protections for trout streams passed by the Legislature in 2010, the limitation on the permits for Cold Spring Brewing and the City of Cold Spring would not be required. The determination by the Minnesota Department of Natural Resources that the Cold Spring Brewing close their wells along with the limitations place on City wells make it necessary for the City to request this funding.

Impact on State Operating Subsidies

Who will own the facility?

City of Cold Spring

Who will operate the facility?

City of Cold Spring

Who will use or occupy the facility?

City of Cold Spring

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 2017 Intended Use Plan. The City has also made application to the Public Facilities Authority Drinking Water Revolving Fund to be placed on the 2018 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

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

(\$ in thousands)

2018 Water Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$4,660	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$4,660	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$610	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,050	\$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	\$4,660	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	N/A
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
HERO Center	1	GO	\$ 9,770	\$ 0	\$ 0
Total Project Requests			\$ 9,770	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 9,770	\$ 0	\$ 0

HERO Center**AT A GLANCE****2018 Request Amount:** \$9,770**Priority Ranking:** 1

Project Summary: The HERO Center is an integrated public safety training facility designed to educate and foster applicable scenario based training for police, fire and EMS from Cottage Grove, Woodbury, and agencies across the southeast metropolitan area of the Twin Cities. \$9.8 million in state funds are requested to acquire land, construct, furnish and equip a joint venture between the cities of Cottage Grove and Woodbury for this facility.

Project Description

The proposed HERO Center consists 41,056 sf of new construction on 9 acres in Cottage Grove.

The facility includes an interior/exterior Reality Based Training Village, a mats room for Response to Resistance Training, two Firearms Proficiency Ranges (4 lane/50 yard fixed position and 12 lane/50 yard tactical), a Virtual Simulation Lab, and Classroom Training (two classrooms accommodating 50 students or one to accommodate 100 students, and two small breakout rooms).

Project Rationale

The HERO Center's mission is to be a multi-use public safety training center where project partners, members, and customers share resources for pre-employment, continuing education, and in-service training for law enforcement officers, fire fighters, emergency medical service providers, and students. The heart of this project is to provide reality based training scenarios, technologically advanced immersion based training, access to consistent and meaningful firearms proficiency training facilities, as well as an emphasis on the coordination between theoretical and field training.

Today's law enforcement professionals are highly trained and highly skilled. However, they must continue to develop specialized knowledge and training that enables fair and procedurally just policing in order to meet a wide variety of new challenges and expectations.

The HERO Center looks to fill the training gaps created by a continued reliance upon private sector facilities to train public safety officers and educators, and to build mutually beneficial relationships with its partners, potential members, and customers, exceeding the quality of training that individual partner groups could attain on their own.

Facilities such as the HERO Center are the model for law enforcement training hubs described in the 2016 "President's Task Force on 21st Century Policing." The HERO Center furthers the President's Task Force mission by working cooperatively with other public safety, educational institutions, and private entities by providing scenario based training facilities to the broader eastern region of the Twin Cities metropolitan area.

Working together, the financial (first cost and operating cost) impact to each community is reduced. With no other facilities in the east metro providing these services in one central location, the HERO Center is the next logical step to create more efficient, coherent, and fiscally responsible public safety

services.

In 1999 The Minnesota Department of Public Safety (DPS) conducted a state wide master plan for fire and law enforcement training facilities. A supplement to this report established 8 regions within the state. The supplement continues by stating the *“factors considered in selecting the regions were population, the unmet training need as defined in the State Wide Master Plan...”* Metro East was one of the regions identified. To date, the need still exists.

The DPS further issued a report entitled “Public Safety Training Facility Needs Assessment” in 2009 which outlined that the most pressing need is for moving target and scenario based training within law enforcement firearms ranges. The impediments to this type of training are the lack of specialized equipment and unreasonable travel times. Specifically, the lack of specialized equipment is due in large part to the dependency of private range use for public safety training. Furthermore, the DPS report recommended that:

“The state should only consider funding multi-purpose, regional facilities that many public safety disciplines and organizations can use. Other organizations should include public works and transportation agencies, private industry and higher education institutions.”

The HERO Center’s operational plans closely follows DPS’s recommendations and fulfills the needs outlined in the report by:

- Being a multi-purpose/multi-modal training facility.
- Designing for multiple regional agency training opportunities
- Incorporating multiple public safety disciplines such as police, fire, and EMS.
- Welcoming institutions of higher education.
- Fostering the design of scenario based training in all aspects of the facility.

Project Timeline

August 2016 – February 2017:	Predesign completed
July 2017 – May 2018:	Design
June 2018 – August 2018:	Bidding and Award
September 2018 – August 2019:	Construction
September 2019 – October 2019:	Occupancy

Other Considerations

The 2017 Public Safety Omnibus Bill per officer reimbursement increases to MN Peace Officers from \$320 per year to just under \$1,000 over the next four years. These training courses require an additional Continuing Education credit in the areas of crisis intervention and mental illness crises; conflict management and mediation; and recognizing and valuing diversity and cultural differences.

The bill also includes the Pathways to Policing program providing grants to compensate local law enforcement agencies who hire diverse, second-career individuals while they are completing their licensure requirements (\$400,000 of ongoing funding for the Pathways to Policing program starting in 2019).

Most municipalities in the State of Minnesota require additional training beyond the 48 hours of law enforcement related continuing education mandated every three years. The following use of force criteria for continuing education is required and serve as the minimum requirements of peace officers mandated by the POST board (licensing authority). These mandates require specialize training spaces designed specifically for public safety officers.

- Use of Force; determine when force may be employed, the circumstances that justify the use of

deadly force, and the liabilities attached to the use of force.

- Readiness aspects of Use of Force; explain the importance of mental and physical readiness, and the necessity for post-critical incident trauma evaluation relative to the use of force.
- PROFICIENCY WITH UNARMED CONTROL MEASURES; demonstrate proficiency and explain the importance of unarmed control measures which are authorized by the officer's agency.
- PROFICIENCY WITH INTERMEDIATE FORCE WEAPONS; demonstrate proficiency with the various intermediate weapons used by the agency.
- PRINCIPLES OF FIREARMS USE; demonstrate knowledge of firearms safety, firearms maintenance, handgun shooting principles and familiarization with authorized firearms.
- HANDGUN RANGE EXERCISES; effectively and safely utilize the authorized handgun(s) on a qualification course of fire.
- FIREARM SELECTION; identify the situations and considerations involved in determining which firearm (handgun or other firearm) is appropriate in various tactical situations.
- USE OF FIREARMS IN LOW LIGHT AND IN ADVERSE WEATHER; demonstrate the ability to deal with the special problems associated with the use of firearms in low light and in adverse weather.

In addition, the training facility will assist in providing the ongoing continuing education required for licensure in Emergency Medical Services (Paramedic: 60 hour every two years; EMT 40 hours every two years) and Fire 72 hours every three years.

Impact on State Operating Subsidies

All anticipated increased operating expenses will be funded by the cities of Cottage Grove and Woodbury. No additional operating costs will be incurred by the State of Minnesota.

Who will own the facility?

The Cities of Cottage Grove and Woodbury will enter into a formal, recognized Joint Powers Agreement (JPA) per State of Minnesota Statute 471.59.

Who will operate the facility?

The established JPA will operate the facility through a governance board which will consist of the following four members:

- City of Cottage Grove City Administrator
- City of Cottage Grove Public Safety Director
- City of Woodbury City Administrator
- City of Woodbury Public Safety Director

The board will be responsible for selecting a Training Facility Manager as the HERO Center operations develop. Once selected, the employee will be an employee of the City of Cottage Grove. The Training Facility Manager will report to the Command Level leaders (Woodbury Training Commander and Cottage Grove Training Commander) who are responsible for:

- Ongoing long range strategic planning
- Development of guidelines
- Establish priority of use / implementation of scheduling system
- Receive input on public safety training needs

A separate three person Operations Team consisting of the Training Facility Manager, and a HERO

Liaison from each Woodbury and Cottage Grove will be responsible for:

- Forecasting future needs / capital improvements
- Short range planning activities
- Identify and resolve safety issues and complaints

Who will use or occupy the facility?

As capital partners in the HERO Center, the Cities of Cottage Grove and Woodbury will be the primary users of the facility. However, the HERO Center is designed to be a regional public safety training facility. The following agencies have attended predesign meetings and expressed interest in using the facility:

- Washington County Sheriff's Office
- Dakota County Sheriff's Office
- City of Inver Grove Heights
- City of Maplewood
- City of Hastings
- City of St. Paul Park
- Rasmussen College
- Century College
- 133 MN Air National Guard

The Cities of Cottage Grove and Woodbury will also host courses benefiting other agencies in the region. A preliminary estimate suggests 16,896 hours of courses may be held at the HERO Center. Other publicly dedicated training courses may involve up to 2,064 hours of training per year in the following.

- DNR fire arms training
- ATV / Snowmobile training
- Community Medical Training

The 12 lane shooting range will also be open to the general public 48 Saturdays per year. The HERO Center will also be well suited for hosting community events such as:

- De-escalation Training
- Biased and Implicit Training
- Domestic Violence Prevention
- Emotional Survival in Law Enforcement
- Public Safety Citizens Academy
- Police/Fire Explorer Posts

Public Purpose

The cities of Cottage Grove and Woodbury provide police, fire and EMS under a Public Safety model. This model allows all public safety disciplines to better work cooperatively to serve its citizens in the most cost effective manner. The two cities have begun sharing services with adjoining agencies to further enhance their ability to operate as efficiently and effectively as possible. Facilities such as the HERO Center are the model for law enforcement training hubs described in the 2016 "President's Task Force on 21st Century Policing." The HERO Center furthers the President's Task Force mission by working cooperatively with other public safety, educational institutions, and private entities by providing scenario based training facilities to the broader eastern region of the Twin Cities metropolitan area.

Description of Previous Appropriations

The City of Cottage Grove received 1.46 million in State Bonding money for the pre-design and design of this HERO center project in 2016. The pre-design was accepted by MM&B and we are currently in process of the design with our architecture and design firm LEO A Daly.

Project Contact Person

Greg Rinzel
Deputy Director of Public Safety
651-458-6004
grinzel@cottage-grove.org

(\$ in thousands)

HERO Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$1,460	\$9,770	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$9,770	\$0	\$0
TOTAL	\$1,460	\$19,540	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,500	\$0	\$0
Predesign Fees	\$130	\$0	\$0	\$0
Design Fees	\$1,110	\$0	\$0	\$0
Project Management	\$220	\$0	\$0	\$0
Construction	\$0	\$16,880	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$169	\$0	\$0
Occupancy Costs	\$0	\$991	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$1,460	\$19,540	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	Yes
Has the predesign been approved by the Department of Administration?	Yes
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Voyageurs National Park Visitor Center	1	GO	\$ 2,500	\$ 0	\$ 0
Total Project Requests			\$ 2,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,500	\$ 0	\$ 0

Voyageurs National Park Visitor Center**AT A GLANCE****2018 Request Amount:** \$2,500**Priority Ranking:** 1

Project Summary: The Town of Crane Lake is requesting \$2,500,000 in state funds for the construction of a Visitor Center with necessary amenities for the Voyageur National Park, the Superior National Forest and the Boundary Waters Canoe Area along the shores of Crane Lake.

Project Description

The Township of Crane Lake will be constructing a 7,000 square foot Visitor Center that will include a visitor entrance area, theater, meeting room, gift shop, restrooms with showers, will include exhibit space for native wildlife and staff offices. The project will also include parking for cars and boats, site utilities, a boat ramp and dock, a number of campsites and a playground. The total cost is estimated at \$5,000,000. The Township is currently working with federal and local funding agencies to acquire \$2,500,000 in matching funds.

Voyageurs National Park is Minnesota's only national park and the nation's only water-based national park, consisting of more than 84,000 acres of water and 134,000 acres of land. The interconnected waterways of the park provide an unparalleled opportunity for citizens to explore the Northwood's lake and border country. You must leave your car and take to the water to fully explore and experience the lakes, islands, and shorelines of the park. Nearly 200 years ago, voyageurs paddled birch bark canoes full of animal pelts and trade goods through the park on their way to Canada. Today, people explore the park by canoes, kayaks, houseboats, and motorboats.

There are currently four access points to the Park and are located at Rainy Lake Visitor Center, Kabetogama Visitor Center, Ash River Visitor Center and Crane Lake. At each of these entrance points, a variety of guest services are available, including lodging, resorts, provisions, fuel, etc., provided primarily by the private sector. However, in three of the entrance points, a quality Park Service visitor center exists, enhancing the entrance point to the Park, providing safety and instruction, boat ramps and access, and educational displays and programs. The only entrance point without a Park presence is the gateway site at Crane Lake.

Project Rationale

When the Park was developed decades ago, the community of Crane Lake was promised a Visitor Center. It is time to fulfill that vision and promise in order to enhance the guest experience of users of the Park and to provide the community of Crane Lake with a quality Park presence.

The Township has been working very closely, and has the support of, the Minnesota DNR, the Superior National Park, the US Forest Service and the National Park. Through the cooperation and assistance from these entities, the Township updated their Community Plan in 4/16 to include this project.

The project will be located on the former Borderland Resort site in Crane Lake. The Township was

successful in securing a \$950, 000 grant from the LCCMR to acquire this property.

The completion of this project will create a significant number of new full-time employment opportunities and will help to bolster the local tourism based economy.

Project Timeline

Pre-Design 9/18
Design 3/19
Bid 11/20
Bid Open 12/20
Construction Start 5/21
Construction Complete 11/21

Other Considerations

Impact on State Operating Subsidies

No impact on State Operating Subsidies.

Who will own the facility?

Crane Lake Township will own.

Who will operate the facility?

Crane Lake will operate.

Who will use or occupy the facility?

Voyageur Park and Township will occupy.

Public Purpose

Description of Previous Appropriations

Project Contact Person

Jim Janssen
Board Chair
218-993-1303
info@cranelaketwp.com

(\$ in thousands)

Voyageurs National Park Visitor Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$1,500	\$0	\$0
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$150	\$0	\$0
Design Fees	\$0	\$350	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,500	\$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	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
METRO Orange Line Extension	1	GO	\$ 1,050	\$ 0	\$ 0
Minnesota River Regional Trail, Fort Snelling Segment	2	GO	\$ 3,000	\$ 0	\$ 0
Big Rivers Regional Trail Trailhead	3	GO	\$ 824	\$ 0	\$ 0
Total Project Requests			\$ 4,874	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,874	\$ 0	\$ 0

METRO Orange Line Extension**AT A GLANCE****2018 Request Amount:** \$1,050**Priority Ranking:** 1**Project Summary:** This request is for \$1,050,000 for preliminary engineering, environmental documentation, final design and construction for the METRO Orange Line Extension (OLX) Phase II extending the Bus Rapid Transit transitway from the I-35W & Burnsville Parkway Station in Burnsville to Lakeville.**Project Description**

This request is for bond funds for project development and construction for the METRO Orange Line Extension in Dakota County. These funds will be used to complete preliminary engineering, environmental documentation, final design and construction for the extension of the transitway to Lakeville. The project also includes a station in Burnsville near County Highway 42.

The Dakota County Regional Railroad Authority is leading and funding a study at a cost of \$300,000 in 2017 to evaluate routing alternatives, station locations and estimate capital and operating costs for the METRO Orange Line Extension. The study includes collaborating agencies coordination along with stakeholder input.

Project Rationale

The OLX will benefit existing riders and attract new riders by improving transit access, service, and reliability along the I-35W corridor. Orange Line will have all-day, frequent BRT service and improve access to jobs in the busiest and most heavily-traveled commuter corridor in the Metropolitan Region.

Project Timeline

Dakota County Regional Railroad Authority Study, June 2017 - June 2018
 Preliminary Engineer and Environmental, Summer 2018 - Summer 2019
 Final Design, Summer 2019- Summer 2020
 Construction, Summer 2020 - Fall 2022

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

METRO Transit

Who will operate the facility?

METRO Transit

Who will use or occupy the facility?

Residents of and visitors to the Twin Cities region will be able to use the Orange Line to connect to destinations all along the I-35W Corridor from Lakeville to Minneapolis and to the regional transitway system.

Public Purpose

The extended transit line will allow even more people to connect to jobs, retail, and more along the I-35W Corridor and provide connections to the regional transitway system.

Description of Previous Appropriations

The State awarded \$12.1 million in bond funding to the Metropolitan Council in 2017 for Phase I of the METRO Orange Line.

Project Contact Person

Steven Mielke
Physical Development Division Director
952-891-7007
Steven.Mielke@co.dakota.mn.us

(\$ in thousands)

METRO Orange Line Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,050	\$0	\$0
Funds Already Committed				
County Funds	\$300	\$1,227	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$668	\$0	\$0
Federal Funds	\$0	\$7,450	\$0	\$0
County Funds	\$0	\$105	\$0	\$0
TOTAL	\$300	\$10,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$300	\$0	\$0	\$0
Design Fees	\$0	\$585	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,915	\$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	\$0	\$0	\$0
TOTAL	\$300	\$10,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	Yes
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Minnesota River Regional Trail, Fort Snelling Segment**AT A GLANCE****2018 Request Amount:** \$3,000**Priority Ranking:** 2**Project Summary:** This request is for \$3,000,000 in State bond funding, matched with \$3,000,000 of County dollars to construct 3.2 miles of the Minnesota River Regional Trail in Fort Snelling State Park, as well as a grade-separated crossing of Union Pacific Railroad.**Project Description**

The 17-mile Minnesota River Regional Greenway provides opportunities for year-round open space protection, commuting and recreation. This project completes an important and critical gap in the Minnesota River Regional Greenway. The Minnesota River Regional Greenway starts in the City of Burnsville and includes an existing 4 mile multi-purpose paved trail along the river from I-35 to Cedar Avenue. The proposed project starts at the Cedar Avenue bridge at Casperson Landing and follows the river for 3.2 miles in Fort Snelling State Park. The project includes a grade separated crossing of Union Pacific Railroad ROW to an existing segment of the Minnesota River Regional Greenway along State Highway 13 in the City of Eagan. The Minnesota River Regional Greenway then continues providing connection to the Mississippi River Regional Trail with connections to the City of Minneapolis's Grand Rounds and Saint Paul's Regional Trail in Lilydale Park and Harriet Island Regional Park.

Project Rationale

The project is consistent with an approved Metropolitan Council Regional Park System Master Plan. The master plan process included a comprehensive technical and public engagement process and was approved by the Dakota County Board of Commissioners and Metropolitan Council.

An engineering feasibility study was completed to assure constructability and define project costs.

The unfinished segment of the Greenway in Fort Snelling Park would fill a critical gap in the trail. Constructing the missing link would provide access to the most populated areas of the south Metro with opportunity to connect to Minneapolis and Saint Paul. This provides opportunity for commuting and recreation within the 7-County Metropolitan Area.

The project removes a key barrier to trail continuity crossing the Union Pacific Railroad and providing connection to key river crossings at Cedar Avenue, I-35E, Mendota Bridge.

The project provides year-round access, diverse and the most popular recreation along one on the State's greatest rivers. The regional trail further provides opportunities to people of diverse interests and abilities. The regional trail will exceed ADA standards.

Project Timeline

Design and Engineering: 2018-2019

Construction: 2019-2020

Public Opening 2020-2021

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Hikers, bikers and commuters will use the trail to connect to jobs, retail, natural areas, and more.

Public Purpose

This trail is part of the Metropolitan Regional Trail System allowing for connections to a broad regional trail and park network and to prominent community destinations.

Description of Previous Appropriations

n/a

Project Contact Person

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

(\$ in thousands)

Minnesota River Regional Trail, Fort Snelling Segment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$3,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$600	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,400	\$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	\$6,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Big Rivers Regional Trail Trailhead**AT A GLANCE****2018 Request Amount:** \$824**Priority Ranking:** 3**Project Summary:** This request is for \$824,000 in State bond funding to design and construct the Big Rivers Regional Trail (BRRT) trailhead and site improvements in Mendota Heights.**Project Description**

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.

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

Project Rationale

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.

Project Timeline

This project is slated to begin in July of 2018 and end by December 2021.

Other Considerations

n/a

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

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Nearly 150,000 annual recreators and commuters from across the region and beyond.

Public Purpose

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

Description of Previous Appropriations**Project Contact Person**

Steven 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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$824	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$824	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,648	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$167	\$0	\$0
Project Management	\$0	\$167	\$0	\$0
Construction	\$0	\$1,314	\$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	\$1,648	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Sewer and Water System Improvements	1	GO	\$ 3,500	\$ 0	\$ 0
Total Project Requests			\$ 3,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,500	\$ 0	\$ 0

Sewer and Water System Improvements**AT A GLANCE****2018 Request Amount:** \$3,500**Priority Ranking:** 1**Project Summary:** \$3,500,000 in state funds is requested to design and make improvements to the city's water and sewer systems.**Project Description**

This request is for \$3,500,000 in state funding is to make improvements/additions to the waste water treatment plant and to replace deteriorated sewer, water and storm mains.

The existing sewer lines are over 60 years old, are primarily clay pipe and have outlived their useful life. The City is experience large amounts of Inflow and Infiltration (I/I) in their municipal waste water system. The system has reached its capacity and the city is unable to add new residents and businesses until the I/I is reduced. The City did complete an I/I Removal Plan in August of 2009.

The City's wastewater stabilization pond system is at its capacity and needs to be improved and expanded in order to serve its residents and businesses. A new pond will be constructed north of the existing secondary pond and will share a common berm. Like the existing pond cells the new cell will be designed and constructed to meet all regulatory requirements and will be sized to meet the city's current and future needs.

The existing water lines are also over 60 years old, have outlived their useful life and are repaired very frequently which is a burden on the City's annual operation and maintenance budget. The lines are in such a poor condition that the City has to operate their water system at a pressure level far less than desired. The City's water quality is just barely meeting the state's water quality standards. The city currently adds the chemicals chlorine, fluoride and phosphate C-5 to meet existing standards.

Total estimated cost for this project is \$7,000,000. The city is requesting \$3,500,000 from the state through this application and is finalizing applications with USDA to provide the needed match.

Project Rationale

This project is needed in order to meet the city's infrastructure needs. The wastewater treatment system needs to be expanded in order for the city to add a new residential dwelling or any type of business expansion. The water distribution lines are undersized and are so deteriorated that the city has to operate the system at a low pressure which makes it difficult for the city to meet its drinking water and fire protection needs. The sewer collection system is very old and deteriorated. Many of the sewer lines have cracks which cause I/I which forces the city to treat a large volume of clean water that creates undo burden on their annual operation and maintenance budget.

Project Timeline

- Engineering Design - 9/18
- Project Bid - 4/19

- Bid Award - 5/19
- Construction Begin - 6/19
- Project Complete - 12/20

Other Considerations**Impact on State Operating Subsidies**

NA

Who will own the facility?

City of Deer River

Who will operate the facility?

City Staff

Who will use or occupy the facility?

NA

Public Purpose

Municipal water and Sewer Services.

Description of Previous Appropriations**Project Contact Person**

Mark Box
218-246-8195
boxm0927@gmail.com

(\$ in thousands)

Sewer and Water System Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$3,500	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,300	\$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	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Duluth Energy Systems - Superior Street steam to hot water conversion project - Phase II	1	OT	\$ 7,000	\$ 0	\$ 0
Duluth Harbor Sea Wall Rehabilitation	1	GO	\$ 6,096	\$ 0	\$ 0
Total Project Requests			\$ 13,096	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,096	\$ 0	\$ 0
Other Funding (OT) Total			\$ 7,000	\$ 0	\$ 0

(\$ in thousands)

Duluth Energy Systems - Superior Street steam to hot water conversion project - Phase II**AT A GLANCE****2018 Request Amount:** \$7,000**Priority Ranking:** 1

Project Summary: \$7 million is requested as phase II to complete the design, construct, and implement major energy efficiency improvements to the City of Duluth's steam facility and distribution system through the conversion of the system from steam to hot water. This conversion will significantly increase energy efficiency and reduce carbon emissions in the system by enabling the future conversion of fuel source from coal to a mix of natural gas and regionally sourced biomass.

Project Description

Duluth Energy Systems is owned by the City of Duluth and has an operating partnership with Ever-Green Energy. Ever-Green Energy operates the highly successful St. Paul and Energy Park district energy systems and oversaw St. Paul's hot water conversion and development over the past thirty years, along with the transitioning of its primary fuel source from coal to a variety of renewable energy sources. Together, the City and Ever-Green Energy are driving an energy transformation in Duluth. This transformation will be a model for the State's energy independence and carbon reduction initiatives and also has the potential for helping to revitalize the Arrowhead region's wood product industry. The steam to hot water conversion will also enable the integration of combined heat and power (CHP), which supports the State's efforts to leverage CHP as a solution for waste heat and energy efficiency.

This energy transformation is a once-in-a-generation opportunity that begins with the conversion of the City's antiquated district heating system from a one-time through steam system to a closed-loop hot water system. The current system takes 90 million gallons of treated 40° water from Lake Superior and heats it to 360° to create high pressure steam. The steam is distributed to over 165 buildings downtown and in Canal Park where much of the thermal energy is drawn off to heat the building space. The cooled steam condenses to hot water at approximately 180° and is then dumped into WLSSD's wastewater treatment system and then back into Lake Superior, carrying the remaining thermal energy with it. Then the process starts all over again with additional cold Lake Superior water. The new closed-loop hot water system will return the used hot water with its remaining thermal energy back to the plant to be reheated and reused.

To ensure that Duluth Energy Systems remains robust, reliable, resilient and flexible, the 83 year old system needs to complete this major efficiency upgrade to continue to meet the needs of the Duluth community and set the stage for further economic development. The system provides heating, hot water, and air conditioning to over 165 downtown Duluth and Canal Park buildings, including service to both major hospital complexes and related clinics. Currently, the primary fuel source is low-sulphur coal. With these project improvements, Duluth Energy Systems will gain the flexibility to expand its service territory, reduce operating costs and greenhouse gas emissions and create new economic development opportunities.

Some current customers are served through hot water while the majority are served by steam, which is much less efficient than hot water. The system upgrade will reduce energy losses at the plant, while also reducing losses within the Duluth buildings. Water usage from Lake Superior will also be greatly reduced, by approximately 25 million gallons per year with a commensurate reduction in water treatment at the City's water treatment plant on the front end and at WLSSD on the back end. Because of the reduction in the amount of water needed to be heated as well as the much lower temperatures required for hot water vs steam, the plant will see significant reductions in fossil fuel consumption and related CO2 and other greenhouse gas and other air emissions at the head of Lake Superior.

These environmental improvements are cost-effective and achievable while Superior Street is being reconstructed with the replacement of other utilities starting in 2017. The local match will be a combination of cash and bonds.

Total Project Cost	\$43M
Local Match	\$21M
Local Match Breakdown	
Sanitary Enterprise Fund	\$ 3M
Water Enterprise Fund	\$ 5M
Storm Water Enterprise Fund	\$ 2M
Cash and Bonds	\$ 11M

\$15 million was awarded in the 2017 legislative session and this request for \$7 million will complete this project.

Please note that the initial request for 2016/2017 was for \$21 million. At the request of the 2017 legislature we were asked to phase this project with an initial \$15 million allocation in 2017. However, phasing the project will result in additional costs of \$1 million for a phase II request of \$7 million.

Project Rationale

The current steam system is 83 years old and is in need of a multitude of upgrades to enable the system to continue to serve the community and reduce its environmental impact and carbon footprint. The City of Duluth will be undertaking a major reconstruction of Superior Street, its main downtown commercial and retail thoroughfare, beginning in 2017. This provides a once-in-a-generation opportunity to install a modern, efficient, closed-loop hot water system rather than replacing the inefficient and outdated 1930s steam system. The project will reduce water, energy, and chemical consumption. The project will also reduce green house gas emissions and water and sewer costs while optimizing opportunities for additional economic development in Duluth. Timing of project construction needs to coincide with the Superior Street renovation to maximize construction cost savings for the project.

Project Timeline

The entire project will be completed over a four year period starting in 2017 with all construction activities completed by December 31, 2020.

Other Considerations

This project is the critical starting point to pave the way for future integration of alternative energy technologies, such as combined heat and power, solar thermal, and waste heat recovery. The steam to hot water transition is the essential first phase of a multi-year master plan that is key to a sustainable energy infrastructure. The integration of advanced technologies, flexible and regionally-sourced fuels, and energy efficiency improvements, are entirely dependent on this steam to hot water conversion. In addition to the environmental and economic benefits, this system evolution delivers

much-needed resilience for the Duluth community. The current system must be upgraded to ensure that vulnerable populations and critical services maintain their energy supply in the event of a crisis, similar to that experienced during the 2012 Duluth flood. Shifting to hot water distribution, improving the flexibility of the system, and integration of combined heat and power would address those liabilities and help Duluth be prepared for environmental and economic volatility.

Impact on State Operating Subsidies

Once completed, this project will be self sustaining with no state operating assistance.

Who will own the facility?

The facility will remain under the ownership of the City of Duluth, as it has been since 1979.

Who will operate the facility?

The facility will continue to be operated under an agreement with Ever-Green Energy.

Who will use or occupy the facility?

The facility is owned by the city; Ever-Green Energy manages and operates the system.

Public Purpose

Duluth Energy Systems is a community energy system providing heating, air conditioning, and hot water to building occupants in downtown Duluth and Canal Park. Buildings served by the system include two hospitals, city, county, and federal buildings, small businesses, social services, several hotels, an arena, convention center, and many restaurants and retail establishments as well as businesses that form the infrastructure of city life.

Description of Previous Appropriations

Of the \$21 million requested during the 2016 and 2017 legislative sessions, \$15 million was awarded in 2017. Due to the phasing of this project (at the request of the legislature) and due to delays in the legislative approval process in 2016 and 2017, total project costs have increased by \$1 million.

Project Contact Person

David Montgomery
Chief Administrative Officer
218-730-5370
dmontgomery@duluthmn.gov

(\$ in thousands)

Duluth Energy Systems - Superior Street steam to hot water conversion project - Phase II**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
Other Funding	\$15,000	\$7,000	\$0	\$0
Funds Already Committed				
City Funds	\$21,000	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$36,000	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$3,702	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$32,298	\$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	\$36,000	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Duluth Harbor Sea Wall Rehabilitation

AT A GLANCE**2018 Request Amount:** \$6,096**Priority Ranking:** 1

Project Summary: \$6.096 million is requested for the rehabilitation of the sea wall along Minnesota Slip and in front of the Duluth Entertainment and Convention Center in Duluth, Minnesota. A significant portion of this infrastructure is over 150 years old and is in immediate danger of failing, making it a significant public safety hazard in one of Duluth's busiest tourist areas.

Project Description

This project rehabilitates approximately 2524 linear feet of sea wall infrastructure in Minnesota Slip and in front of the Duluth Entertainment Convention Center. The project is further broken down into sections that correspond to locations and age as identified below. A map of the area identifying the sections is attached. Please note that the areas labeled as I and J on the map are not part of this request due to ownership uncertainty.

Area I sections (C, E, F, G and H) are dock sea walls that were built from the late 1880's to the 1950's, now requiring complete replacement. These areas are showing signs of eminent failure and represent significant public safety concerns.

Area II sections (A, B, and D) are dock sea walls built from the 1950's to 1980's with different types of steel sheet pile. These areas are now significantly deteriorated due to the accelerated harbor corrosion, but are currently restorable if immediate action is taken to repair, reinforce and protect them from further deterioration.

Area III (section K) is debris and old pilings that remain from old dock structures that must be removed to ensure safe access to Minnesota Slip.

As part of the overall restoration, there is a current need to provide proper connectivity across the Bayfront and DECC areas with new bike trails and boardwalk, provide safe gathering and loading areas, provide safe mooring and berthing areas and provide containment of old contamination and hazards from the industrial area usage of the docks and industry, which are still present.

The costs associated with all engineering, construction, permitting, including project management is estimated at \$12.192 million. The local match requirement of \$6.096 million will be provided by City of Duluth general obligation bonds backed by tourism tax collections. A description of the type of work to be performed by area is described below:

The current rehabilitation plan for Area I includes the replacement of all wood/timber dock sections with new steel sheet pile wall sections. These new steel sheet pile docks will be protected with a coating system to not allow corrosion and will encase the old existing structures preventing future loss of soils, stabilizing the existing waterfront and will provide proper support for the berthing and mooring of vessels as well as provide proper support for the new boardwalk and biking trails.

The current rehabilitation plan for Area II dock walls includes the repair and strengthening of the

existing steel sheet pile dock wall sections with new coated steel panels. This process has been used successfully in the Duluth harbor to provide remediation of existing steel sheet pile dock wall thereby saving millions of dollars over complete replacement costs.

The current rehabilitation plan for Area III is the removal of old dock pilings and debris.

Project Rationale

The City of Duluth has serious concerns for public safety, which have been confirmed through detailed engineering inspections and investigations of existing harbor sea wall conditions. The following issues will be addressed by this project:

- general public access and safety,
- corrosion on existing sheet pile walls,
- failing wood cribs and Wakefield walls,
- failing 1880's relieving platforms and docks,
- development of sink holes and undermining of docks,
- operational reliability and safety issues with the Minnesota Slip Bridge,
- failing steel sheet pile along the Baywalk,
- underwater obstructions and debris,
- shallow drafts next to existing dock walls,
- the need for environmental dredging along the failing docks
- navigation and environmental protection,
- outdated shore services for vessels, and
- connectivity, trail development.

As critical health and safety issues were identified they were immediately mitigated via temporary fencing, signs, and gates. In recent years the waterfront area has experienced large deep sink holes, soil erosion, ground settlement under concrete gathering areas which are hazards to those who are walking and biking along the waterfront. These partial dock collapses are a precursor to a potential complete dock collapse. Failing and unstable docks create a hazard to vessels during mooring and berthing. The removal of these areas from public access due to the major safety concerns greatly restricts the public's uses of the waterfront during major events. These areas also require significant maintenance and patrolling of the public to keep them from entering the hazard areas.

Remediation and replacement of the heavily deteriorated dock sea walls along Minnesota Slip and the DECC is necessary to restore safe access to the public.

Project Timeline

This entire project is shovel ready with design documentation complete that is ready to bid. The recommended timeline would be to bid in late summer 2018 with construction activities completed throughout the fall and winter of 2018/2019 and spring of 2019. Due to the high volume of tourists in this area, we would only do work in the fall, winter and spring that fall outside the tourist season. Winter ice conditions don't impact construction activities because aeration techniques can prevent the formation of ice along the sea wall.

Design phase - Complete

Bid Documents - August 2018

Construction - November 2018 through April 2019

Other Considerations

This area supports year round public activities along the Duluth waterfront. These major activities include Grandma's Marathon, Northshore Inline Marathon, Tall Ships Duluth Festival, Visiting Cruise and Research Vessels, Vista Fleet Harbor Tours, the Irvin Ore Ship Tours, Military Vessels, DECC Sports and Convention activities, Bayfront Festival Park, Bentleyville Tour of Lights, and The Great Lakes Aquarium. All activities in this area depend on providing safe walking and biking trails to the public along the waterfront. These attractions bring over a million people to the Duluth waterfront throughout the tourist season. This experience provides visitors with a unique interaction and connection with the beautiful waters of our harbor, maritime activities and Duluth's shore side attractions and amenities.

Impact on State Operating Subsidies

State operating dollars are not being requested for this project.

Who will own the facility?

City of Duluth

Who will operate the facility?

City of Duluth and the Duluth Entertainment and Convention Center (DECC)

Who will use or occupy the facility?

City of Duluth, DECC and the general public

Public Purpose

The Duluth waterfront is a public asset that supports numerous activities and events. Rehabilitation of the harbor sea wall is required to ensure public safety and continued use of the waterfront by the public .

Description of Previous Appropriations

None

Project Contact Person

David Montgomery
Chief Administrative Officer
218-730-5370
dmontgomery@duluthmn.gov

(\$ in thousands)

Duluth Harbor Sea Wall Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$6,096	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$6,096	\$0	\$0
TOTAL	\$0	\$12,192	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$78	\$0	\$0
Design Fees	\$0	\$356	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,018	\$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	\$740	\$0	\$0
TOTAL	\$0	\$12,192	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
17th Avenue East Vermilion Community College Business Park Infrastructure	1	GO	\$ 1,300	\$ 0	\$ 0
		OT	\$ 190	\$ 0	\$ 0
West End Recreation Trailhead Development Community Hospital Access Improvements	2	GO	\$ 1,300	\$ 1,500	\$ 0
Total Project Requests			\$ 2,790	\$ 1,500	\$ 0
General Obligation Bonds (GO) Total			\$ 2,600	\$ 1,500	\$ 0
Other Funding (OT) Total			\$ 190	\$ 0	\$ 0

17th Avenue East| Vermilion Community College| Business Park Infrastructure**AT A GLANCE****2018 Request Amount:** \$1,490**Priority Ranking:** 1

Project Summary: The City of Ely is requesting state funding to provide for adequate water, sewer, pedestrian and street infrastructure to support the Ely Business Park, the Industrial Park and Vermilion Community College. These improvements are required to support current facilities and proposed economic development and job creation.

Project Description

The City of Ely is hereby submitting a request for capital budget consideration in the 2018 legislative session for the required improvements to infrastructure for the Vermilion Community College housing project, industrial park and the existing and recently 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, 2016 and 2017 for funding. The City of Ely also has the support of the Ely Chamber of Commerce and the Ely Area Joint Powers.

The total cost for all portions of this project is \$8,400,000. The amount of state funds requested in the 2018 bonding cycle is \$1,300,000. The original request for this project was \$1,800,000. Due to fast tracking of the business park infrastructure project, and use of non- state general fund money, the utilities and roadway infrastructure for the business park have been completed. The City of Ely continues to work with a business interested in building on the new site. The City of Ely will fund the remaining work through sources other than State bonding funds.

Vermilion Community College is currently in the construction phase of a one hundred twenty bed, student housing project. This project has a total cost of \$5.8 million. 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 be completed in the summer of 2017.

Upon the completion of the new student housing units 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. It would also provide for a sidewalk for student to safely access 17th avenue and local shopping and restaurants. 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 late 2018.

17th Avenue East is the access route to the existing and proposed housing units. This roadway is gravel with a narrow 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 TH 169 and 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 to the downtown shopping area. Without a designated sidewalk and the muddy conditions, it is a safety concern. With the completion of proper sidewalks and designated crossings the students will be able to access the local shopping. 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 existing system is undersized for the current and future planned expansion. The estimated project cost to upgrade the utilities and reconstruct and pave the roadway is \$1,600,000. 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 2018.

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.

The City of Ely has also applied to MNDOT and DEED through the 2015 Transportation Economic Development Program (TED) for funding to improve the transportation system in this area for both vehicles and pedestrians. The City of Ely is currently re-applying to these programs in 2017.

Project Rationale

17th Avenue East is the access route to the existing and proposed housing units. This roadway is gravel with a narrow 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 TH 169 and 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 to the downtown shopping area. Without a designated sidewalk and the muddy conditions, it is a safety concern. With the completion of proper sidewalks and designated crossings the students will be able to access the local shopping. 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 replacement to meet the capacity needs of current and future development.

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.

Project Timeline

- Final Engineering- October 2017
- Plans-Specifications/Bidding- April-May 2018
- Construction- June- October 2018

Other Considerations

17th Avenue also is the current route for the snowmobile trail and is planned to be utilized for part of the Prospector's Loop Trail ATV route during the summer months and be part of the Prospectors Trail.

The Prospector's Loop Trail received bonding money during the 2017 legislative session. The project includes dedicated markings for all uses.

Impact on State Operating Subsidies

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 the facility?

Currently the Business Park and Industrial Park are home to many private contractors and businesses. The Ely Veterinarian Clinic, Twin Metals, Leustek Construction, Steger Mukluks, Razors Edge Systems, Low Impact Excavators, Nikerson Construction, Burntside Electric, R & R Transfer, Zup's Trucking, Studio North, Hegfors Construction, Range Gas are some of the businesses located in the Business Park and Industrial Park area. Rod Loe's Industrial Park also has dozens of trailers and large storage buildings utilized by many Ely area businesses for storage. The State Department of Revenue is also located in the existing Business Park. Current interest in the expanded Business Park lots include private businesses as well. The City of Ely also has a building which houses the VA Clinic, MNDOR, and a government travel agency. Between Vermilion Community College and the businesses located in this corridor, many Ely area residents are employed by these entities.

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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,300	\$0	\$0
Other Funding	\$0	\$190	\$0	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$300	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$200	\$0	\$0
TOTAL	\$0	\$1,990	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$1,908	\$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	\$82	\$0	\$0
TOTAL	\$0	\$1,990	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

West End Recreation Trailhead Development| Community Hospital Access Improvements

AT A GLANCE

2018 Request Amount: \$1,300

Priority Ranking: 2

Project Summary: The City of Ely is working to plan and develop a Trailhead Complex on the entrance to Ely on TH 169. This facility will serve as a trail head for the Taconite Snowmobile Trail, Prospector's Loop ATV Trail and Mesabi Trail. The facility will also function as a rest stop and tourist information center for visitors. This project is also the first phase of a multi phase project to improve access to the Ely Bloomenson Hospital Campus.

Project Description

The City of Ely is hereby submitting a request for capital budget consideration in the 2018 legislative session for the development of a trailhead facility. 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 \$2,800,000. The amount of state funds requested in the 2018 bonding cycle is \$1,300,000. The trail projects are being funded by other funding sources and are not part of this request.

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 project received State bonding money in 2017 and is under construction.

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 \$1,300,000. 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 2018. This portion of the project would be considered phase one.

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 City of Ely will continue to develop this as a master plan to incorporate future recreation, economic, residential and public health and safety in this area. This project would be completed in future phases. It is estimated that this future phase of this project will cost \$1,500,000.

Project Rationale

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

With these three regional trails coming to Ely, a trail head is needed to accommodate these trail users as well as the thousands of tourists that travel to Ely.

Project Timeline

- Planning- Ongoing
- Engineering and Plans- October 2017
- Bidding/ Permitting- June 2018
- Project Close Out- June 2019

Other Considerations

By planning for the convergence of all three trail systems at the west entrance to Ely a combined trail head can be utilized for all three trail systems. This combined effort will reduce redundancy and reduce overall project costs. The combined trail head will also allow for reduced future maintenance and reduce the overall burden on the tax payers.

Impact on State Operating Subsidies

Who will own the facility?

The City of Ely

Who will operate the facility?

The City of Ely

Who will use or occupy the facility?

The proposed trail head complex may include vending facilities or private businesses providing services to the trail users.

Public Purpose

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

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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,300	\$1,500	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$12	\$14	\$0
TOTAL	\$0	\$1,312	\$1,514	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$1,500	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$12	\$14	\$0
TOTAL	\$0	\$1,312	\$1,514	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	
Has the predesign been submitted to the Department of Administration?	
Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy	Yes

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Foxhome Wastewater System Improvements and Regional Treatment Consolidation	1	GO	\$ 3,200	\$ 0	\$ 0
Total Project Requests			\$ 3,200	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,200	\$ 0	\$ 0

Foxhome Wastewater System Improvements and Regional Treatment Consolidation**AT A GLANCE****2018 Request Amount:** \$3,200**Priority Ranking:** 1**Project Summary:** \$3.7 Million in State funds is requested to design and install a sanitary sewer collection system within the City of Foxhome and also a lift station and forcemain to pump wastewater to The City of Fergus Falls for treatment and discharge.**Project Description**

The City of Foxhome is located in the Western edge of Wilken County on Minnesota 210 within the Glacial Lake Agassiz basin geographical area. The existing septic systems are not conducive for continued use. Existing on-site systems consist of individual systems that are failing or providing marginal treatment prior to discharging into the environment. These discharges are contributing to polluting ground and surface waters in the area. Existing disposal systems fail in the removal of nitrogen, phosphorus and nutrients prior to contacting ground water. Due to the systems currently violating MPCA regulations the Do Nothing alternative is not an acceptable option. The proposed project would be to install 1200 linear feet of 8" PVC sewer along with 5000 linear feet of 4" PVC service lines to collect the sanitary waste from the community. The sewage would be conveyed to a lift station that would pump through a 6 mile force main to Fergus Falls, MN for disposal and treatment.

Project Rationale

Numerous technical studies have been performed in Foxhome to assess the risk and impact of the failing septic systems as well as the potential options for proper treatment and disposal of sewage within the community. The studies have indicated a severe risk to the health and human safety. The studies have also looked at extensive options to collect and dispose of the sanitary waste in an acceptable manner and have determined the most feasible project would be a regional connection with Fergus Falls.

Project Timeline

The City of Foxhome has been working on this project since 2011 and is prepared to move ahead with the project once financing has been secured. If financing is secured, design with plans & specifications to be completed in 2018 with bidding on the spring of 2019. Construction during the summer of 2019.

Other Considerations

The project has been submitted to the PFA and MPCA and has been included in the Clean Water Revolving Loan program project priority list for the past three years. The project has also been submitted to the U.S Rural Development program for considerations. Both the PFA and the U.S. RD have indicated that financing would not work for their programs. The funding systems that they use are not a good fit for the financial size of the project, however, both agencies agree there is an issue with the existing situation. Foxhome is requesting assistance with this project from the State of Minnesota to bring the city back into compliance with State regulations and to protect the health and

safety of the community long term.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Foxhome

Who will operate the facility?

City of Foxhome

Who will use or occupy the facility?

None

Public Purpose

Protect public health and safety; natural resource preservation

Description of Previous Appropriations

None

Project Contact Person

Dan Oliphant
Mayor
701-640-2546
doliphant@agwireless.net

(\$ in thousands)

Foxhome Wastewater System Improvements and Regional Treatment Consolidation**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
<i>State Funds Requested</i>				
General Obligation Bonds	\$0	\$3,200	\$0	\$0
<i>Funds Already Committed</i>				
City Funds	\$0	\$268	\$0	\$0
<i>Pending Contributions</i>				
TOTAL	\$0	\$3,468	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$750	\$0	\$0
Project Management	\$0	\$750	\$0	\$0
Construction	\$0	\$1,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$268	\$0	\$0
TOTAL	\$0	\$3,468	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
IRA Civic Center Expansion Renovation	1	GO	\$ 8,000	\$ 0	\$ 0
Total Project Requests			\$ 8,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,000	\$ 0	\$ 0

IRA Civic Center Expansion|Renovation

AT A GLANCE**2018 Request Amount:** \$8,000**Priority Ranking:** 1

Project Summary: The IRA Civic Center Expansion/Renovation is a collaborative project between the City of Grand Rapids, Itasca Area Schools Collaborative (IASC), Girls & Boys Club of Grand Rapids & Greenway, Itasca County YMCA, and Grand Itasca/Fairview Medical. The focus is to address children's needs like daycare, preschool, afterschool activities, sports injury rehabilitation, and rehabilitation of arena infrastructure.

Project Description

The IRA Civic Center is a city owned facility. Its primary use is hockey with two sheets of ice. The west venue hosts hockey from July 1 through April 30th Annually while the east venue is utilized for hockey from October 1 through March 30 annually. The hours of use are typically 3:30 pm to 10 pm daily. When not used for hockey the facility is host to trade shows and other dry floor events.

The goal of this expansion/renovation project is to collaborate with other service providers to maximize the use of public infrastructure by address daycare needs, early childhood development needs, providing activities for youth who are not active in sports, and sports medicine rehabilitation needs. By bringing these groups under one roof the use of the civic center will be maximized. In order to achieve the goals, the civic center needs to be renovated and expanded.

Project Rationale

The Itasca County area has a childcare gap of 557. This was determined in 2016 by First Children's Finance through the Itasca County Child Care Work Group. This gap is currently served today by variances (historical), unemployment, and underemployment, family, friends, and neighbors, legal unlicensed care, and out of area care. This shortfall is not projected to reduce as census indicates that children of ages under 5 are not projected to decline. To address this shortfall, key recommendations from that report were: 1) Leverage right-size solutions to develop new child care slots through partnerships between providers and local businesses and 2) Raise grant money for new family child care start-ups with a target focus on current students in local early childhood education programs. Additionally, lack of facilities was identified as a major barrier to childcare.

The Meadowlark Institute, in 2017, identified a key workforce shortage issue in Itasca County area is attributed to lack of childcare. Other issues were aging workforce, and that we should be targeting 25 to 40 year olds as 60% of the workforce will be by millennials by 2020 and 75% by 2025. Keeping the target population in mind, action items out of this study included needing to enhance potential partnerships to create work site childcare services. Further supporting the need for partnerships and collaboration.

The Itasca County YMCA currently provides daycare services. They would like to expand, but they do not have the ability to physically grow at their facility. IASC provides early childhood education throughout Itasca County but are limited in growth due to lack of space. By expanding the IRA Civic

Center, the collaboration of the YMCA and IASC, will be able to address some of the daycare shortfall of 557 children.

Grand Itasca Hospital and Clinic, a part of Fairview Medical is the second largest employer in Itasca County with 646 employees. It has been historically difficult to recruit healthcare employees in rural Minnesota; the lack of daycare makes it even more difficult. By collocating a medical facility with childcare at the IRA Civic Center, they believe they will improve their ability to recruit medical professionals. In addition, having on-site medical services, will enhance the health of children and athletes who utilize the facility. A similar collaboration was created in 2015 between the YMCA and Grand Itasca/Fairview. This partnership has received national recognition because of both organizations willingness to collaborate to improve health and wellness in a shared space. This established collaborative will be duplicated and expanded at the IRA Civic Center.

The Boys & Girls Club of Grand Rapids and Greenway was established in 2016 under the Duluth charter. They will initially provide services at the Grand Rapids Middle School starting this fall of 2017. This is a short-term location due to the space needs of the school district. As a result, the Boys & Girls Club will need a permanent home. The Club was created because of limited access to out of school time enrichment programming. At this time 1 in 3 Itasca area youth reported no weekly participation in community programs or activities outside of the school day, 44% of households with children had problems paying for after-school opportunities in the Itasca area, and 2 in 3 Itasca area youth report they don't participate in non-athletic activities after school. With a projected ground participation of 150 youth and space needs imminent, co-locating at the IRA Civic Center bridges youth programming with civic engagement in an environment where youth already congregate. An identical partnership was created at the Duluth Heritage Center where their Boys & Girls Club is located at the hockey facility.

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, Stevens Engineering develop a plan to replace out existing R-22 refrigeration system in the West venue, 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 Venue.

Great strides have been made in implementing 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 a 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 more 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, improving the overall experience while at our facility is imperative. Offering an enclosed viewing area of the East venue and having banquet facilities to host events for visiting teams would ensure continued growth of tournaments and the local economy.

Project Timeline

Upon Legislative Approval the City will begin Schematic Design around May 1, 2018. Design through Contract Documents will continue.

Other Considerations

In February of 215, 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 the 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

No additional state operating dollars will be requested to operate the IRA Civic Center.

Who will own the facility?

The City of Grand Rapids will own the facility.

Who will operate the facility?

The City of Grand Rapids will operate the facility.

Who will use or occupy the facility?

The facility will be occupied by IASC/Invest Early, YMCA, Boys & Girls Club, Grand Itasca/Fairview Medical, ISD 318 Athletics, Grand Rapids Amateur Hockey Association, and the City of Grand Rapids.

Public Purpose

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

Description of Previous Appropriations

In 2017 the City received \$750,000 for the Mississippi River Pedestrian Bridge.

Project Contact Person

Tom Pagel
City Administrator
218-326-7626
tpagel@ci.grand-rapids.mn.us

(\$ in thousands)

IRA Civic Center Expansion|Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$2,000	\$0	\$0
Other Local Government Funds	\$0	\$4,000	\$0	\$0
Non-Governmental Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$16,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,015	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$127	\$0	\$0
Occupancy Costs	\$0	\$2,158	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$16,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

			Project Requests for State Funds		
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Public Square Courthouse and Police Station Renovation	1	GO	\$ 1,100	\$ 590	\$ 800
Total Project Requests			\$ 1,100	\$ 590	\$ 800
General Obligation Bonds (GO) Total			\$ 1,100	\$ 590	\$ 800

Public Square Courthouse and Police Station Renovation

AT A GLANCE**2018 Request Amount:** \$1,100**Priority Ranking:** 1

Project Summary: Hastings City Hall is one of the oldest functional courthouses in the State of Minnesota; completed in 1871 and renovated in 1993. The City is looking to repair crumbling stone, increase energy efficiency, update aged mechanical and electrical systems, and preserve the essential design elements.

Project Description

The City has leveraged grants and has carefully maintained these buildings. We have been setting funds aside for several years in anticipation of large capital repairs. We have worked with field experts to identify structural, operational, and functional deficiencies to address these concerns in a holistic manner. While there are areas of concern, overall the building is structurally sound. There remain opportunities to make proactive repair and preservation efforts to maintain this landmark:

- **Brick and limestone masonry** are showing signs of deterioration, flaking, and spalling. Measures can be taken to reduce the amount of water being absorbed into the stone and consequently slow deterioration. This would allow for the preservation and restoration of the essential design elements of both the interior details and exterior stone.
- **Roof repairs, including addressing the impressive domed roof.** This roof appears to be original to the 1912 roof renovations and the underlayment is in poor condition. Because the underlayment is the element that maintains water tightness, any breach can result in water seepage within the building. Additionally, complete replacement of the ornamental galvanized and painted metal which decorates the dome roof ensures long-term durability.
- **Site regrading** around the building to solve issues with infiltration and excessive amounts of water exposed to the foundation.
- **HVAC improvements** to control the interior environment, including positive pressure, constant temperature, and humidity levels. These will help to minimize swelling and shrinkage of the wood framing and minimize ongoing cracking of walls and ceilings.

Total building square footage: 40,700

City Hall: 26,000

Police Station: 14,700

Site: 1.81 acres (78,929 square feet)

Project Rationale

The City's goals with this project are to honor and respect the history of the building and its story while taking necessary steps to preserve it for future generations to enjoy. As the second oldest courthouse in the State of Minnesota, this campus is a state landmark and thank you for consideration of partnering with these efforts through support of our funding request.

- We have an impressive domed roof, which appears to be original to the 1912 roof renovations and the underlayment is in poor condition. Because the underlayment is the element that maintains water tightness, any breach can result in water seepage within the building. Additionally, complete replacement of the ornamental galvanized and painted metal which decorates the dome roof ensures long-term durability.
- We have examples of brick and limestone masonry which are showing signs of deterioration, flaking, and spalling. We can take measures to reduce the amount of water being absorbed into the stone and consequently slow deterioration. This would allow for the preservation and restoration of the essential design elements of both the interior details and exterior stone.
- It is also recommended that site regrading be done around the building to solve issues with infiltration and excessive amounts of water exposed to the foundation.
- Additionally, HVAC improvements to control the interior environment, including positive pressure, constant temperature, and humidity levels. These will help to minimize swelling and shrinkage of the wood framing and minimize ongoing cracking of walls and ceilings.
- Overall mechanical upgrades will allow the buildings to improve energy efficiency and overall comfort and operation improvements.
- Exterior improvements to degraded concrete sidewalks and drive spaces will address safety and maintenance concerns.

Project Timeline

Structural and space needs analyses have been completed and mechanical analysis is currently underway. The City of Hastings is also completing a grant application to the State Capital Projects Grants-in-Aid program which supports historic preservation construction projects for publicly owned buildings. If approved, the City would immediately begin to work with the State Office of Historic Preservation on design logistics and approvals.

Predesign: Within three months of approval

Engineering: Partially completed; would begin again immediately after approval

Design: Partially completed; would begin again immediately after approval

Construction: Estimated commencement in Q4 2018

Other Considerations

If partial funding is supported, the City would work with the structural and mechanical engineers to determine the appropriate phasing of structural and mechanical upgrades.

Impact on State Operating Subsidies

There are not anticipated to be any new or additional state operating dollars that would be requested for this project.

Who will own the facility?

The City of Hastings currently owns and will continue to own the facility.

Who will operate the facility?

The City of Hastings will continue to operated and maintain the facility.

Who will use or occupy the facility?

These buildings house City of Hastings staff for Administrative, Internal Services, Community Development, Building Safety, Historic Preservation, and Police.

Public Purpose

This campus provides regional importance as a piece of Minnesota history. On September 9, 1878, the building hosted a reception with a speech by President Rutherford B. Hays. The structure was placed on the National Register of Historic Places on July 21, 1978 and in the late 1980's partnerships with the State, County, and City resulted in the renovation into Hastings City Hall. This allowed these assets to be open and accessible to the public, to function as an active space for local government functions, to develop a local historic preservation presence. The original Dakota County Courthouse has hosted local, regional, and statewide partners for meetings, trainings, and conferences. It is an iconic, colorful, and elegant structure as you travel southbound on Highway 61 over the Mississippi River. Reasonable renovations to maintain the structural and operational integrity are in keeping with the local, regional, and state interest in honoring our history and this campus.

Description of Previous Appropriations**Project Contact Person**

Melanie Mesko Lee
City Administrator
651-480-2322
mmesko_lee@hastingsmn.gov

(\$ in thousands)

Public Square Courthouse and Police Station Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,100	\$590	\$800
Funds Already Committed				
City Funds	\$51	\$650	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$225	\$275	\$385
City Funds	\$0	\$245	\$315	\$415
TOTAL	\$51	\$2,220	\$1,180	\$1,600

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$51	\$375	\$58	\$70
Project Management	\$0	\$25	\$35	\$35
Construction	\$0	\$1,656	\$1,000	\$1,377
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$164	\$87	\$118
TOTAL	\$51	\$2,220	\$1,180	\$1,600

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Regional Medical Examiners Facility	1	GO	\$ 26,240	\$ 0	\$ 0
ArtSpace Hennepin Center for the Arts	2	GO	\$ 2,000	\$ 0	\$ 0
Cedar Cultural Center	3	GO	\$ 3,000	\$ 0	\$ 0
Resource, Inc.	4	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 41,240	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 41,240	\$ 0	\$ 0

Regional Medical Examiners Facility**AT A GLANCE****2018 Request Amount:** \$26,240**Priority Ranking:** 1**Project Summary:** Construct a 69,000 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 69,000 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 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, entered into a Joint Powers Agreement to provide and share medical examiner services. The result has been more flexibility in service and positive outcomes for the counties. The next step is to construct a facility that will serve current business needs, and take the service model to the next level of excellence with the flexibility to serve a wider area.

Project Timeline

Scoping: Q1-Q3 2016

Design: Q3 2017 - Q4 2018

Procurement: Q1 2019

Construction: Q2 2019 - Q2 2020

Completion: Q3 2020

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 the facility?

Dakota/Hennepin/Scott Medical Center facility staff

Public Purpose

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

Description of Previous Appropriations

Hennepin County received \$2.68 million for planning and design in the 2017 bonding bill.

Project Contact Person

Dr. Andrew Baker
Chief Medical Examiner
612-215-6312
andrew.baker@hennepin.us

(\$ in thousands)

Regional Medical Examiners Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$2,680	\$26,240	\$0	\$0
Funds Already Committed				
County Funds	\$13,341	\$15,579	\$0	\$0
Pending Contributions				
TOTAL	\$16,021	\$41,819	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$300	\$0	\$0	\$0
Design Fees	\$2,630	\$1,167	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$13,091	\$32,862	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$7,790	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$16,021	\$41,819	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

ArtSpace Hennepin Center for the Arts**AT A GLANCE****2018 Request Amount:** \$2,000**Priority Ranking:** 2

Project Summary: This request is for and additional \$2 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. 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 (fmr. 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.

Project Timeline

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

Artspace Projects of Minneapolis, a 501C3 nonprofit, 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 of Minneapolis, a 501C3 nonprofit.

Who will use or occupy the facility?

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 non-profit organizations serving the public. This building is also the epicenter of free state-wide dance and music arts programming offered to schools and communities in every corner of Minnesota.

Description of Previous Appropriations

2017 Capital Investment Bill: \$3,000,000 for improvements and betterments.

Project Contact Person

Stacey Mickelson
Artspace Vice President
612-810-1759
stacey.mickelson@artspace.org

(\$ in thousands)

ArtSpace Hennepin Center for the Arts

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$3,000	\$0	\$0	\$0
Non-Governmental Funds	\$3,000	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$6,000	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$6,000	\$2,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$6,000	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Cedar Cultural Center

AT A GLANCE**2018 Request Amount:** \$3,000**Priority Ranking:** 3

Project Summary: Bonding, matched with private dollars, will support Phase II of The Cedar's Building Sound Communities Campaign, a capital campaign comprised of a renovation of the organization's facility that will improve accessibility, ensure sustainability, and increase capacity to support growing programs and increased demand.

Project Description

The investment will:

Upgrade the building's accessibility to make it accessible for audiences, artists, and staff, which will include rebuilding our bathrooms, adding an elevator, and building out the stage and backstage areas to accommodate artists with disabilities.

Ensure Sustainability by repairing and renovating failing infrastructure, upgrading stage lighting and the sound system so we can continue to provide quality music experiences for artists and audiences and improving revenue-producing space.

Increase capacity with improved seating for those with limited mobility and adding a variety of alternative spaces including classrooms, smaller performance areas, workstations, and meeting spaces to accommodate new and growing programs requiring more staff and flexibility for a variety of events and activities.

Project Rationale

The Cedar Cultural Center (The Cedar) is a non-profit performing arts venue now in its 28th season with programming consisting of live music concerts and artist-led activities. With a mission to promote intercultural understanding through music, we leverage artists and the power of music to build bridges within our diversifying community.

The Cedar is an anchor in the Cedar Riverside neighborhood: A densely-populated commercial and residential hub adjacent to downtown Minneapolis and neighboring Augsburg College and the University of Minnesota. Cedar Riverside is home the largest population of Somali immigrants in North America. Poverty levels in the neighborhood are at over 55% of the documented population. The Cedar stands out as an organization that focuses on the power of the arts to create positive change, including increasing understanding of various cultures, including Somali culture, inspiring change in attitude and perception, facilitating social connectedness, and establishing a culture of unity and understanding.

For 28 years, The Cedar has been operating in a building built as a 250-person movie theater in 1948. Today, our facility supports 200 concerts and events serving 60,000 audience members per year, some that have as many as 700 people in room at once. The building requires significant attention to sustain and expand our programs in order to meet community demand. The Cedar Board of Directors

has authorized a \$7 - \$10 million capital investment to support increased access, facility sustainability and capacity expansion.

Project Timeline

2017: Bonding grassroots campaign, continued prospect identification and cultivation, community-driven design process, private fundraising started

2018: Secure lead gift, architectural plans complete

2019: Construction begins after 75% of total funding secured and expected to take 5 months to complete

2020: Deadline to raise matching funds, fundraising and construction complete

Other Considerations

Bonding is being requested for Phase II of a two phase campaign. Phase I was launched in 2013 and was comprised of the demolition and redevelopment of The Cedar's outdoor property into an open community plaza and the build out of an ADA accessible bathroom in The Cedar's lobby. The Cedar raised a total of \$786,000 to complete Phase I and it was complete in 2015.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The Cedar Cultural Center

Who will operate the facility?

The Cedar Cultural Center

Who will use or occupy the facility?

The Cedar Cultural Center; broad public use for entertainment, education, and community-building.

Public Purpose

The Cedar's mission is to promote intercultural appreciation and understanding through global music and dance. The Cedar presents 200 live music concerts per year that are all-ages and open to the public in addition to artist-driven activities for target audiences.

Description of Previous Appropriations

None.

Project Contact Person

Adrienne Dorn
Executive Director
651-336-6838
adorn@thecedar.org

(\$ in thousands)

Cedar Cultural Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
City Funds	\$133	\$0	\$0	\$0
Non-Governmental Funds	\$653	\$450	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$3,848	\$0	\$0
TOTAL	\$786	\$7,298	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$195	\$470	\$0	\$0
Project Management	\$195	\$470	\$0	\$0
Construction	\$396	\$6,358	\$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	\$786	\$7,298	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Resource, Inc.**AT A GLANCE****2018 Request Amount:** \$10,000**Priority Ranking:** 4**Project Summary:** RESOURCE requests \$10 million in state funds to renovate two of our buildings in Minneapolis, and design, construct, and furnish a new addition to improve services.**Project Description**

The proposed project will double the square footage of RESOURCE's primary campus in Minneapolis (from 37,332 square feet to 75,226 square feet), make necessary energy improvements and environmental updates.

1904 and 1906 Chicago Avenue:

- Property acquisition and site preparation
- Design of new building/addition

1900 Chicago Avenue:

- Replace energy systems and other mechanicals (plumbing).
- Interior redesign and renovation: expand career education classrooms, computer and resource labs.
- Enlarge child development center.
- Update program and administrative staff offices.

1825 Chicago Avenue; which houses ArtWorks, RESOURCE's support program for artists living with mental illness and a Hennepin County Community Support Program (CSP):

- Upgrade energy system.
- Replace roof.
- Expand program facilities, add an art gallery space.

Project Rationale

RESOURCE, Inc. is a 501C3 nonprofit organization that serves the Twin Cities metro, Princeton, and St. Cloud, helping to improve the quality of life for individuals and families who experience the greatest barriers to employment, education, and wellness. We started more than 55 years ago with vocational rehabilitation services for people with disabilities, and have expanded to include customized employment, career education, and chemical and mental health services, achieving prominence in each field. RESOURCE serves approximately 19,000 people each year through 48 different programs.

The two buildings at 1825 and 1900 Chicago Ave. house our Chemical and Mental Health programs, Child Development Center, program and administrative staff offices, a Community Support Program

(CSP) and ArtWorks for professional artists with a mental illness.

These 1960s era buildings have not had any major renovations. Current problems include:

- A frequently failing original energy system, which is inefficient and will soon no longer be repairable, with parts out of date and unavailable.
- Lack of adequate space: Our chemical and mental health program has grown by 40% over the past 5 years, and we expect to see the same level of growth, resulting in 4,000 more people served.
- Severe interior wear and tear from hundreds of people using the campus every day over 55 years.
- Inadequate reception area for clients.
- Deteriorated parking areas, lack of lighting.

These issues contribute to

- Excessive energy and repair costs, which reduces funds for direct service to clients.
- Inability to serve more recovery clients, despite the great need.
- Overcrowded child learning and play spaces.
- Neighborhood blight.

Project Timeline

- Capital Campaign planning and implementation 2018-2019
- Project planning and design in 2020
- Construction in 2020-2021

Other Considerations

Our economic impact is significant:

- 75% of those we serve, living at or below the poverty level, are linked to jobs and recovery.
- 5,000 participants secure jobs each year, with an average wage increase of 60%.
- Every \$1 spend on addiction treatment saves \$7 in social costs.

Impact on State Operating Subsidies

Who will own the facility?

RESOURCE, Inc.

Who will operate the facility?

RESOURCE, Inc.

Who will use or occupy the facility?

RESOURCE, Inc.

Public Purpose

The public purpose of this facility is to address poverty, addiction and mental health issues for those citizens facing multiple barriers to success. RESOURCE provides job skills training and support services to move over 3,000 people annually off welfare and into employment; we work with counties and businesses to provide dislocated workers with training and support. Our career education

opportunities help individuals with disabilities or other barriers to discover capabilities, gain workplace skills, and achieve industry-specific credentials.

RESOURCE provides critical services for the Twin Cities metro and other service areas, particularly in terms of helping people achieve stable employment, housing, and wellness.

Description of Previous Appropriations

Project Contact Person

Kelly Matter
President and CEO
612-752-8003
KMatter@Resource-MN.org

(\$ in thousands)

Resource, Inc.

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$5,000	\$0	\$0
Other Funding	\$0	\$5,116	\$0	\$0
TOTAL	\$0	\$20,116	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$616	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,213	\$0	\$0
Project Management	\$0	\$236	\$0	\$0
Construction	\$0	\$15,324	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$199	\$0	\$0
Occupancy Costs	\$0	\$2,528	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,116	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Range Regional Health and Wellness Center	1	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 10,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,000	\$ 0	\$ 0

Range Regional Health and Wellness Center**AT A GLANCE****2018 Request Amount:** \$10,000**Priority Ranking:** 1**Project Summary:** The City of Hibbing is requesting \$10,000,000 in State funds for the design and construction of a new regional health and wellness center.**Project Description**

The Range Regional Health and Wellness Center will be a \$20,000,000 multi-faceted facility owned and operated by the city of Hibbing. The City of Hibbing is working with area health care providers, educational institutions and other regional private partners. The Wellness Center will include physical therapy rooms, gymnasium, educational program space, locker rooms, aquatic center and multiple outdoor sporting fields. The project will also include site preparation for parking, utility extension and landscaping.

The total estimated project cost is \$20,000,000. The City of Hibbing is working with federal, state, local and private entities to acquire \$10,000,000 in matching funds.

Project Rationale

The Hibbing area, Iron Range and NE Minnesota are lacking in facilities that provide space for these types of programs and activities. In addition to providing these programs, the completion of this project will create numerous well paying full time positions for the region.

Project Timeline

- Project Design - 9/2018
- Project Bid - 4/2019
- Construction Start - 5/2019
- Project Completion - 11/2022

Other Considerations**Impact on State Operating Subsidies**

n/a

Who will own the facility?

City of Hibbing

Who will operate the facility?

City of Hibbing

Who will use or occupy the facility?

City of Hibbing, local educational institutions and private and public health care entities.

Public Purpose

This facility will be available to residents of Hibbing and also communities and businesses in Northeast Minnesota.

Description of Previous Appropriations**Project Contact Person**

John Tourville
Project Manager
218-312-1564
jtourville@ci.hibbing.mn.us

(\$ in thousands)

Range Regional Health and Wellness Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$10,000	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$16,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
South Highway Utility Reconstruction Project	1	GO	\$ 516	\$ 0	\$ 0
Total Project Requests			\$ 516	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 516	\$ 0	\$ 0

South Highway Utility Reconstruction Project

AT A GLANCE**2018 Request Amount:** \$516**Priority Ranking:** 1

Project Summary: The project consists of replacing sanitary sewer, water main, force main, and includes a lift station rehab on a half mile segment of CSAH 14, which is located in Jackson city limits and also referred to as "South Highway". Jackson County is responsible for the street portion, and plans to replace the street portion in 2018. Due to the utility infrastructure having been installed in 1958 and needing to be replaced, the City would like to replace it concurrently with the County's project.

Project Description

A preliminary cost estimate has been obtained to reconstruct sanitary sewer, water main, force main, and include a lift station rehab totaling \$1,032,100 for this half mile stretch of a county road located within Jackson city limits. The cost to replace the street portion is the county's responsibility, and not included in this cost. If funding were available, the project could begin and be completed in the summer/fall of 2018.

Project Rationale

A very costly force main break recently occurred on this stretch of CSAH 14, also known as South Highway, just east of the West Fork of the Des Moines River in Jackson. The incident resulted in 10,000 gallons of wastewater per hour being discharged into the river until the break could be repaired. The City is seeking funding to reconstruct the utility infrastructure at this location to prevent future discharges into the river. Due to the overall cost of the project, the City may have to seek a delay with the county's project until funding can be secured. By delaying the project, the City risks additional costly utility infrastructure breaks and possible discharges of wastewater into the river. Obtaining funding for this project is a means to ensure public health by avoiding future similar situations, where discharges into the river could occur.

Project Timeline

If funding were obtained, the project could be completed by the end of 2018.

Other Considerations

There is a significant public health concern with ongoing infrastructure breaks and possible discharges into the river.

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

City of Jackson

Who will operate the facility?

City of Jackson

Who will use or occupy the facility?

City of Jackson

Public Purpose

The public purpose of this project is to prevent future similar discharges into the river by replacing aging infrastructure that is crumbling rapidly.

Description of Previous Appropriations**Project Contact Person**

Jennifer J. Bromeland
City Administrator
507-847-4410
jbromeland@cityofjacksonmn.com

(\$ in thousands)

South Highway Utility Reconstruction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$516	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$516	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,032	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$135	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$897	\$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

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
CSAH 55 Highway-rail Grade Separation	1	GO	\$ 3,900	\$ 0	\$ 0
Total Project Requests			\$ 3,900	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,900	\$ 0	\$ 0

CSAH 55 Highway-rail Grade Separation**AT A GLANCE****2018 Request Amount:** \$3,900**Priority Ranking:** 1**Project Summary:** \$3.9 million in state funds is requested for land acquisition, design, and construction that will facilitate the construction of a highway-rail grade separation on County State Aid Highways 55, 5, and 15 for Kandiyohi County on the SW side of the Willmar Industrial Park.**Project Description**

The project is for the construction of a bridge over two BNSF RR tracks ,and approximately one mile of construction and reconstruction of roadway to re-establish the local road network for County Roads 55, 5, and 15. This project will: provide a highway-rail grade separation; provide an effective westerly bypass of the City of Willmar; provide good access to the new Willmar Industrial Park; and provide the least confusing route for the traveling public. This is a \$7.8 million dollar project that Kandiyohi County has already invested \$200,000 in preliminary design, land acquisition, and environmental documents for both the roadways and the bridge.

Project Rationale

The City of Willmar is a regional trade center for Kandiyohi County and west-central Minnesota. Willmar is connected to the state trunk highway system via US 12, US 71, TH 23, and TH 40. This project is needed to re-establish the local road network as a result of building the Willmar Rail and Industrial Park Access (Willmar Wye). Included in the needs are: to improve traffic flow due to lack of efficient north-south and east-west movements at Willmar; reduce RR freight rail traffic conflicts and delays due to at-grade crossings; enhance motorized and non-motorized user safety at at-grade RR crossings; promote economic development; and enhance quality of life (noise, emissions, safety, traffic delays) within the City of Willmar.

Project Timeline

Final Design – September 2018 thru October 2019

Environmental/Permits – September 2018 thru October 2019

Construction – May to November 2020

This project construction timing will need to be coordinated with the Willmar Rail and Industrial Park Access (Willmar Wye) project which is planned for construction seasons 2018 thru 2020.

Other Considerations

The project will provide good, safe westerly traffic flow for industrial traffic, as well as provide good access to the Willmar Industrial Park and Willmar Airport. Currently we are seeing an unnecessary number of trucks going through Willmar which pass by schools, churches, and residential areas.

Impact on State Operating Subsidies

None

Who will own the facility?

Kandiyohi County

Who will operate the facility?

Kandiyohi County

Who will use or occupy the facility?

The general travelling public with special emphasis on economic development and industrial traffic.

Public Purpose

The purpose of the proposed project is to enhance traffic operations in the Willmar area and facilitate the movement of both north-south as well as east-west freight movement in the Willmar area. Additionally, the project is intended to enhance economic development by creating good freight access to trunk highways and therefore providing a desirable location for manufacturers to locate.

Description of Previous Appropriations**Project Contact Person**

Melvin Odens
Public Works Director
320-212-5083
mel.odens@kcmn.us

(\$ in thousands)

CSAH 55 Highway-rail Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,900	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$3,900	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$7,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$55	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$880	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,865	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,800	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Namakan Basin Sanitary Sewer Initiative	1	GO	\$ 2,400	\$ 0	\$ 0
Grand Mound	2	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 4,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,400	\$ 0	\$ 0

Namakan Basin Sanitary Sewer Initiative**AT A GLANCE****2018 Request Amount:** \$2,400**Priority Ranking:** 1**Project Summary:** In 2009 Koochiching and St. Louis Counties created the Voyageurs National Park Clean Water Joint Powers Board (VNPCWJPB). The goal of the JPB is to find solutions for difficult wastewater treatment issues within and adjacent to Voyageurs National Park (VNP).**Project Description**

This particular project is at the community of Ash River at the end of the Ash River Trail. It will consist of a wastewater collection and treatment system for the community and its visitors. Due to the lack of suitable private or county land, a land exchange is in place between St. Louis County and the MN DNR for a 40 acre parcel. A pressurized collection system will bring wastewater to the treatment area located on that parcel. More research and testing is needed but the treatment area will consist of one or more of the following: soil treatment, irrigation, aerobic treatment, settling ponds or some other suitable system.

Project Rationale

Due to exposed bedrock, rough terrain and large abundance of water, Ash River is a tightly packed community. The number of locals and visitors using the area has outgrown the capacity of the land to treat the wastewater they produce. A large number of VNP's 250,000 annual visitors use Ash River as an entranceway into the Park. Wastewater treatment facilities at the local businesses and home is suffering and there is no room to build conventional systems.

Project Timeline

2017 - Survey, soil borings, EIW, sewer district formation, DNR land exchange.

2018-2019 - Design, obtain easements, obtain required state and federal permits, prepare and solicit bids.

2020 - Construction. Begin early spring and complete by December 1, 2020.

Other Considerations

Many residents and businesses on Kabetogama and Rainy Lakes use lake water as a potable water source. Improperly working sewage treatment systems make for unhealthy conditions.

VNP is the only water based park in the nation. The importance of keeping these waters clean for visitors to the area is extremely important to the tourism industry.

Impact on State Operating Subsidies

None

Who will own the facility?

Either St. Louis County or the Community of Ash River.

Who will operate the facility?

The Ash River Sewer District

Who will use or occupy the facility?

Local residents, local businesses and many of VNPs 250,000 annual visitors.

Public Purpose

Ash River is a major entrance point into VNP. This system will not only serve local residents and business but will provide sanitary conditions for visitors and keep the water clean for recreation.

Description of Previous Appropriations

The VNPCWJPB has received state funds from both the Bonding Bill and the Legacy Programs. However, none of it has been used for this particular project.

Project Contact Person

Dale M Olson
Environmental Services Director
218-283-1157
dale.olson@co.koochiching.mn.us

(\$ in thousands)

Namakan Basin Sanitary Sewer Initiative

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,400	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$800	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$1,200	\$0	\$0
Non-Governmental Funds	\$0	\$1,200	\$0	\$0
TOTAL	\$0	\$5,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$30	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$350	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,584	\$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	\$636	\$0	\$0
TOTAL	\$0	\$5,600	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Grand Mound**AT A GLANCE****2018 Request Amount:** \$2,000**Priority Ranking:** 2**Project Summary:** \$2,000,000 is requested for the protection, restoration and reopening of the Grand Mound Center in Koochiching County, Minnesota.**Project Description**

There are three components for the Grand Mound Project.

1.The remodeling of a 5,800 square foot Visitors Center as follows:

Entrance (1,000 sq. ft.)

Classroom (1,250 sq. ft.)

Staff – Utility (1,000 sq. ft.)

Exhibition & Curation (1,800 sq. ft.)

Total Square Feet (5,050 sq. ft.)

Outside Deck (750 sq. ft.)

Total usable space (5,800 sq ft.)

2.Restoration of the grounds and landscaping of the historical park

3.The interactive exhibition classroom/education and curation space.

The total costs to bring Grand Mound Historical Center up to standards that will allow the public to visit this important national treasure is estimated at \$2,000,000. The operations of this facility will be funded through local consortium, including Koochiching County, other local government groups, and local Native Governments.

BuildingInside:

- Gut interior removing all ceiling sheetrock, flooring, wall treatments, lighting and bathroom fixtures:
- Sanitize and repair all water damage
- Replace wall treatments (paint block, replace interior walls as needed for new floor plan)
- Replace flooring throughout (tile in bathrooms, carpeting or tiles in other areas)
- Replace ceiling as needed for new floor plan
- Replace bathroom fixtures, drinking fountain, employee sink and related pipes/plumbing
- Replace windows
- Replace exterior doors
- Replace HVAC
- Replace electrical service - water has leaked on electrical panels and controls in utility room
- New electrical wiring, outlets, switches, lights as needed

- Create and interactive and wireless facility.

Outside:

- New roof and fascia boards
- New chimney cap of stainless steel or aluminum to prevent rust stains on chimney blocks
- Repair concrete retaining walls - replace a few blocks and all caps, re-tuck where needed
- Scrape and paint exterior
- Replace septic system (new mound system may be required)
- Replace well and water system (well had not passed inspection in 2002, were using bottled water for drinking at site, may need to have system flushed/shocked)
- Replace rear deck
- Landscape building grounds
- Create outside educational spaces

Grounds:

- Re-asphalt parking lot and entrance
- Remove underground fuel oil tank
- Replace wooden retaining wall between south side of building and well
- Remove large trees near the main entrance and around buildings - top is rotted
- General lawn maintenance - fill holes, re-seed where needed
- Replace fencing and front gate
- Repair or replace wooden boardwalk
- Clean up main trail to and around the mounds with regards to hazardous trees and vegetation
- Clean up downed brush, tall stumps, and trees around the mounds (left from volunteer work crews)
- Restore trail along Bigfork River - many large trees and brush remain across the trail, damage to walking surface from 2014 flood
- Establish and renovate other trails

Exhibition:

- Interactive exhibits, classroom, educational facility and curation space.

Grand Mound Renovation Cost Estimates

Building Renovations – 5050 sq. ft. @ \$150 sq. ft. = \$757,500.00

Grounds and Landscaping \$327,500.00

Exhibition/Interactive, classroom/education and curation 3050 sq. ft. @ 300 sq. ft. = \$915,000.00

Total Renovations Estimates = \$2,000,000.00

Project Rationale

This project is needed for the protection of the Mounds themselves and the education of the public. The best way to protect the mounds is to have them open to the public so they may be monitored on a daily basis and there is no better way to education the general public about the culture of our Native residents is through sharing. This is exemplified by Chief Jim Leonard stating “I have been taught the only way to protect something is to share it”. Rainy River First Nationals operates a similar site called Kay-Nah-Chi-Wah-Nung Historical Center located directly across the Rainy River from the Grand Mound site which has been very successful protecting and sharing cultural information.

Another rational for this request is the fact the Minnesota Historical Society closed the site to the public in 2002, left the improvements to deteriorate to a point condition of immediate need of repair, further the Minnesota Historical Society has had 15 years to plan a course for this facility and nothing has been done, nor are there any plans for operations.

Project Timeline

Once the funds are awarded the facility could be renovated and restored and ready to open to the public within 18 months. During the renovations, the site can be opened for partial amenities available to education the public, and the long range planning for the ongoing operations of this facility will be completed.

Other Considerations**Impact on State Operating Subsidies**

Once the long range plan for this facility are completed, working together with all agencies, long term funding sources will be identified.

Who will own the facility?

The facility will remain under state ownership.

Who will operate the facility?

A consortium of local government, private agencies, non profit agencies as well as Local Tribal Unit of Government. The daily operations of the facility will be overseen by Kay-Nah-Chi-Wah-Nung Historical Center.

Who will use or occupy the facility?

This facility will be open to the public.

Public Purpose

To provide protection for this historical National Monument site, to educate the public concerning our Native American traditions and culture.

Description of Previous Appropriations

None

Project Contact Person

Jenny Herman
218-283-1152
jenny.herman@co.koochiching.mn.us

(\$ in thousands)

Grand Mound

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
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 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	
Has the predesign been submitted to the Department of Administration?	
Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Wagon Wheel Trail Project	1	GO	\$ 2,000	\$ 0	\$ 0
Total Project Requests			\$ 2,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,000	\$ 0	\$ 0

Wagon Wheel Trail Project**AT A GLANCE****2018 Request Amount:** \$2,000**Priority Ranking:** 1

Project Summary: This project will construct a bridge crossing over TH 14/1661 near downtown La Crescent that will connect to the existing Wagon Wheel Trail - Phase 1 and Phase 2. The structure will match the existing grade of South 1st Street and slope downward across TH 14/16/61 and South Chestnut Street. The trail will touch down on the east side of South Chestnut Street and users will have access to the start of the Wagon Wheel Trail - Phase 1.

Project Description

This project is the third phase of a four phase project that will ultimately provide a safe and reliable multi-use trail for pedestrians, bicyclists, and other recreational users. The trail, at ultimate buildout, will connect downtown La Crescent with downtown La Crosse and thereby connect both Minnesota and Wisconsin regional trails which merge into local city trails. The Wagon Wheel Trail project is a key segment to complete the linkage of four State Trails in the region.

The purpose of the Wagon Wheel Trial project is to provide a safe and reliable connection between La Crescent and La Crosse while enhancing utilization of the Upper Mississippi Wildlife Refuge in coordinate with the United States Fish and Wildlife Service (USFWS). Prior to the Wagon Wheel Trail project pedestrians and bicyclists would have only one option to travel from La Crescent to the DNR boat launch at the West channel bridge. They would have to use the paved shoulders of a high-speed and high-volume four-lane roadway of Highway 14/16/61. A separate path affords less experienced bicyclists and pedestrians safe and comfortable travel. Public input in the 2004 La Crescent Bicycle and Pedestrian Plain indicated that residents were not overly concerned about vehicle/pedestrian conflicts on low volume, low speed local streets. However, in the area along the highway the vehicle/pedestrian conflict concerns are elevated as both speeds and volumes are high. At present, individuals in the project area must cross Highway 14/16/61 on grade at an unsigned and non ADA compliant crosswalk at North 2nd Street or cross at a stoplight at South 3rd Street and travel along the Highway 14/16/61 shoulder. The addition of a grade separated change at South 1st Street would allow users to safely bypass Highway 14/16/61 and allow pedestrian and bicycle traffic to access the US Fish and Wildlife Refuge to view the natural ecosystem of the Mississippi River and the Mississippi River Backwaters. This crossing will reduce the risk of accidents for both pedestrians/bicyclists and motorists on the highway. See Trail map in optional other documents section of this application.

Project Rationale

This project is the third phase of a four phase project that will ultimately provide a safe and reliable multi-use trail for pedestrians, bicyclists, and other recreational users. The trail, at ultimate buildout, will connect downtown La Crescent with downtown La Crosse and thereby connect both Minnesota and Wisconsin regional trails which merge into local city trails. The Wagon Wheel Trail project is a key segment to complete the linkage of four State Trails in the region.

Project Timeline

Proposed Project Schedule: MnDOT R.O.W. Approval - August, 2017

Topographic Survey - August, 2017

Project is Selected in Four Year STIP - January, 2018

Perform Preliminary Engineering - January through April, 2018

Prepare, Submit, and Review for the Project Design Memorandum - May through November, 2018

Prepare, Submit, and Review for the Project Plans (Review by MnDOT State Aid and State Aid for Local Transportation) - December, 2018 through April, 2019

SPlan Review - April through June, 2019 Let Project and DBE Certification - July, 2019 Award

Project and Begin Construction - August, 2019

Construction - September 2019 through July, 2020

Other Considerations

The purpose of the Wagon Wheel Trail project is to provide a safe and reliable connection between La Crescent and La Crosse while enhancing utilization of the Upper Mississippi Wildlife Refuge in coordinate with the United States Fish and Wildlife Service (USFWS). Prior to the Wagon Wheel Trail project pedestrians and bicyclists would have only one option to travel from La Crescent to the DNR boat launch at the West channel bridge. They would have to use the paved shoulders of a high-speed and high-volume four-lane roadway of Highway 14/16/61. A separate path affords less experienced bicyclists and pedestrians safe and comfortable travel. Public input in the 2004 La Crescent Bicycle and Pedestrian Plan indicated that residents were not overly concerned about vehicle/pedestrian conflicts on low volume, low speed local streets. However, in the area along the highway the vehicle/pedestrian conflict concerns are elevated as both speeds and volumes are high. At present, individuals in the project area must cross Highway 14/16/61 on grade at an unsigned and non ADA compliant crosswalk at North 2nd Street or cross at a stoplight at South 3rd Street and travel along the Highway 14/16/61 shoulder. The addition of a grade separated change at South 1st Street would allow users to safely bypass Highway 14/16/61 and allow pedestrian and bicycle traffic to access the US Fish and Wildlife Refuge to view the natural ecosystem of the Mississippi River and the Mississippi River Backwaters. This crossing will reduce the risk of accidents for both pedestrians/bicyclists and motorists on the highway.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of La Crescent.

Who will operate the facility?

The City of La Crescent.

Who will use or occupy the facility?

Trail users from the State of Minnesota, tourists from other states.

Public Purpose

A trail connection between La Crescent and La Crosse have been evaluated, analyzed, and recommended for over 20 years by a number of studies. The proposed trail connection between La Crescent and La Crosse has been continually rated as a high priority by the communities it will serve. An Environmental Assessment (EA) was prepared for all phases of the Wagon Wheel Trail project which was approved on March 14, 2012. The corridor study as a part of the Environmental Assessment identified the trail's route which was also approved as a part of the EA. The EA for the phases of the Wagon Wheel Trail project was a culmination of the plans listed below, public input, and governing agency input. (see attached EA in optional other documents section in this application).

Description of Previous Appropriations

No bonding funds have been requested for the Wagon Wheel Trail project to date. Previous funding for Phase I and Phase II of the project have come from Federal Transportation Alternative program funds and a Minnesota DNR grant. Total funding received was \$1,749,000.

Project Contact Person

Bill Waller
City Administrator
507-895-2595
bwaller@cityoflacrescent-mn.gov

(\$ in thousands)

Wagon Wheel Trail Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$1,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$420	\$0	\$0
Construction	\$0	\$2,580	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Recreation Center Roofing and Pool Deck	1	GO	\$ 185	\$ 0	\$ 0
Total Project Requests			\$ 185	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 185	\$ 0	\$ 0

Recreation Center Roofing and Pool Deck**AT A GLANCE****2018 Request Amount:** \$185**Priority Ranking:** 1

Project Summary: After 18 years, the roof, the main pool HVAC/dehumidification unit, and pool deck of the Lake Crystal Area Recreation Center are in need of significant repair/replacement. The project includes removal and replacement of the current roof of the facility as well as replacing the deck surface of the aquatics area. The main pool HVAC unit will also need to be replaced.

Project Description

The roofing project includes removal and disposal of existing EPDM (roof membrane) and flashings, removal and set aside for reuse existing ballast rock, addition of insulation sufficient to meet State Code, installation of new EPDM, flashing, and other roof materials. The pool deck will include preparation/removal of current surface, patching/raising sunken concrete areas, installation of slip-resistant surface. The pool air handler unit will be removed and a new unit installed external to the building.

Project Rationale

The roof is coming to the end of its effective life. There are periodic leaks which are causing internal damage to the building. When the pool deck was initially installed it did not pass inspection; the solution to the problem has worked for almost two decades, but time and the harsh pool environment has eroded the integrity of the surface. The HVAC unit has been running for 18 years processing humid, chlorinated air which takes its toll on the unit. It is having increasing numbers of service calls. The facility serves Blue Earth and Nicollet Counties and thousands of people in the region each year, yet the financial responsibility has fallen heavily on the small community in which it is located, the City of Lake Crystal. The State of Minnesota allocated funds toward the construction of this facility, which opened in 2000; the City of Lake Crystal and its residents have, by and large, supported the operation of the facility since then, but the project is large enough to put an unreasonable financial burden on the city.

Project Timeline

The project is slated to begin once funding is available and will be completed within 2 years.

Other Considerations**Impact on State Operating Subsidies**

The project is estimated to cost \$370,000 with inflation; therefore the State's share would be \$185,000.

Who will own the facility?

The City of Lake Crystal currently owns the facility and will continue to do so.

Who will operate the facility?

The non-profit organization, the Lake Crystal Area Recreation Center has run daily operations since opening in 2000 and will continue to do so in continuous partnership with the City of Lake Crystal.

Who will use or occupy the facility?

Recent history is the best indicator of future use. Last year over 45 organizations utilized the facility from the Mankato Miracle League Wheelchair Basketball to Madelia Community Hospital and Clinic, to St. Clair Schools, to St. Peter Community Education, and many others. Over 1,500 hold memberships at the facility, and members live in Amboy, Butterfield, Eagle Lake, Fairmont, Garden City, Good Thunder, Hanska, Lewisville, Madelia, Madison lake, Mankato, Mapleton, Nicollet, North Mankato, St. James, Truman, Winnebago, and others. Larger events bring in Minnesotans from across the state.

Public Purpose

The LCARC facility and programs serve to improve the quality of life of people. The Center serves as a Senior Center through its free monthly education and lunch sessions and through Senior-focused classes and activities. The LCARC serves as a regional youth center by providing space for outside programs like Community Education and Association sports, and through after-school programs and events. The Center serves the public by providing events like the Health Fair, Safety Day, CPR/First Aid training, swimming lessons, and other similar training. Further, the facility provides the only year-round public swimming pool in the region and a public, non-profit fitness facility for all ages.

Description of Previous Appropriations

The State of Minnesota allocated an initial \$1,499,000.00 toward the construction of this facility.

Project Contact Person

Ryan Yunkers
Executive Director
507-726-6730
lcarc@hickorytech.net

(\$ in thousands)

Recreation Center Roofing and Pool Deck

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$185	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$185	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$370	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$350	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$20	\$0	\$0
TOTAL	\$0	\$370	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Mahnomen County

Projects Summary

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Mahnomen County Joint Public Safety Facility	1	GO	\$ 28,785	\$ 0	\$ 0
Total Project Requests			\$ 28,785	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 28,785	\$ 0	\$ 0

Mahnomen County Joint Public Safety Facility**AT A GLANCE****2018 Request Amount:** \$28,785**Priority Ranking:** 1

Project Summary: Mahnomen County requests \$28.875 million in state funds to complete pre-design, design, construction, furnishing and equipping a new public safety facility to be located in the City of Mahnomen. The facility will be owned and operated by Mahnomen County and jointly utilized with the White Earth Nation. The fire department building will be utilized by the City of Mahnomen.

Project Description

Mahnomen County is interested in building a regional law enforcement/ justice center including a sixty-eight bed jail, a law enforcement center, a fire department, and a regional treatment center.

Project Rationale

Mahnomen County has one of the highest crime rates in Minnesota. Income levels in the County are very low. The median household income of \$41,118 compares to \$61,492 for the state. The poverty rate of more than 20% is double that of the state as a whole. In addition, Mahnomen County has a high property tax rate. While counties on average collect 1.05% of assessed Fair Market Value, Mahnomen County collects 1.23%, due in part to the substantial amount of tax exempt properties in the County. Transport costs for inmates is very high as the County needs to utilize space that is available in other facilities- often at great distances. Inmates have recently been housed in Roseau, Warren and Thief River Falls to the north and Buffalo, Elk River and Alexandria farther south. The County is mandated to provide law enforcement services but cannot afford to adequately meet its public obligation without financial assistance from the state.

Project Timeline

Mahnomen County expects to encumber funds in July, 2018. Construction will start in May, 2019. The project will be completed and occupancy begun in February, 2021

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

Mahnomen County

Who will operate the facility?

Mahnomen County

Who will use or occupy the facility?

Mahnomen County, City of Mahnomen and White Earth Nation

Public Purpose

Mahnomen County has a responsibility to promote the health, safety and general welfare of its residents. The proposed public safety facility will accomplish that in Mahnomen County and surrounding area.

Description of Previous Appropriations**Project Contact Person**

Tim Flathers
Executive Director, HRDC
218-333-6532
tflathers@hrdc.org

(\$ in thousands)

Mahnomen County Joint Public Safety Facility
PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$28,785	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$28,785	\$0	\$0
TOTAL	\$0	\$57,570	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$140	\$0	\$0
Design Fees	\$0	\$2,755	\$0	\$0
Project Management	\$0	\$1,200	\$0	\$0
Construction	\$0	\$47,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$475	\$0	\$0
Occupancy Costs	\$0	\$5,200	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$57,570	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
2018 Water and Sewer Infrastructure Project	1	GO	\$ 5,519	\$ 0	\$ 0
Total Project Requests			\$ 5,519	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,519	\$ 0	\$ 0

(\$ in thousands)

2018 Water and Sewer Infrastructure Project**AT A GLANCE****2018 Request Amount:** \$5,519**Priority Ranking:** 1

Project Summary: \$5,519,000 in matching state funds is requested for the repair, replace, and addition of new water and sewer mains and related infrastructure within the City of Mahnomen, Pembina Township, Marsh Creek Township, and the White Earth Indian Reservation.

Project Description

The scope of the project is to make significant repairs to the city's existing drinking water and clean water system.

In addition, the project will include extending city water to service commercial and residential properties with failing wells and septic systems and to improve the water distribution system by building a new municipal well and water loop to areas served in the township and to the White Earth Nation.

The total cost of the project is anticipated to cost \$11,038,000 of which \$9,747,000 is to address the city's water and sewer needs and the remaining \$1,291,000 is to address contingencies and inflationary costs. Therefore, the city is requesting a state match equal to 50% of the total project.

Specifically, major components of the sanitary sewer replacement and repair project will include:

- Replace approximately 1,645 linear feet (LF) of deficient 8 inch, 10 inch, and/or 12 inch Polyvinyl Chloride (PVC) sanitary sewer;
- Replace approximately 4,130 LF of deficient 12 inch Vitrified Clay Pipe (VCP) sanitary sewer with new 12 inch PVC sanitary sewer;
- Line (CIPP) approximately 4,669 LF of deficient 8 inch VCP sanitary Sewer;
- Line (CIPP) approximately 1,852 LF of deficient 12 VCP sanitary sewer;
- Replace 48 manholes castings/ install chimney steals/ adjusting rings to reduce and eliminate Inflow and Infiltration (I&I);
- Epoxy 36 manholes to stop I&I and restore manhole integrity;
- Replacement of all sanitary sewer services connected to existing sanitary sewer, as identified for replacement (only the portion of each service within the right-of-way will be replaced to reduce and eliminate I&I and to remove roots and other foreign protruding items that can cause sewer backups

Major components of the water main replacement and repair project will include:

- Replace approximately 10,641 LF of deficient and undersized water main with new 6 inch water main;
- Replace approximately 6,672 LF of deficient water main with new 8 inch water main;
- Replace approximately 654 LF of deficient water main with new 12 inch water main;
- Replace and install 70 new and existing hydrants;

- Replace all water services and shut off valves connected to the existing water main identified for replacement by this report (only the portion of each service within the right-of-way will be replaced);
- Replacement of the Well House and related activities towards a new Well House and Well #8

New water infrastructure will include:

- Install approximately 373 LF of water main within the core of the city to eliminate dead ends;
- Install approximately 750 LF of 8 inch water main to loop between Grant Avenue and Minnesota Avenue along the 5th Street corridor (West side of City);
- Install approximately 1,200 LF of 12 inch water main to service 3 entities currently served by individual wells (North end of city);
- Install approximately 3,800 LF of 12 inch water main to loop between Highway 59 and College Road along the Highway 200 corridor and to service 1 commercial business and 6 tribal housing units along the North side of HWY 200;
- Install approximately 2,600 LF of 8 inch water main to serve properties along Highway 59 which are currently served by individual wells (East side of City)

Project Rationale

The City of Mahanomen (population 1,214) is located entirely within the boundaries of the White Earth Indian Reservation and serves as the largest community on the reservation. The City of Mahanomen also serves as the county seat, for Mahanomen County, and is considered to be the employment hub of the county and reservation with an average daytime population of 3,500 people. With a median household income of \$36,645 or 59% of the state median household income and an underemployment and unemployment rate of 40%, the city of Mahanomen provides sewer and water service to a disproportionately high number of low to moderate income families.

In addition, the City provides water and sewer service to 78 very low income tribal owned housing units on the reservation. This project will also adversely impact them, given the anticipated increase in the quarterly water and sewer bill could rise by nearly 300% if the city is unable to secure any outside grant assistance.

This project is needed due to the increased expense related to water main breaks, sewer backups, sink holes, energy expenses, and overall increased budgetary expenditures. In addition, to the increased expenses to the city, there are substantial costs to the city, as well as the residents and to the business owners that are impacted by the approximate 3-4 water main breaks and 2-4 sewer main breaks that are occurring each year.

Health risks and concerns

Some of the city's cast iron water mains were built 60-100 years ago; as a result some of the water mains are insulated with asbestos. The city is concerned that with the frequency in water main breaks that are occurring throughout the city, there could be the potential for a health risk should any of asbestos, that was used to insulate the water mains from freezing, become exposed as a result of a leak.

Another concern is the amount of bacteria and other contaminants that are entering into the city's water distribution system. In particular, a recent Department of Health survey found + levels of salmonella in the one well that the city is seeking to make repairs and eventually replace.

Additionally, since the majority of the water mains are made of cast iron these pipes are subject to corrosion and tuberculation, which can become a breeding ground for certain bacteria. These cast iron pipes will be replaced with PVC pipes which are not affected by tuberculation, because their smooth, non-corrosive surfaces prevent the buildup of bacteria.

Additional rationale to the sanitary sewer distribution system

The televising of the city's sanitary sewer shows a regular frequency of pipe defects which include; broken, missing, and undersized, egg shaped, partially blocked, or otherwise deteriorated pipe. The amount of sewer backups is becoming a frequent occurrence, especially in the southeast area of the city, where the sewer main is undersized and the pipe grade is very flat.

In addition, virtually all vitrified clay pipe sewer (VCP) and some sections of Polyvinyl Chloride (PVC) pipe sewer are experiencing infiltration. The amount of I&I has caused problems in past high rain events, resulting in multiple sewer backups into residential properties.

Additional rationale to the water distribution system

With many of the mains being cast iron pipe, a majority of the water mains are reaching the end of their useful service life. Just within the past five years the city has seen an increase in pipe failure due to electrolysis and pipe fatigue and the frequency of water main breaks that are occurring appear to be on the rise each passing year.

Additionally, there are many locations in which undersized or dead end lines provide poor water quality. By definition the casino complex, the tribes and county's largest employer and economic engine, is at a dead end as the water is not looped with the rest of the municipal system. Being the largest facility in the county the casino also serves as an emergency shelter and secondary Emergency Operations Center (EOC) for the city, county, and tribe. The city desires to add a direct service line from the water plant to the Casino property so the casino complex is looped and water can continue to be provided in the event an emergency occurs somewhere within the system.

Also the tribes low income housing development, a 24 single family and 48 multi-family apartment complex named Riverland is at a dead end line. This project would loop the development so that there would be an uninterrupted supply of water to the development in the event of an emergency somewhere within the system.

Project Timeline

Engineering Design, Plans and Specs 7/1/2017-8/15/2018

Advertisement for Bid 8/30/2018

Contract award 10/02/2018

Construction 10/30/2018-08/1/2021

Other Considerations

Although the city meets HUD's requirement of exceeding the state's 51% low to moderate income guidelines and the community is located within one of the poorest counties in the State of Minnesota, the city of Mahnomen was notified that was not eligible for any USDA grant assistance to fund the city's water and sewer infrastructure project.

This is based on a tribal entity located within the City of Mahnomen which has an Equivalent Dwelling Unit (EDU) which accounts for nearly 30% of all EDU's within the city. An EDU is a measurement that the USDA uses to determine if cities are eligible for any grants. Without any grant assistance, the City will most likely need to increase utility rates by up to 300%, making it difficult to retain and attract businesses and residents to the community, creating a huge equability issue, as the Mahnomen is one of the poorest community on the White Earth Indian Reservation

Impact on State Operating Subsidies

The city will be seeking PFA and SCDP grants as well. However, no funding has been yet awarded, so the impact on the state operating budget is unknown at this time.

Who will own the facility?

The City of Mahanomen will own the facility

Who will operate the facility?

The City of Mahanomen will operate the facility

Who will use or occupy the facility?

The City of Mahanomen owns its water and sewer infrastructure, which includes the water and sewer distribution system, a water storage tower, water treatment plant, 2 wells, and 5 lift stations. The City also provides water and sewer to a 78 unit low income tribal housing complex and to the Shooting Star Casino, Hotel and Events center. This tribal housing complex is on land that is held in trust from the Federal Government for the White Earth Band of Chippewa Indians.

For the housing development and casino property, the tribe owns the water and sewer infrastructure, but their infrastructure ties directly into the city's water and sewer mains. As a result, their sewage gets treated in our waste water ponds and their water is obtained from our wells and is treated through our water treatment plant.

Although, this project will greatly benefit the residents in Pemibna and Marsh Creek Township, as well as the White Earth Nation all of the repairs and improvements will be made to the portion of the infrastructure that is 100% city owned.

Public Purpose

The city believes providing clean and safe drinking water and the proper discharge of sewage is an essential public purpose. In addition, being the city provides water to not just the residents of the city, but also to a tribal low income housing complex, which services approximately 78 tribal families the city is concerned that without the state's assistance the burden of having to pay the debt service on this project will create a burden onto the communities low income residents and businesses.

Given the high concentration of low to moderate income families and businesses within the city of Mahanomen and the great need to update the city's existing infrastructure to ensure that the water and sewer distribution system is safe and healthy for them, is essential to promoting equity and reducing inequality throughout not just the city, but also throughout the state.

Description of Previous Appropriations

Project Contact Person

Mitchell Berg
City Administrator
218-850-4885
cityadmin@arvig.net

(\$ in thousands)

2018 Water and Sewer Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,519	\$0	\$0
Funds Already Committed				
City Funds	\$1,493	\$5,519	\$0	\$0
Pending Contributions				
TOTAL	\$1,493	\$11,038	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$73	\$0	\$0	\$0
Design Fees	\$309	\$0	\$0	\$0
Project Management	\$1,111	\$0	\$0	\$0
Construction	\$0	\$10,331	\$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	\$707	\$0	\$0
TOTAL	\$1,493	\$11,038	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Water Quality Mitigation	1	GO	\$ 6,875	\$ 0	\$ 0
Total Project Requests			\$ 6,875	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,875	\$ 0	\$ 0

Water Quality Mitigation

AT A GLANCE**2018 Request Amount:** \$6,875**Priority Ranking:** 1

Project Summary: \$6,875,000 is requested to implement drainage management and associated water quality enhancements that are focused in the Southeast Drainage District and associated stream courses, including the Minnesota River. The funds would be used to restore wetlands, complete in-channel improvements, improve the hydraulic performance of the bridge at the Indian Creek Diversion, and install riverbank stabilization along the Minnesota River.

Project Description

The proposed water quality improvement project will address intensifying water quality degradation issues associated with the Southeast watershed. The major component of the project includes the restoration of wetlands, which would reduce the discharge rate into the natural receiving streams, re-establish natural filtration of sediment and nutrients, including nitrogen and phosphorus, and reduce erosion. Other aspects of the project include the installation of in-channel stream stabilization measures to reduce erosion, improving the hydraulic performance of the bridge at the Indian Creek Diversion to reduce flooding during high water flows, and completing riverbank stabilization along identified sections of the Minnesota River to reduce erosion and protect the city's drinking water supply. Total project costs are \$13,750,000. Matching funds will be provided by the city through local option sales tax.

Project Rationale

This project is necessary to address growing water quality issues associated with the Southeast watershed. The project will reduce mobilization and transport of sediments to the Minnesota River and reduce nutrients, such as nitrogen and phosphorus. Wetland restoration in the rural minor watersheds will reduce uncontrolled peak flows into the city storm water management facilities that currently reduces the system's capacity by up to 50 percent during major precipitation events and has caused severe erosion within ravine systems and flooding of residential areas. Wetland impacts in the rural areas of the minor watersheds have removed approximately 210-acre feet of natural storm water retention and the improvements will aim to restore the retention capacity. In addition, the wetland restoration will reduce total suspended solids by over 63 percent and reduce phosphorus discharge by over 70 percent. Mitigating bank erosion along the Minnesota River will also improve water quality by reducing sediment and associated nutrient loads, and will also protect city assets, such as the city's shallow aquifer drinking water wells.

Project Timeline

- Spring 2018 - Award of funds
- July 2018 to September 2019 - Final design work and property acquisition
- October 2019 - Begin wetland restoration

- November and December 2019 - Minnesota River bank stabilization
- July 2020 - Complete wetland restoration work
- September 2020 to November 2020 - In-channel improvements and bridge replacement
- June 2021 - Final acceptance of wetland restoration

Other Considerations

The City of Mankato has undertaken a number of proactive steps to address water quality issues within the city, including a recent comprehensive watershed study to identify the hydrologic and hydraulic characteristics of the watershed and the major creeks, ravines and waterways.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Mankato

Who will operate the facility?

City of Mankato

Who will use or occupy the facility?

City of Mankato

Public Purpose

Improved quality of public waters and protection of public water conveyances.

Description of Previous Appropriations

N/A

Project Contact Person

Pat Hentges
City Manager
507-387-8695
phentges@mankatomn.gov

(\$ in thousands)

Water Quality Mitigation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$6,875	\$0	\$0
Funds Already Committed				
City Funds	\$580	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$6,875	\$0	\$0
TOTAL	\$580	\$13,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,430	\$0	\$0
Predesign Fees	\$580	\$0	\$0	\$0
Design Fees	\$0	\$1,136	\$0	\$0
Project Management	\$0	\$525	\$0	\$0
Construction	\$0	\$9,375	\$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	\$1,284	\$0	\$0
TOTAL	\$580	\$13,750	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Maple Grove North Metro Range Expansion	1	GO	\$ 4,000	\$ 0	\$ 0
Total Project Requests			\$ 4,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 4,000	\$ 0	\$ 0

(\$ in thousands)

Maple Grove North Metro Range Expansion**AT A GLANCE****2018 Request Amount:** \$4,000**Priority Ranking:** 1

Project Summary: The City of Maple Grove is requesting \$4,000,000 in state funds to prepare a site, predesign, design, and construct the expansion of the Maple Grove North Metro Range, a regional public safety training facility, located in Maple Grove.

Project Description

The City of Maple Grove is requesting the state appropriate from the bond proceeds fund a grant to prepare a site, predesign, design, and construct an approximately 17,000 square foot expansion of the Maple Grove North Metro Range (NMR), located in Maple Grove, Hennepin County. The construction of the expansion will occur on property owned by the City of Maple Grove. The total capital funds requested will not exceed \$4,000,000 with a total project cost of \$8,000,000. The City of Maple Grove would fund the remaining \$4,000,000.

In 1992, the City of Maple Grove constructed the nearly 20,000 square foot NMR, which became operational in 1993. The facility provided an indoor firing range, training classroom space, and a firearms simulator to meet the training needs at the time. Following a fire in 2011, the NMR was upgraded to over 22,000 square feet in 2012. The City of Maple Grove, as the owner, operator, and user of the facility, funded the cost of the NMR with City funds and funds provided by a single law enforcement agency customer. Today, the facility serves nearly 20 customer organizations, which include local, county, state, and federal law enforcement agencies and post-secondary law-enforcement education institutions. The NMR also is available for limited public rental use of the facility to meet statutory requirements. Between the City's needs and those of the current customer organizations, the NMR is near capacity.

There is interest in additional use of the NMR by the Federal Bureau of Investigations. The facility could not accommodate this increase in use currently or into the future. Further, the needs for more advanced, realistic scenario-based training have grown since the NMR was originally constructed. Increased training space to include "simunition," i.e., non-lethal firearms training, would allow officers to train more effectively in an authentic, representational environment. Officers will experience problem-solving in a controlled stress setting and develop decision making tactics and capabilities. Additionally, without another regional public safety training facility in the area, the NMR is without redundancy capabilities to service Maple Grove and its customer organizations' needs if the facility experienced any type of long-term failure.

Project Rationale

An expansion of the NMR is required to meet the needs of additional interested customer organizations, to modernize training capabilities for the City and customer organizations, and to provide redundancy to facility operations. Conceptual plans for this facility expansion include a live fire shooting range, "simunition" training space, and classrooms for continuing education.

Project Timeline

The project timeline sequence is below:

August 2018 - Begin pre-design work, followed by engineering and design.

July 2019 - Construction of facility begins.

August 2020 - Occupancy of new facility.

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

The City of Maple Grove

Who will operate the facility?

The City of Maple Grove

Who will use or occupy the facility?

The City of Maple Grove and any other public safety governmental agencies wanting to be a customer organization.

Public Purpose

Funding the expansion of the North Metro Range (NMR) will provide for the modern training needs of public safety in a cost-efficient manner. Public safety personnel are entrusted with the tremendous responsibility to keep their communities safe. To meet this responsibility, the City of Maple Grove invested in the NMR, which became a model in collaborating with other organizations. Through this model, a quality facility has provided an environment which produces highly trained public safety personnel at various levels of government for over two decades. Personnel using the facility return to their communities professionally prepared to meet the challenges or threats they face. Today there is greater interest in the use of the facility and increased training demands for public safety personnel. The expansion of the NMR will ensure more public safety personnel have access to the highest quality facility that provides training utilizing the latest methods, technology, and tactics.

Description of Previous Appropriations**Project Contact Person**

Eric T. Werner
Chief of Police
763-494-6101
ewerner@maplegrovern.gov

(\$ in thousands)

Maple Grove North Metro Range Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$4,000	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$65	\$0	\$0
Design Fees	\$0	\$550	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,195	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$190	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
City of Medford Municipal Building	1	GO	\$ 2,090	\$ 0	\$ 0
Total Project Requests			\$ 2,090	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,090	\$ 0	\$ 0

City of Medford Municipal Building

AT A GLANCE**2018 Request Amount:** \$2,090**Priority Ranking:** 1

Project Summary: The City of Medford is proposing to build a municipal building consisting of a fire hall and city hall. The Medford Fire Department serves the City of Medford and the Townships of Medford and Deerfield. The municipal building includes training room space to accommodate Medford's fire department and the plan is to host regional fire department training.

Project Description

The proposed municipal building (fire hall and city hall) would address the needs of the Fire Department, City Hall and the Public Works Department. The preliminary design of the building includes 19,144 square feet of city hall and fire hall space. Walls will be constructed of precast concrete in order to serve as a command center and to withstand damaging winds.

The Fire Department portion of the building would:

- include training room for local and regional training, truck bay, equipment maintenance and repair, and washer/extractor spaces
- serve as an emergency command center, built to withstand damaging winds so the facility can provide services in the event of a natural disaster.

The City Hall portion would:

- include office space to accommodate staff, and a council chambers to accommodate well attended meetings.
- include a Council Chambers/Community Room that will be available to organizations and individuals from the community and regions to rent/use for gatherings of 75-100 people.

The City's Public Works Department would move its trucks, mowers, equipment and workshop from current undersized buildings, and rented space, into the current City Hall/Fire Hall and existing on-site building that would be used to meet the Public Works Department's needs.

Project Rationale

The City Council of Medford appointed a Facilities Work Group to analyze the City's current facilities and recommend a plan to address the City's infrastructure needs. The work group toured Medford's city hall, fire hall, public works garage and shop, and held several meetings. Members considered several options to address the identified needs. After touring facilities, analyzing the expense of several options, financing, and looking at the needs, the work group developed recommendations for Council to consider that included:

- Addressing the identified fire hall and city hall needs, including the current lack of space in the fire hall and city shop.
- Building a facility to address present and future needs

The proposed municipal building (fire hall and city hall) would address the needs of the Fire Department, City Hall and the Public Works Department.

The Fire Department portion of the building would:

- include training room for local and regional training, truck bay, equipment maintenance and repair, and washer/extractor spaces
- serve as an emergency command center, built to withstand damaging winds so the facility can provide services in the event of a natural disaster.

The City Hall portion would

- include office space to accommodate staff, and a council chambers to accommodate well attended meetings.
- include a Council Chambers/Community Room that will be available to organizations and individuals from the community and regions to rent/use for gatherings of 75-100 people.

The City's Public Works Department would move its trucks, mowers, equipment and workshop from current undersized buildings, and rented space, into the current City Hall/Fire Hall and existing on-site building that would be used to meet the Public Works Department's needs.

Project Timeline

The City of Medford will likely hold a referendum in the Summer or Fall of 2018. Upon approval of the referendum, the architect will complete predesign and design documents with the intent of bidding the project by spring or early summer of 2019. Construction of the facility will begin in the summer or fall of 2019. The project will be completed by the winter of 2019-2020.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Medford

Who will operate the facility?

City of Medford and the Medford Fire Department

Who will use or occupy the facility?

The City of Medford's staff, Medford Fire Department's firefighters, residents of the community, firefighters from the region who attend trainings hosted by the Medford Fire Department, residents and members of organizations of the region who want to rent the community room space for meetings or special events.

Public Purpose

The City of Medford's staff will occupy the city hall portion of the municipal building; Medford Fire Department's firefighters will occupy the fire department portion of the municipal building; firefighters from the region will be invited to attend training hosted by the Medford Fire Department; and residents and members of organizations of the region may use and/or rent the community room for meetings or special events.

Description of Previous Appropriations

None

Project Contact Person

Andy Welti
City Administrator
507-455-2866
medford@medfordminnesota.com

(\$ in thousands)

City of Medford Municipal Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,090	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$185	\$0	\$0
Pending Contributions				
Other Local Government Funds	\$0	\$2,055	\$0	\$0
TOTAL	\$0	\$4,330	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$355	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,940	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$35	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,330	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
MnDOT Legacy Frontage Roads	1	GO	\$ 1,481	\$ 0	\$ 0
Total Project Requests			\$ 1,481	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,481	\$ 0	\$ 0

MnDOT Legacy Frontage Roads**AT A GLANCE****2018 Request Amount:** \$1,481**Priority Ranking:** 1**Project Summary:** Reconstruction of approximately 2.2 miles of Frontage Road turnback roadways along Highway 110 and Highway 55 in Mendota Heights.**Project Description**

Complete pavement removal and replacement of these former MnDOT Highway Frontage Roads now serving as streets in the City of Mendota Heights:

- Center Pointe Curve, between Lexington Avenue and TH 13
- Carmen Lane and the east-west portion of Crown Point Drive, to its intersection with TH 110
- Dakota Drive, from Lexington Avenue to its easterly terminus
- Waters Drive, from TH 55 to its northerly terminus
- Victoria Curve, from Lexington Avenue to TH 13

Project Rationale

Maintenance costs are increasing; streets are cracking, rutting, and showing wear due to age, traffic, and weathering. Urban section construction (curb and gutter) installed on only portions of the streets. The total lineal feet to be replaced amounts to 11,937 feet, of which 700 feet lie within the City of Mendota. Mendota has turned maintenance responsibilities over to the City of Mendota Heights.

The traditional funding options of assessing to benefitted properties will not work in this case, as 50% of the frontage is comprised of TH 110 and TH 55; MNDOT does not participate in local assessments. Without State Bonding assistance, these streets will not be able to be reconstructed, resulting in further deterioration, and increased safety and maintenance concerns.

While the Mendota City Council is supportive of the project, Mendota does not do maintenance on its portions of these streets; that is the responsibility of Mendota Heights. Mendota has no benefitted properties to assess, so its portion of assessments will fall to Mendota Heights.

Project Timeline

2018 work would include preparation of plans and specifications for a 2019 construction project to be completed by November of 2019.

Other Considerations

The Cities of Mendota and Mendota Heights lack the resources to reconstruct these sections of roadways. Turnback was made without consideration of adequate financial resources needed to keep these roadways to acceptable driving conditions.

Impact on State Operating Subsidies

None

Who will own the facility?

Cities of Mendota and Mendota Heights

Who will operate the facility?

City of Mendota Heights

Who will use or occupy the facility?

General Public

Public Purpose

Public Street

Description of Previous Appropriations

None

Project Contact Person

Ryan Ruzek
Public Works Director
651-255-1152
ryanr@mendota-heights.com

(\$ in thousands)

MnDOT Legacy Frontage Roads

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,481	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$1,775	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,256	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$543	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,713	\$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	\$3,256	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Mississippi River Habitat Restoration and Public Water Access	1	GO	\$ 12,000	\$ 0	\$ 0
26th Avenue North: Creating Connections in North Minneapolis	2	GO	\$ 3,000	\$ 0	\$ 0
Water Works Park	3	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 20,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 20,000	\$ 0	\$ 0

Mississippi River Habitat Restoration and Public Water Access

AT A GLANCE

2018 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 several projects to provide important habitat enhancement and restoration and public water access to the Mississippi River in the City of Minneapolis in Hennepin County.

Project Description

This project proposes several enhancements along the upper Mississippi River in Minneapolis for the benefit of the recreating public and for native plants, birds, fish, and other aquatic life. 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. In 2012 MPRB, in partnership with the City of Minneapolis, created a new vision for this stretch of America's most important river. The RiverFirst initiative is a generational vision to create a natural waterway to serve as front yard to an enlivened cityscape.

MPRB has been hard at work implementing RiverFirst through land acquisition and development of trails to provide extended connections northward from the completed portions of the Grand Rounds. This project would continue that work in several key locations:

- Design and implementation of a riverside park on the former Scherer Brothers Lumber site
- Habitat restoration and enhancement on several MPRB-owned Mississippi River islands, including the newly constructed restored Hall's Island
- Shoreline restoration and enhancement on the former Ramsey Excavating parcel (now owned by MPRB), which would extend riverside habitat southward from North Mississippi Regional Park

Project Rationale

Much of the historic riverine habitat along the Mississippi River has 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 new habitat zones for migrating, nesting, and aquatic species, including game fish.

In addition to habitat improvements, this project will improve the recreational value of the Upper Mississippi River, especially for boaters, anglers, birders, and trail users. The park on the Scherer Site will provide direct river access to the river for kayaks, canoes, and shore anglers. It will also provide on-land options for picnicking, relaxing, birding, and other outdoor activities. Direct water access at the Scherer Site will create a connection to the river that is almost entirely absent in Northeast Minneapolis.

Improvement of shoreline habitat both on islands and in the northern reach of the river will improve

opportunities for birders and anglers. Specifically, the restoration of shoreline areas immediately south of the Camden Boat Launch in North Mississippi Regional Park will offer habitat for game fish in very close proximity to the launch. As one of the very few boat launches on the Mississippi in Minneapolis above the now closed St. Anthony Falls lock and dam, the Camden launch provides critical river access for north Minneapolis.

Collectively, these projects will invest in recreation and habitat improvement in a part of the state that has been neglected for decades—on an esteemed river which has also (in this reach) been neglected for decades. This project will begin to provide the kinds of water-based recreational opportunities to north and northeast Minneapolis that many other parts of the city and state enjoy.

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.

Project Timeline

The three portions of this project would begin concurrently, immediately upon securement of funding in July of 2018. Detailed design and construction plans for the Park on the Scherer Site would take the better part of two years, while the island and shoreline restoration projects would move more quickly. The restoration projects would likely be under construction in 2019, with the park site following in 2020. The park would open in 2022.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

Parks and recreation, habitat restoration, water access, angling, birding

Description of Previous Appropriations

MPRB has previously allocated a portion of its Metropolitan Council Regional Funds to the creation of Hall's Island. A portion of that fund comes from state bonds. No direct state appropriations have been made to this project.

Project Contact Person

Adam Arvidson

Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

Mississippi River Habitat Restoration and Public Water Access

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
Funds Already Committed				
City Funds	\$3,457	\$1,311	\$4,043	\$0
	\$1,000			
	\$270			
Pending Contributions				
TOTAL	\$4,727	\$13,311	\$4,043	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$170	\$0	\$0	\$0
Design Fees	\$1,316	\$2,424	\$100	\$0
Project Management	\$300	\$300	\$0	\$0
Construction	\$2,941	\$9,032	\$3,471	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,555	\$472	\$0
TOTAL	\$4,727	\$13,311	\$4,043	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

26th Avenue North: Creating Connections in North Minneapolis

AT A GLANCE

2018 Request Amount: \$3,000

Priority Ranking: 2

Project Summary: This request is for \$3,000,000 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, along with a trail connection between that access point and the Grand Rounds Trail System at Ole Olson Park.

Project Description

This request would leverage the city's 26th Avenue North project by creating a river overlook and access point at the Mississippi River, along with a trail connection south to the Grand Rounds at Ole Olson Park. Trail users will be able to continue south into the already complete portion of the city-wide trail system that begins at Ole Olson Park. The total project cost of the 26th Avenue River Access and trail connection is \$4,500,000, which includes land acquisition, design and construction of pedestrian and bicycle routes from the end of 26th Avenue to Ole Olson Park, an interpretive river overlook / fishing area, and a direct water access. The \$3,000,000 bond request would be leveraged with \$1,500,000 in private philanthropy.

Though the trail gap in this location is only about 1/4 mile, making this connection would provide North Minneapolis with comprehensive access to the 50+ mile trail system.

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.

Project Rationale

This project would complete a connection between north Minneapolis neighborhoods and the Mississippi River, capitalizing on work completed by the City of Minneapolis along the length of 26th Avenue N. between Theodore Wirth Regional Park and the Mississippi River. For decades, safe and 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. Pedestrian and bicycle enhancements 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 just short of the river, so this project is critical in extending that important work eastward to the Mississippi and connecting it into larger recreational trail loops provided by the existing MPRB trail system. The north side has never had the same kind of natural-resource-based loop trails as the south and southwest portions of the city. Closing this small trail gap with a signature riverside amenity will ameliorate this inequity.

This project will promote creation of 60 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. Parks also help to stabilize land values and encourage neighborhood reinvestment.

Project Timeline

MPRB is currently working with partners on final land control, which is expected within 2018. Once land control is secured, Design and construction would begin, taking approximately 20 months. Project completion would be expected approximately two years after land control.

Other Considerations

This bond request leverages a match of \$1,500,000 in private donations.

Impact on State Operating Subsidies

none

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

none

Public Purpose

Trails, river access

Description of Previous Appropriations

none

Project Contact Person

Adam Arvidson
Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

26th Avenue North: Creating Connections in North Minneapolis

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$1,500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,300	\$0	\$0
Predesign Fees	\$0	\$38	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$95	\$0	\$0
Construction	\$0	\$2,420	\$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	\$347	\$0	\$0
TOTAL	\$0	\$4,500	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Water Works Park**AT A GLANCE****2018 Request Amount:** \$5,000**Priority Ranking:** 3

Project Summary: This \$5 million funding request is for construction and associated soft costs of the second (Riverside) phase of Water Works, a \$10.2 million park development project on the downtown Minneapolis riverfront overlooking St. Anthony Falls. Funds granted through this request will be equally matched by philanthropic, MPRB, and third-party sources. Archeological analysis, construction documents and permitting will begin in 2018 with construction scheduled for 2021 and an opening to the public in 2022.

Project Description

Water Works is a signature riverfront park project located at the historic genesis of Minneapolis and the only waterfall on the Mississippi River: St. Anthony Falls. The setting is the Minneapolis milling district once called the “grain milling capital of the world.” It is chock full of stone mill ruins, abandoned water power canals, railroad remnants, and a partially-developed park that receives 2.5 million visits a year (and growing fast).

The visionary design for Water Works, which was recently adopted by the MPRB, is a vibrant mix of recreation, ecology, and cultural heritage. The design embraces the complexity of its landscape to celebrate the past and anticipate the future of this important public space.

The project will be constructed in two major phases, called the Mezzanine Phase and the Riverside Phase. The Mezzanine Phase includes all the land between the existing West River Parkway and the adjacent city streets. It will be under construction in 2017 and is funded by MPRB with leveraged private philanthropy. The Riverside Phase includes all the land between the parkway and the Mississippi River. This is the phase for which this state bonding request is being made.

The Riverside phase of Water Works includes:

- Redesigned pedestrian and bike trails.
- Excavation and restoration of the Cataract Mill ruins for use as a plaza.
- Excavation of the water power gatehouse in a way that creates a terraced plaza for events/performances and interactive fountain features.
- Creation of a canoe/kayak landing or general river access point. Shoreline enhancements that combine exposure of a historic seawall with shoreline naturalization.
- Landscape enhancements focused on visitor experience, historic interpretation and riverfront habitat.

Project Rationale

The Water Works area experienced its first phase of park development by the Minneapolis Park &

Recreation Board (MPRB) in the 1990s with the creation of Mill Ruins Park. Park development was based on a compelling park vision that, among other things, extended West River Parkway, converted the Stone Arch Bridge to a trail, and exposed some of the many existing mill ruins to interpret the water power story of Minneapolis' milling history.

Since its inception as a park, Mill Ruins has gone from non-use to the epicenter of the fourth most visited park in the entire metropolitan area (Central Mississippi Riverfront Regional Park). The most recent counts in 2015 by the Metropolitan Council estimated 2.1 million visits to the Central Mississippi Riverfront Regional Park.

In its current state of only interim build-out and substantial use, the park is quickly becoming overburdened and its visitor experience lacking. There is no clear point of arrival to the park. There are few visitor services. Trails and historic interpretation are the only recreational offerings. Many of the exposed Mill Ruins are severely decayed. The bustling trail system is disjointed and confusing.

Despite these shortcomings, people are drawn to the Water Works area. It is a fascinatingly complex cultural landscape that captivates its visitors. The park, with the Stone Arch Bridge as its backdrop has also taken the helm as one of most iconic settings in Minnesota. One can only wonder how prominent a place it will be, the number of people who will visit, and how long their visits will last when the park is built to truly celebrate its setting and genuinely accommodate an audience.

Project Timeline

The Mezzanine Phase is currently in the permitting, construction documents, and bidding phase, with construction expected to begin in the third quarter of 2017. The phase will be complete around the end of 2019.

The Riverside Phase (for which this request is being made) will begin schematic design as soon as funding is available, likely in July of 2018. That will begin a nearly two year process of design, permitting, and construction document preparation, with construction expected to begin at the beginning of 2021. The park would be complete in the fall of 2022

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

Trails, education, historic interpretation, events, natural feature viewing, water access.

Description of Previous Appropriations

No direct state bonding has been provided for either the Mezzanine nor the Riverside Phase of the project. However, MPRB has used a portion of its allocation of Regional Park funds (which are Metropolitan Council and State bond) and Parks and Trails Legacy funds for the Mezzanine Phase of the project. The total allocation from these two funding sources is \$2.8 million.

Project Contact Person

Adam Arvidson
Director of Strategic Planning
612-230-6470
aarvidson@minneapolisparcs.org

Minneapolis Park and Recreation Board

Project Detail

(\$ in thousands)

Water Works Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
City Funds	\$1,100	\$3,000	\$0	\$0
Other Local Government Funds	\$935	\$0	\$0	\$0
Non-Governmental Funds	\$15,500	\$0	\$0	\$0
Pending Contributions				
Other Local Government Funds	\$0	\$350	\$0	\$0
Non-Governmental Funds	\$0	\$800	\$0	\$0
TOTAL	\$17,535	\$9,150	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$315	\$165	\$0	\$0
Design Fees	\$1,450	\$1,080	\$0	\$0
Project Management	\$1,300	\$500	\$0	\$0
Construction	\$14,470	\$5,787	\$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	\$1,618	\$0	\$0
TOTAL	\$17,535	\$9,150	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Upper Harbor Terminal Redevelopment	1	GO	\$ 14,000	\$ 0	\$ 0
Emergency Operations Training Facility (EOTF) Enhancement	2	GO	\$ 2,500	\$ 0	\$ 0
Central City Parallel Storm Tunnel	3	GO	\$ 19,000	\$ 0	\$ 0
Upper St. Anthony Lock Redevelopment	4	GO	\$ 1,500	\$ 0	\$ 0
Total Project Requests			\$ 37,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 37,000	\$ 0	\$ 0

Upper Harbor Terminal Redevelopment

AT A GLANCE**2018 Request Amount:** \$14,000**Priority Ranking:** 1

Project Summary: The City of Minneapolis has owned the 48-acre Upper Harbor Terminal (UHT) site along the Mississippi River in north Minneapolis for decades and operated it as a commercial barge shipping terminal. With the closure by Congress of the Upper St. Anthony Falls Lock, the site can no longer be used for that purpose and it now is time to redevelop it for uses that will benefit the community and safeguard the Mississippi River.

Project Description

The City of Minneapolis, Minneapolis Park and Recreation Board (MPRB) and a recently-selected master developer team are working collaboratively to formulate a coordinated plan for redevelopment of the site and then will work together implement that plan. The shared goal is to redevelop the site from its blighted industrial use to a combination of riverfront parkland and inland development. This redevelopment will provide the Northside community with a long-needed waterfront regional park along with other non-park amenities and community-benefitting private development.

Project Rationale

This request is for \$14 million to initiate the redevelopment of the UHT site through the completion of public park and infrastructure on portions of the site that will benefit the community and lay the groundwork for complementary private and nonprofit development on the non-public portions of the site.

Funds are needed for a wide variety of activities, including:

- acquisition of the final property and approvals needed to connect the UHT site to North Mississippi Regional Park;
- site preparation (e.g., some limited environmental remediation on public portions of the site, and renovation, removal or partial removal of the existing river wall);
- pre-design of one or more site destination amenities; regional storm water enhancements to improve Mississippi River water quality; and improved connections across I-94 to enhance community access to the site; and
- construction of Phase I street/utility and park improvements (including vehicular, bicycle and pedestrian connections north/south through the site and bicycle and pedestrian connections that would eventually connect to North Mississippi Regional Park).

Project Timeline

- June 2017 = Exclusive Rights Agreement established between master developer team, City of Minneapolis and Minneapolis Park and Recreation Board
- Spring to fall, 2017 = Public community meetings to provide input to collaborative planning process

- Late 2017 – 2018 = Coordinated plan completed and approved, implementation plan formulated and initial phase business terms identified
- 2019 = Implementation begins (tentative), with multiple private development phases extending over multiple years

Other Considerations

The Upper Harbor Terminal (UHT) is located in one of the Metropolitan Council's identified Racially Concentrated Areas of Poverty (RCAP). The Metropolitan Council defines a RCAP to be areas in the Twin Cities region where at least 40% of the residents have an individual or family income that is less than 185% of the federal poverty threshold and 50% of the residents are people of color. In addressing Areas of Concentrated Poverty the Council supports equitable development and investments to existing Areas of Concentrated Poverty. Such investment can include improved public amenities as well as community development and employment opportunities.

Public investment by the state (and regional and local entities) in a project such as the UHT will benefit local residents and reduce poverty concentration.

Impact on State Operating Subsidies

None

Who will own the facility?

The portions of the site that will be improved with grant funds will be owned and operated by either the City of Minneapolis (e.g., streets) or MPRB (parkland).

Who will operate the facility?

The portions of the site that will be improved with grant funds will be owned and operated by either the City of Minneapolis (e.g., streets) or MPRB (parkland).

Who will use or occupy the facility?

The preliminary concept plan envisioned a mix of housing and business development along with destination amenities such as an amphitheater. However at this time, the type of development has not been firmly determined. This summer and early fall, the City and Park Board, as stated in the Memorandum of Understanding (MOU), will collaborate with the selected developer to formulate (with community engagement) the coordinated plan for private development and public land improvements. (A copy of the MOU is attached)

Public Purpose

The public purpose of the project is to redevelop a blighted City owned 48-acre site along the Mississippi River that will result in a regional park that serves North Minneapolis and the Twin Cities region and that will lay the ground work for private investment that will benefit the community, while complimenting the park. This private investment may include a mixture of uses such as business and housing that will provide additional community benefits.

Description of Previous Appropriations

None

Project Contact Person

Ann Calvert
Principal Project Coordinator
612-673-5023
Ann.Calvert@minneapolismn.gov

(\$ in thousands)

Upper Harbor Terminal Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$14,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$14,000	\$0	\$0
TOTAL	\$0	\$28,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,000	\$0	\$0
Predesign Fees	\$0	\$1,900	\$0	\$0
Design Fees	\$0	\$3,700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$21,400	\$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	\$28,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Emergency Operations Training Facility (EOTF) Enhancement**AT A GLANCE****2018 Request Amount:** \$2,500**Priority Ranking:** 2

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. The land necessary to complete this project has already been purchased by the City of Minneapolis and donated to the Minneapolis Fire Department. The assessed value of this land is \$1,287,400.

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.

Project Timeline

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

None

Who will own the facility?

City of Minneapolis

Who will operate the facility?

Minneapolis Fire Department

Who will use or occupy the facility?

The facility will be available for use for first responders and emergency personnel from other jurisdictions such as:

- Minneapolis Police
- Minneapolis Public Works
- St. Paul Fire
- St. Paul Police
- University of Minnesota Police
- MN Department of Public Safety
- MN State Fire Marshal's Office
- MN Task Force 1
- MN Bomb Squad
- MN Air Rescue
- MN State Patrol
- 55th CST Golden Valley Spring Lake Park Moundsview Roseville Vadnais Heights Richfield St. Anthony Lake Johanna Maplewood Bloomington Richfield

Public Purpose

Training of first responders, public safety officials, utility and transportation employees in the specialty areas of technical rope, confined space, trench and structural collapse rescue, as well as utility and rail emergencies. Training can be given at base (awareness) level through advanced (technician) level, and will cover a broad base from public civil service and public safety, industry service providers, and state emergency responders.

A metro location where skills may be practiced, repeated, and honed is vital. Annual or biannual training at large statewide complexes is needed. But without access to a facility to develop skills, the utility of a statewide location to demonstrate these skills will be limited.

It is envisioned that such a regional facility will compliment and increase the utility of larger, statewide training facilities.

Description of Previous Appropriations

- 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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$2,500	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$250	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$450	\$0	\$0
Construction	\$0	\$3,750	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$50	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Central City Parallel Storm Tunnel

AT A GLANCE**2018 Request Amount:** \$19,000**Priority Ranking:** 3

Project Summary: The Central City tunnel consists of 4 miles of deep stormwater drainage underneath downtown Minneapolis. The project will facilitate the design and construction additional hydraulic capacity in the tunnel which is necessary to: reduce pressurization by increasing the capacity, reduce risks of tunnel failure, reduce tunnel repair costs, and address challenges such as surface flooding and blowing manhole covers.

Project Description

The Central City Tunnel is part of a larger 16-mile network of stormwater tunnels that underlay the City of Minneapolis. The tunnels play a critical part of the City's stormwater system. They are designed to convey stormwater from some of the most developed parts of the city. The storm tunnel network, like much of the City's other underground water infrastructure, is aging. The scope of the project is a 0.7-mile segment close to the Mississippi River that collects stormwater from upstream tunnel branches running under the downtown streets. This segment of tunnel built in the 1880s is currently very undersized. There are various options being considered that would increase hydraulic capacity including adding a parallel tunnel or demolishing and enlarging the existing cross-sectional area of the tunnel. Currently this tunnel segment has a capacity volume of approximately 129,000 cubic feet. If we were to enlarge the 6' x 6' and 7.5' x 8' horseshoe tunnel sections to a uniform 10' circular tunnel, we would increase the capacity volume to 290,000 cubic feet, an increase of 225%. This size would provide a cross-sectional area that would allow for the water in the feeder tunnels to exit more quickly, which would decrease the head pressures in these tunnels, diminishing the risk of damage and costs due to pressurization, and reduce the potential for sanitary releases into the river.

Project Rationale

The oldest tunnels in the City, including the segment of the Central City Tunnel covered by this project, date back to the late 1800s. The tunnels were constructed to facilitate drainage and development by collecting storm water from the smaller pipes and conveying it to the Mississippi River. The Central City Tunnel is located 65 to 100 feet below the surface in sandstone formation. The City's storm tunnels together with the rest of the system have served the municipality well, however, they are deteriorating. Land development and an increase in storm frequency and intensity since have led to a significant increase in the amount of stormwater directed to the tunnel and a pressurized system.

Together with complementary Mn/DOT storm tunnels combined, the tunnels drain approximately 10,000 acres or 27% of the City. The need for the project was identified following a failure of the tunnel liner in 2010 that compromised a nearby sanitary sewer and led to a discharge of untreated wastewater and stormwater to the Mississippi River. The total cost of the project is estimated at \$38 million.

Project Timeline

A feasibility study is underway and a report expected in July 2017 will inform design going forward. Three-year construction is anticipated to begin in 2020.

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

The City of Minneapolis will own the tunnel and be responsible for operation and maintenance.

Who will operate the facility?

The City of Minneapolis will own the tunnel and be responsible for operation and maintenance.

Who will use or occupy the facility?

The City of Minneapolis will own the tunnel and be responsible for operation and maintenance.

Public Purpose

Facilitate public safety through adequate drainage of downtown Minneapolis. The tunnel is not only a vital piece of Minneapolis infrastructure but also supports regional growth and development. Some of Minnesota's largest companies with national and international significance are headquartered in the area of the City that drains to the tunnel including; Target, Wells Fargo, U.S. Bank Corp, Valspar, Capella, and Xcel Energy. The drainage area of the tunnel also includes Orchestra Hall, the Hennepin County Government Center, and the U.S. Court House Building all of which serve communities far beyond Minneapolis.

Description of Previous Appropriations

The project has not received previous state appropriations.

Project Contact Person

Katrina Kessler
Director, Surface Water and Sewers
612-673-3038
katrina.kessler@minneapolismn.gov

(\$ in thousands)

Central City Parallel Storm Tunnel

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$19,000	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$19,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$38,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$35,500	\$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	\$38,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Upper St. Anthony Lock Redevelopment

AT A GLANCE**2018 Request Amount:** \$1,500**Priority Ranking:** 4

Project Summary: Minneapolis seeks \$1.5 million of capital bonding, to be matched 2 to 1 (\$3 million private funds) for predevelopment, predesign and design for "The Falls." The Falls is a proposed \$50 million visitor and interpretive center, to be constructed at the St. Anthony Falls Upper Lock, adjacent to the Stone Arch Bridge. The city is partnering with Friends of the Lock & Dam (FL & D), a non-profit created to raise private funds to be matched by state bonding to construct and operate The Falls.

Project Description

The Falls would provide all the functions called for in the various City, Park Board, Downtown Council and St. Anthony Heritage Board plans, including the following components:

- Preservation of character-defining features of the Upper Lock
- Visitor Center & interior observation areas (operated by the National Park Service in collaboration with the Minneapolis Park and Recreation Board and the City of Minneapolis/Meet Minneapolis) – 11,250 sq. ft.
- Interpretive and Event Center (programming and operations for this space will be informed by strategic planning and engagement; includes museum & exhibition opportunities with education and cultural enrichment aspects) – 44,000 sq. ft.
- Café and Kitchen (including event catering ability) – 4,700 sq. ft.
- Park – green space and plaza – events, public gatherings & performances
- Canoe/kayak portage and bike facilities
- These major elements will be built as part of the redevelopment of the space on the Lock currently occupied by a surface parking lot. The three story below- and above-grade development will be designed as follows:
 - The public park will be built at grade, seamlessly connected to Water Works Park and the Stone Arch Bridge
 - The richly programmed Interpretive and Event Center will enjoy spectacular views of the Stone Arch Bridge, and is one level below the park
 - New elevators and access to the historic Lock control center
 - Unique viewing opportunities in a new gallery constructed through the lock to provide close-up and stunning views of the Lock chamber and St. Anthony Falls
 - 2 levels of structured parking accommodating 236 cars will be built below ground, under the Interpretive Center

The Preliminary Design is new construction and a partial remodeling of the St. Anthony Lock. It has been estimated by Mortenson Construction to have an approximately \$50 million cost. The project is

contemplated as a public/private venture to be funded partially by state bonds and matched 2 to 1 by private contributions. FL&D has already raised \$5 million to fund the initial project advancement, including the match for this requested \$1.5 million in state bond design funding. Construction would continue this 2 to 1 ratio of private to public dollars. FL&D will raise the private match from corporate, foundation and individual donors to demonstrate full funding to complete the project.

Project Rationale

The Falls is responsive to decades of public planning consistently recommending the creation of an iconic visitor attraction at St. Anthony Falls in the Central Riverfront. The functions and purposes of The Falls are entirely congruent with the recommendations and adopted plans of the City and other key stakeholder entities, including the City's recent *Destination Transformation 2030* plan; the Park and Recreation Board's *Central Riverfront Master Plan*; the Downtown Council's *Intersections: Downtown 2025* plan; and the St. Anthony Falls Heritage Board's *Changing Relationships to the Power of the Falls - West Bank* plan, as well as numerous other long range plans for the area. This proposal is now feasible due to the recent suspension of navigation authorization at the Lock by Congress and the impending US Army Corps of Engineer's disposition and repurposing study of the site. FL&D, along with Park Board and City representatives have met with US Army Corps leadership in Washington D.C., and have coordinated with the St. Paul District (our local branch). The Falls proposal has been very positively received.

Currently the Stone Arch Bridge attracts over 2.5 million visits per year. The National Park Service has estimated that with The Falls and the Water Works Park, the area would attract over 6 million visits per year, making it the most popular Nation Park destination in the Midwest region, exceeding Mt. Rushmore and the St. Louis Arch. The Falls will energize the City and region's attractiveness for visitors and convention attendees, will provide a museum quality interpretive facility, unique event space, and a visitor center for not only the National Park, but also Meet Minneapolis, the Park Board and the Minnesota Historical Society. The Falls offers a unique opportunity to tell the myriad stories of the Falls and the River in our community and region, including the American Indian story (St. Anthony Falls and Spirit Island are very significant), the story of the civil works era and opening the Upper Mississippi to commerce and navigation, and a story about the birth of a city that became the "flour milling capital of the world."

Project Timeline

Other Considerations

The Falls will be a collaborative project with many supporters and participants in its programming. FL&D has already coordinated extensively with many of these collaborators, including the National Park Service, Mississippi Park Connection, Meet Minneapolis, the Minneapolis Downtown Council, the Minnesota Historical Society and the Mill City Museum, Friends of the Mississippi, the Park Board, Park Foundation, and many neighborhood and community groups. FL&D recently participated with the National Park Conservation Association (NPCA) in a further public planning and conceptualizing process focused on reuse of the Lock for NPS interpretation. Again, the conclusion was a project like The Falls is essential to realize the potential of this unique location. The Minneapolis Park Board has passed a resolution supporting this request and adding it to their legislative agenda as a supported project.

Impact on State Operating Subsidies

None. Operating costs will be paid by FL & D as is required for all state bond financed property projects. FL & D has already done preliminary feasibility studies with parking, food and event consultants and determined the project will be entirely self-sustaining. Prior to project

commencement, as is typical in this type of public/private state bond financed project, FL & D will demonstrate private matching funds sufficient to complete construction and revenues and capital to assure payment of all operating costs.

Who will own the facility?

The facility site is currently publicly owned by the US Army Corps of Engineers. There are many arrangements for the “ownership” of the site and facility consistent with the state constitutional test and the program statute (M.S. Sec. 16A.695). One of the important outcomes of the disposition process with the Corps will be a determination of the best ownership and operational structure for the new use. Undertaking the predesign and design requested in this bonding will be critical in informing this ownership decision and determining the best ownership for the facility and site, consistent with 16A.695.

Who will operate the facility?

FL & D would program and operate the facility in collaboration with the City, Park Board, National Park Service and other program providers. Certain commercial functions would be provided by tenants with demonstrated competence in such operations, such as parking and the food venue.

Who will use or occupy the facility?

FL & D is a 501(c)(3) non-profit and will operate the facility. It will have a broad-based community board representative of the many collaborators, much like the Minneapolis Institute of Art and other major community facilities.

Public Purpose

The Falls will provide interpretive and visitor services in a fashion consistent with dozens of adopted City, Park Board, St. Anthony Heritage Board and community plans for this unique venue. These functions fall squarely within the “governmental/public purpose” definition in State law.

Description of Previous Appropriations

None

Project Contact Person

Melissa Lesch
Senior Government Relations Representative
612-673-2328
melissa.lesch@minneapolismn.gov

(\$ in thousands)

Upper St. Anthony Lock Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$3,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$650	\$0	\$0
Design Fees	\$0	\$3,850	\$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	\$4,500	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Rail Rehabilitation and Bridge Replacement	1	GO	\$ 25,000	\$ 30,000	\$ 29,000
Total Project Requests			\$ 25,000	\$ 30,000	\$ 29,000
General Obligation Bonds (GO) Total			\$ 25,000	\$ 30,000	\$ 29,000

Rail Rehabilitation and Bridge Replacement**AT A GLANCE****2018 Request Amount:** \$25,000**Priority Ranking:** 1

Project Summary: Our \$25 million in state funds is requested for predesign, design review, replace and construct rail rehabilitation and bridge replacement for approximately 30 miles of existing railroad track from 1912 west of Winthrop located in Sibley County MP 81.1 to Morton, Minnesota MP 112 located in Renville County, owned by the Minnesota Valley Regional Rail Authority.

Project Description

The Minnesota Valley Regional Rail Authority (MVRRA) a public entity comprised of five Counties (Carver, Sibley, Renville, Redwood & Yellow Medicine) owns 94.5 miles of track from Norwood/Young America to Hanley Falls, Minnesota. The Chicago Northwestern Railroad (CNW) 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 by-products.

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 \$31 million!

Project Rationale

Why is this request so important and such a high request?

In 2002 when we acquired the track, the total project costs were projected to be \$25M to do a complete renovation of the track, rail, railbed, new ties and ballas to replace the rail from 1912 with 115 lb rail. It is now 2017 -- 16 years later, and we are grateful to have received just over \$31M in state and federal grants and bond funding and have completed only 34 miles of our 94 mile track. We have 60 more miles to complete and two major bridges to replace over the Minnesota River west of Morton, MN. Our cost estimate in 2016 was approximately \$80 million in investment to complete our total 94 miles of track.

Why is this request needed now and who does it matter to?

On June 9, 2017 at 10:30 p.m. in the evening after a very hot, humid day of 90+ temps, our contracted

operator was moving 25 cars filled with soybeans from Delhi MN west from the Meadowland Elevator site east to connect and get these commodities safely to the River. Due to the heat, the track had expanded and buckled due to the heat and stress and the weight of the cars, and we experienced a 5 car derailment that evening. Three of the five cars tipped completely on their side and the car in front and behind were twisted and slightly tipped off the track. It caused quite a mess, no one was hurt, and the product was not a total loss, but no further shipping occurred on our line until the following Friday after the cars were cleared, soybeans transferred, track was relayed, and we were back in business. This is a loss for our operator, our shipper, and his shareholders. They have over 1000 cars on order to move grain out before this fall's harvest is brought in. This is just one of our shippers on this line that this impacted. Once this train makes it to Winthrop on our new rail, this will not be a concern as we have replaced the old jointed rail from 1912 with new continuous welded rail in 2015!!!

What does this type of project mean for our future?

WE currently have two grain elevators making major commitments on their end for the day that they will be able to fill unit trains from their locations in Morton, and Delhi. This will require a major investment from them as a private business, and we as the MVRRA and State of Minnesota will need to make this type of public infrastructure investment in partnership with their private investment to make this happen for the next 60 miles of track and future shippers along this line. We are beginning to receive more calls from companies who are looking for rail served industrial park opportunities as everything in the Mpls/St. Paul area is landlocked. We have the rail and we have access to land once this line is renovated and brought up to Class I standards.

Let's make this the year that the Legislature commits to completing the funding request for our project and move this ahead in totality so it becomes a reality. Think what that will mean for job creation in the 16 communities served by this rail line!

Project Timeline

We are very thankful for the funding that we have been provided from the State of Minnesota and Federal funding. We are completing now in 2017 four bridge replacements with culverts all located in Renville County with the \$1M bonding dollars we were fortunate to receive at the end of the 2016 session.

The \$4M we were just designated to receive in the 2017 Bonding bill we will use to leverage federal funding in either the TIGER or FastLane grant program. We plan to request \$20M federal funding which requires a 20% match. If we are fortunate to receive this federal request, and are awarded this \$25M in State bonding request for 2018, that will get us from Winthrop and over the MN River.

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 excepted track 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 112# 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, culverts 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

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?

MVRRRA has an operator's contract in place with Minnesota Prairie Line to be our operator.

Who will use or occupy the facility?

Minnesota Valley Regional Rail Authority along with our existing shippers and new shippers who locate next to our railroad line in our 16 communities located in Carver, Sibley, Renville, Redwood, and Yellow Medicine Counties!

Public Purpose

Our public purpose is 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 minimize on maintenance on Minnesota highways and county roads. Every rail car filled eliminates 3 semis on the road which saves on the road conditions, air quality, and fuel efficiencies.

Description of Previous Appropriations

2002: \$6,000,000 – 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

2015: \$1,000,000.00 – State GO Bonds approved

2017: \$ 4,000,000.00 -- State GO Bonds

Project Contact Person

Julie Rath
Administrator -- Minnesota Valley Regional Rail Authority
507-637-4004
julie@radc.org

(\$ in thousands)

Rail Rehabilitation and Bridge Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$25,000	\$30,000	\$29,000
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$25,000	\$30,000	\$29,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$25,000	\$30,000	\$29,000
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	\$30,000	\$29,000

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Montevideo Regional Veterans Home	1	GO	\$ 8,600	\$ 0	\$ 0
Total Project Requests			\$ 8,600	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 8,600	\$ 0	\$ 0

Montevideo Regional Veterans Home**AT A GLANCE****2018 Request Amount:** \$8,600**Priority Ranking:** 1**Project Summary:** \$8,600,000 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:** \$40,645,000**Federal Share (2/3):**

\$26,825,000

State Share (1/3):

\$13,820,000

(Of the state share we have committed funds and local cost to date of \$5,220,000)

State Share after local contribution:

\$8,600,000

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 (driving distance criteria was set by MNDVA in 2009) 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 1,500 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.

Project Timeline

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 \$26,825,000 federal commitment and a \$13,820,000 state commitment for the project for a TOTAL project, cost of \$40,645,000. Of the state share we have financial commitments and costs to date of \$5,220,000.

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 (criteria established by the MNDVA in 2009). 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 103 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 award winning 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

The Montevideo Veterans Home assumed cost to operate 70 beds in 2020, (if the projects are built and operating in 2020) salary cost of \$7,750,000 and non-salary cost of \$2,450,000 for a total of \$10,200,000, which includes an approximate 1.8% increase in salary costs per MMB guidance and a national average of approximately 4.5% increase in non-salary cost annually. The total FTE's for this home would be 103. A General Fund appropriation of \$5,230,000 would be needed for operation of this Home, revenues from residents would make up the remaining revenue to cover the cost of operations.

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 the facility?

Minnesota's Veterans

Public Purpose

Nursing Home Care for Veterans

Description of Previous Appropriations

NONE

Project Contact Person

Angie Steinbach
Assistant City Manager
320-269-6575
cdd@montevideomn.org

(\$ in thousands)

Montevideo Regional Veterans Home

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$8,600	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$2,220	\$0	\$0
County Funds	\$0	\$3,000	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$26,825	\$0	\$0
TOTAL	\$0	\$40,645	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$730	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,926	\$0	\$0
Project Management	\$0	\$885	\$0	\$0
Construction	\$0	\$33,071	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$3,033	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$40,645	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
11th St Railroad Grade Separation	1	GO	\$ 36,927	\$ 0	\$ 0
Total Project Requests			\$ 36,927	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 36,927	\$ 0	\$ 0

(\$ in thousands)

11th St Railroad Grade Separation**AT A GLANCE****2018 Request Amount:** \$36,927**Priority Ranking:** 1**Project Summary:** \$36.927 million in State funds is requested to complete preliminary engineering, environmental assessment, right-of-way acquisition, final design, and construction of the 11th St Railroad Grade Separation Project in the City of Moorhead.**Project Description**

The City of Moorhead is bisected by five active freight rail lines. The 11th St, 1st Ave N, and Main Ave corridors 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 Moorhead Downtown Grade Separation Study (2016) considered the feasibility of a grade separation in Downtown Moorhead and identified 11th St as the most technically feasible location (see the preliminary layout in Figure 3).

The 11th St Railroad 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 (TH 10/75), 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 providing significant benefits to the Trunk Highway system.

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 to 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, ponds, and related utility relocations.

The total cost to construct the project is estimated to be \$59.927 million. The City is requesting capital budget funding assistance in the amount of \$36.927 million which, combined with \$18.0 million in Trunk Highway funds, \$3.0 million in City funds, \$0.5 million in Clay County funds, and an anticipated \$1.5 million statutory cost-share (5% of the bridge structure costs) from BNSF Railway, will be used for the following activities:

- Preliminary engineering and environmental assessment: \$2.153 million
- Right-of-way acquisition: \$9.750 million
- Final design: \$2.153 million
- Construction: \$45.871 million

Project Rationale

The 11th St Railroad Grade Separation Project is designed to alleviate train-induced delays and conflicts experienced by motorized and non-motorized traffic. The current project area is shown in Figure 1. The need for the project has been identified in multiple planning documents.

- Improvements to Highway-Rail Grade Crossings and Rail Safety (MnDOT, 2014), compiled from findings indicating chronic and prolonged grade crossing blockages on high traffic rail corridors which pose a substantial risk for emergency responders and the community, identified the project as a high priority.
- Moorhead Downtown Grade Separation Study (Metro COG, 2016) which considered the feasibility of a grade separation in Downtown Moorhead and identified 11th Street as the most technically feasible location.
- Long Range Transportation Plan for the Fargo-Moorhead Metropolitan area (Metro COG, 2014).

The Minnesota Comprehensive Statewide Freight and Passenger Rail Plan (2010) and the North Dakota State Freight Plan (2014) indicate that freight demands will continue to increase train traffic. By 2040, the number of through-trains passing through the City is projected to increase to 151 per day resulting in 187 highway-rail crossing blockages per day. Existing and projected train activity, including numerous shipments of oil and other hazardous materials, at the nine at-grade crossings in Downtown Moorhead negatively affects vehicle, 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. A recent analysis of train-related issues in Downtown Moorhead is shown in Figure 2.

The 11th Street Railroad Grade Separation Project will improve transportation system reliability, mobility, and connectivity. 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 (Clay County) and a Municipal State Aid Street (City of Moorhead). With the project, daily train-related delay in 2040 is projected to be reduced from 488 to 253 vehicle-hours (48 percent reduction).
- The project reduces crossing exposure and minimizes the risk of train/vehicle accidents. Daily railroad crossing exposures in 2040 are projected to be reduced from 3,984,100 to 2,052,000 (48 percent reduction).
- The project improves connectivity and operations for MnDOT TH 10 and TH 75, which are part of the National Highway System. 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 reduces train-induced vehicle delay, which exceeds the recommended threshold in the FHWA Railroad-Highway Grade Crossing Handbook for both existing and future conditions. Network-wide delay in 2040 is projected to be reduced from 68.7 to 57 seconds per vehicle (17.0 percent reduction) in the AM peak hour, and reduced from 165.6 to 118.1 seconds per vehicle (28.7 percent reduction) in the PM peak hour.
- The project improves emergency response times and increases response time reliability. Emergency responders traveling north-south across the KO and/or Prosper Subdivision tracks experience the same delays caused by train blockages as vehicular traffic along at-grade

crossings. This is a concern for the City fire station along 1st Ave N and FM Ambulance station along Main Ave, which are near the Prosper and KO Subdivisions, respectively. In addition, the Moorhead Police Department and Clay County Sheriff's Department are located just north of Downtown Moorhead along 11th St (see Figure 2).

- 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 improves 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 to confidently plan for future development and reinvestment in the Downtown area. The project removes concerns regarding safety and traffic mobility within Downtown Moorhead and improves the opportunity for private sector reinvestment and business development.

Project Timeline

Preliminary engineering, environmental assessment, right-of-way acquisition, and final design would be initiated in July 2018. Construction is anticipated to begin in May 2020 and be complete by March 2023.

Other Considerations

The costs associated with the documented need for railroad grade separation projects within the City of Moorhead are far beyond the City's local financial capacity. The proposed local match for the project is within the local capability.

Impact on State Operating Subsidies

The project will not result in a need for new or additional State operating funds or impact State operating subsidies.

Who will own the facility?

City of Moorhead, MN

Who will operate the facility?

City of Moorhead, MN

Who will use or occupy the facility?

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

Chris Volkers
City Manager
218-299-5308
chris.volkers@ci.moorhead.mn.us

(\$ in thousands)

11th St Railroad Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$36,927	\$0	\$0
Funds Already Committed				
	\$50			
	\$141			
	\$75			
Pending Contributions				
Other State Funds	\$0	\$18,000	\$0	\$0
City Funds	\$0	\$3,000	\$0	\$0
County Funds	\$0	\$500	\$0	\$0
Non-Governmental Funds	\$0	\$1,500	\$0	\$0
TOTAL	\$266	\$59,927	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$9,750	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$266	\$4,306	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$35,875	\$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	\$9,996	\$0	\$0
TOTAL	\$266	\$59,927	\$0	\$0

STATUTORY REQUIREMENTS

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

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

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

Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Riverside Center Expansion	1	GO	\$ 600	\$ 0	\$ 0
Total Project Requests			\$ 600	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 600	\$ 0	\$ 0

Riverside Center Expansion

AT A GLANCE**2018 Request Amount:** \$600**Priority Ranking:** 1

Project Summary: This request is for \$600,000 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. The overall project will be match with \$600,000 from local government, non-profit, and private entities.

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 \$1.2 million project of which \$ 600,000 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 architects 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 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 30 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, in the summer of 2017 over \$350,000 was invested into Riverside Arena. To provide better air quality throughout the seasons a dehumidifier and ventilation system were added and the purchase of a new electric ice-resurfacers that will have zero emissions. The exterior of the facility is also receiving a facelift with all new siding, new LED lights, trees and shrubs as well as a sidewalk will all be added. Code correction in the upstairs are also leading to the addition of an emergency exit and stairwell.

Phase III 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.

Project Timeline

This project is shovel ready and will only require the following timeline;

- Project Update/Review: 1 week
- Design Development: 4 weeks
- Construction Documents: 8 weeks
- Bidding: 3 weeks
- Contract Award/Council Approval: 3 weeks
- Construction: 6 months

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?

The City of Moose Lake owns the facility.

Who will operate the facility?

The City of Moose Lake operates and maintains the facility.

Who will use or occupy the facility?

The City of Moose Lake has leases in place with the Moose Lake School District as well as the Moose Lake Area Hockey Association.

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 three 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

Tim Peterson
City Administrator
218-485-4010
tpeterson@ci.mooselake.mn.us

(\$ in thousands)

Riverside Center Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$600	\$0	\$0
Funds Already Committed				
City Funds	\$470	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$352	\$0	\$0
Non-Governmental Funds	\$0	\$300	\$0	\$0
TOTAL	\$470	\$1,252	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$20	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$450	\$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	\$52	\$0	\$0
TOTAL	\$470	\$1,252	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Graham Park Redevelopment	1	GO	\$ 10,000	\$ 0	\$ 0
Total Project Requests			\$ 10,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,000	\$ 0	\$ 0

Graham Park Redevelopment

AT A GLANCE**2018 Request Amount:** \$10,000**Priority Ranking:** 1

Project Summary: Graham Park, owned by Olmsted County, is a nearly 60-acre parcel located near downtown Rochester. Capital funding will be used to transform Graham Park into a self-supporting enterprise offering year-round facilities for a wide variety of community activities. Two primary opportunities for enhancement exist: Reconfigure existing buildings (Graham Arena Upgrades) and create sufficient space and facilities available for festivals (Festival Park).

Project Description

A one block campus located within our historic downtown, the Hastings Public Square is home to the original Dakota County Courthouse. In 1989, the City of Hastings purchased the old building and rededicated it as Hastings City Hall. City Hall is one of the oldest functional courthouse in the State of Minnesota; completed in 1871 and renovated in 1993. Today, a fine collection of historic buildings record the progress of the community into the twenty-first century.

Through many kinds of preservation activities, the City of Hastings has long recognized that our historic setting along with our cultural and historic resources are valuable community assets. These assets contribute to the city's economy in many ways, and greatly enhance its character, sustainability, and overall quality of life. Whether considered the oldest or second oldest courthouse in state of Minnesota, it is a statewide asset.

Graham Park is located just over one mile south of downtown Rochester. The nearly 60-acre parcel is owned by Olmsted County, who is also responsible for operating the complex, with the exception of the four City of Rochester-operated Graham Ice Arenas (referred to as Graham 1 and Graham 2 for purposes of this application).

Graham Park has a solid foundation from which it can expand and transform into a self-supporting enterprise offering facilities available year-round for a wide variety of community activities. To achieve this vision, it will be necessary to make strategic facility improvements by reconfiguring Graham 1 and Graham 2 and creating a Festival Park.

Reconfigure Graham 1 and Graham 2

- Address capital repairs
- Make aesthetic improvements to entryway, lobby space and other common areas
- Create enhanced concession and hospitality spaces
- Reconfigure flat floor space to create large continuous event space for use during the dry season

Create a Festival Park

- Create a space to accommodate for the lack of facilities available for festivals within Rochester and the greater south-east region of Minnesota

- Create a community space suitable for art markets, music/entertainment, fundraisers and activities, Farmer's Markets, outdoor fitness classes, Art in the Park, etc.
- Design with the intent to complement Downtown urban core with walkable green space to create connectivity
- Incorporate wellness/health conscious brand into design

Project Rationale

Graham Park has long served the residents of Rochester, Olmsted County, and the surrounding region as a productive community asset, hosting thousands of events and activities that have attracted hundreds of thousands of attendees to the site. Yet Graham Park remains an underutilized asset that has the potential to become a vibrant multi-use/purpose campus.

The annual operations of a redeveloped Graham Park are estimated to provide important new quantifiable benefits to Olmsted County, Rochester, and the surrounding region.

Graham Park is currently accommodating approximately 152 events and 246 event days (accounting for certain multi-day events), attracting approximately 231,000 attendees. Please refer to Exhibit A.

A redeveloped Graham Park, pursuant to the strategies outlined in this application, would be estimated to annually attract 288 events and 424 event days, generating approximately 390,000 attendees. Please refer to Exhibit A.

As presented in the chart below, the estimated total output for the current Graham Park is estimated to be approximately \$4.1 million per annum. Additionally, this spending is estimated to annually support \$2.0 million in personal income (or "earnings") in the local Olmsted County economy.

Upon stabilization, a redeveloped Graham Park is estimated to generate approximately \$6.9 million in economic output in Olmsted County, in addition to \$3.3 million in personal earnings.

	Current Graham Park	Redeveloped Graham Park	Incremental
Total Hotel Room Nights	3,504	6,042	2,538
Direct Spending Hotel	\$486,925	\$822,075	\$335,150
Restaurant Meals	1,071,235	1,808,565	737,330
Entertainment/Leisure	316,501	534,349	217,848
Retail/Shopping	413,886	698,764	284,878
Other	146,078	246,623	100,545
Total	\$2,434,625	\$4,110,375	\$1,675,750
Indirect/Induced Spending	\$1,638,503	\$2,766,282	\$1,127,780
Total Output	\$4,073,128	\$6,876,657	\$2,803,530
Personal Earnings	\$1,972,046	\$3,329,404	\$1,357,358

Quantifiable economic impacts include:

- Operational (tickets, participant fees, camps, clinics, facility rentals, concessions, advertising, etc.)
- Before and after events (local hotels, restaurants, retail, entertainment, other establishments, etc.)
- Initial Direct Spending—during construction for materials

Beyond the quantitative impacts, many of the most important benefits related to the operations of

Graham Park and any development project cannot be quantitatively measured, including:

- Improved quality of life for residents
- Improved assembly and leisure space
- Increased indoor and outdoor entertainment/leisure options for local residents
- Positive effects on area commerce and activity
- Reduction in the need for residents to leave Rochester and Olmsted County for sports/recreation, entertainment, and other event activities
- Enhanced community pride, self-image, exposure, and reputation
- Enhanced regional exposure

Project Timeline

2018

Other Considerations

Impact on State Operating Subsidies

N/A. No impact because Olmsted County does not receive State subsidies for Graham Park.

Who will own the facility?

Olmsted County

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Olmsted County will occupy the facility. The facility will be made available to the public for various uses and functions.

Public Purpose

Graham Park has a solid foundation from which it can expand and grow into a self-supporting enterprise offering facilities available year-round that can accommodate a wide variety of community events, ethnic/cultural celebrations and festivals, and entertainment and leisure activities.

Description of Previous Appropriations

N/A. No impact because Olmsted County does not receive State appropriations for Graham Park.

Project Contact Person

Laura Blatti
Administrative Coordinator
507-328-6012
blatti.laura@co.olmsted.mn.us

Olmsted County**Project Detail**

(\$ in thousands)

Graham Park Redevelopment**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
<i>State Funds Requested</i>				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
<i>Funds Already Committed</i>				
<i>Pending Contributions</i>				
County Funds	\$0	\$10,932	\$0	\$0
TOTAL	\$0	\$20,932	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$20,000	\$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	\$932	\$0	\$0
TOTAL	\$0	\$20,932	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Oronoco Wastewater Collection and Treatment Facilities	1	GO	\$ 18,639	\$ 0	\$ 0
Total Project Requests			\$ 18,639	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 18,639	\$ 0	\$ 0

Oronoco Wastewater Collection and Treatment Facilities**AT A GLANCE****2018 Request Amount:** \$18,639**Priority Ranking:** 1**Project Summary:** \$19 million in state funds is requested to acquire land, design, and construct a wastewater collection and treatment sewer system to serve the City of Oronoco.**Project Description**

Oronoco's proposed wastewater system improvements are comprised of a wastewater treatment facility (WWTF) and sanitary sewer collection and conveyance infrastructure. The proposed wastewater system is discussed in detail within a draft Wastewater Facilities Plan prepared by Stantec for the City of Oronoco in April 2014 with amendments discussed herein.

Wastewater Treatment Facilities Scope:

The proposed municipal WWTF would be located in Oronoco and is intended to serve residents and businesses within the City Limits. The WWTF would initially be sized for a 0.38 MGD AWW flow that is projected to serve the Oronoco's wastewater treatment needs over the next 20 years. The mechanical WWTF would employ a variety of equipment and unit processes to produce an effluent capable of meeting discharge limits into the Middle Fork of the Zumbro River.

Sanitary Sewer Collection and Conveyance Infrastructure Scope:

Oronoco's rolling topography, diverse geology and river systems in combination with the existing Trunk Highway 52 facilities and sprawling residential development make the development and implementation of an efficient sanitary sewer collection and conveyance system a significant challenge. In light of these challenges and constraints, a proposed sanitary sewer collection and conveyance system was developed that strives to provide sanitary sewer service to Oronoco's existing and developing properties over the next twenty years and beyond. The proposed sanitary sewer collection system includes a combination of gravity collection, low pressure system collection and centralized lift stations to convey wastewater out of low lying areas via force main to the proposed WWTF.

The preliminary design layout of the proposed sanitary collection and conveyance system is shown on Figures 1-North and 1-South attached to this application. Within these figures, each of Oronoco's 16 sanitary sewer districts are outlined in black and project phasing is color coded per the figure legend. Proposed sanitary sewer collection system improvements are illustrated with different colored line types as indicated in the figure legend. The proposed sanitary sewer collection system (which Oronoco is requesting Bonding Funds) would initially service ~ 419 properties located in Sewer Districts B, C, F, G, J, K and would be expanded to serve sewer service of Districts L and M in 2025. Note that existing development agreements associated with Districts L and M prohibit connection to a municipal collection system until 2025 and that the costs to connect these areas with the proposed sanitary sewer collection system would be borne completely by the property owners and City. Sewer Districts A, D, E and H would be completed at the request of the property owners in these area but,

is not anticipated for 20 plus years as these areas are predominantly served by compliant SSTS with ample property to facilitate SSTS replacement, if needed. Sewer Districts I, O, P and N would be served as development occurs and with sewer collection and conveyance primarily at the cost to the property developers.

Related Water System Improvements Scope (Excluded from Bonding Funding Request):

Oronoco currently has a municipal water supply and distribution system that serves about 2/3 of the community. Oronoco is planning to expand the water system to serve properties in sewer districts C and F in conjunction with the proposed sanitary sewer collection system improvements. The rationale being that there is a documented need to serve these areas with water and it would be most efficient and cost effective to construct both sewer and water facilities at one time. In addition to the aforementioned water distribution improvements, Oronoco is also planning to extend the proposed trunk watermain within sewer district C, southward to connect with the existing trunk watermain located in sewer district K. This watermain loop is necessary to prevent water stagnation issues within sewer district C, provide adequate fire protection and enhance system reliability. Finally, Oronoco is tentatively planning to add a second well to the water supply system. A second well is needed to enhance water supply reliability in case there are mechanical issues with Oronoco's sole well. Oronoco is NOT requesting any Mn Bonding Funding assistance for the aforementioned water system improvements with an estimated project cost of \$2,871,798.16 as we do not wish to complicate our application or detract from our primary goal of constructing a municipal wastewater system.

Wastewater Project Costs and Funding:

The total estimated project costs for Oronoco's Wastewater System totals \$22,734,000 and would be constructed in 2019, 2020 and 2021. Existing agency wastewater infrastructure funding programs administered by the Public Facilities Authority (PFA) and USDA Rural Development (RD) are structured to finance the rehabilitation of existing wastewater infrastructure or construct SSTS for small communities with minimal growth potential. Unfortunately, Oronoco does not fit into this mold. Oronoco is starting from the beginning and does not have the existing municipal wastewater system needed to serve its growing population. Oronoco can and has qualified for a low interest loan through PFA's Clean Water Revolving Fund (CWRF) that could be used to fund the proposed wastewater system, but cannot afford to make the payments on a project of this size and scope. If no bonding assistance is secure to fund this project, the estimated cost to serve the initial 419 properties would be \$55,258 per parcel.

Oronoco's overall median income is too high to qualify for significant grant funding. However, the downtown area of Oronoco (Sewer District B & F) were surveyed in 2008 and at that time reported median income of \$42,500. This is also the area with the greatest need for a Wastewater System. Oronoco may qualify for Point Source Implementation Grant (PSIG); however, grant funding is capped at a maximum of \$3 million. We understand this cap may be raised to \$7 million as a result of the 2018 Bonding Bill.

The only way Oronoco can afford a wastewater system is through a combination of Mn Bonding funds, PSIG / PFA administered grant and loans and local cost share. Local cost share would be comprised of assessments / connection charges, user fees and local tax revenue. The following text summarizes the project cost share by element.

Total Estimated Project costs (Wastewater Collection and Treatment - \$22,734,000) + (Water Supply and Distribution Improvements - \$2,874,798.16) yields a combined total project cost of \$25,605,798.16. Oronoco's anticipated local share for these improvements, paid through assessments, connection charges, utility rates and city taxes would be (Wastewater Collection and

Treatment - \$2,095,000) + (Water Supply and Distribution Improvements - \$2,874,798.16) which yields a combined total local project cost share of \$4,966,798.16 or 19.4% of the project costs. It is important to note that Oronoco is not requesting bonding assistance for the proposed Water Supply and Distribution Improvements however, these cost should be considered part of the total Project Costs and included in the percent of local share cost calculation as the sewer and water infrastructure are somewhat interdependent. It should also be noted that Oronoco anticipates that the project will qualify for approximately \$2,000,000 in grant funding through PFA Wastewater / PSIG (Point Source Implementation Grant). These grant funds are not guaranteed and if Oronoco does not qualify for the anticipated grant funds, the City and its residents will be required to fund the difference.

Project Rationale

Currently, the City of Oronoco is the largest un-sewered community in the State of Minnesota. Oronoco's 2014 population is currently 1,487 and is located ~5 miles north of Rochester on TH 52.

In 2013, the City completed a Community Assessment Report (CAR) that evaluated the private wastewater treatment systems in downtown Oronoco, north of the Zumbro River. This report determined that more than 75% of the systems in the study area are either not compliant with current Subsurface Sewage Treatment System (SSTS) standards, or were at the end of their expected service life. We believe that of all of the older SSTS in Oronoco are in similar condition to the CAR study area.

The majority of the properties with non-compliant Subsurface Sewage Treatment System (SSTS) do not have cost effective options to replace their existing systems due to the presents of bedrock, high groundwater, soil conditions, proximity to the floodplain, size of their lot and setback requirements. Moreover, residents with non-compliant systems cannot easily sell their properties as financial institutions are reluctant to finance mortgages for properties without compliant SSTS.

In 2015, the MPCA, Olmsted County and the City of Oronoco executed a Memorandum of Understanding (MOU) that will expire in 2020. Under the terms of the MOU, non-compliant SSTS in the older parts of Oronoco will be exempt from new County / MPCA requirements and associated enforcement action but, must be brought in to compliance or connected to a municipal wastewater system by 2020. Failure to meet this requirement would be a significant setback for the City and a hardship for its residents. The following paragraphs discuss the SSTS Ordinance and MOU requirements in greater detail.

Olmsted County recently updated their Subsurface Sewage Treatment System (SSTS) Ordinance in an effort to comply with recent revisions to state regulations, Chapters 7080 to 7083. The new state and county SSTS regulation are a great source of concern to the City of Oronoco and its residents. If existing, non-compliant SSTS are required to comply with the SSTS Ordinance requirements in order to sell or upgrade their properties, the investment in these SSTS will undermine support for the proposed municipal wastewater collection and treatment system. This would result in prolonging our struggle to serve Oronoco residents with wastewater collection and treatment at a cost that would be significantly greater than what is currently proposed.

In recognition of this concern, the MPCA, Olmsted County and the City of Oronoco executed a Memorandum of Understanding (MOU) to address the aforementioned concerns. The MOU states that the properties located within Sewer District B, C or F will have a separate set of standards for SSTS for the five year period starting on the effective date of the MOU. The standards are based on the understanding that this area will ultimately be served by a municipal wastewater collection and treatment system. The MOU applies to SSTS that are failing to protect groundwater or pose an imminent threat to public health and safety (ITPH). ITPH is discharge of wastewater to the surface or building and failure to protect groundwater is a system that is not compliant with MR 7080.1500. Subp.

4.B (SSTS without the minimum vertical separation requirement, pit, not properly abandoned).

Oronoco is located in an “Active Karst” geologic area which is underlain by carbonate bedrock with less than 50 feet of sediment cover. Oronoco’s karst geology in combination with its proximity to the Zumbro River make protecting both ground and surface waters a priority. The elimination of hundreds of noncompliant SSTS systems in Oronoco would be a significant step towards protecting both resources. To that end, the Olmsted County Water Management Plan (2013-2023) supports the development of a Municipal Wastewater System in Oronoco.

Oronoco is poised for significant growth if a municipal wastewater system can be constructed. Facts that support this assertion are summarized as follows:

- Located ~ 5 miles north of Rochester on TH 52.
- The Mayo Clinic’s DMC initiative is underway and beginning to create demand for housing and spurring commercial and economic growth within the region.
- Recently constructed TH 52 infrastructure including interchanges, an overpass and frontage road provide safe, efficient, and effective access to Oronoco.
- Oronoco is located at the confluence of the Middle Fork and South Branch of the Zumbro River. Nestled in the bluffs of the Zumbro River Valley, Oronoco has an abundance of natural beauty and outdoor recreational opportunities for prospective residents.
- The undeveloped land between Oronoco’s southern Ultimate Service Area boundary and existing development will support a combination of residential and commercial development totaling ~ 7,300 Equivalent Residential Units (ERUs).
- There is a need to support growth, a mix of higher and lower density residential growth in combination with commercial development. Without a municipal wastewater system, higher density and commercial growth are not possible.

Project Timeline

Anticipated Encumbrance Date: Design – June 1, 2018, Construction Start - June, 1, 2019

Anticipated Mid-Point of Construction: November, 2020

Anticipated End Date: June, 2022

Other Considerations

The following facts further reinforce Oronoco’s need for the proposed wastewater system and the necessity of Bonding funding assistance to move the project forward.

1. Oronoco has been planning for and investing in a future municipal wastewater system for some time. Oronoco’s Interim Residential Subdivision Ordinance was developed and implemented in ~2002. Development under this Ordinance requires that the developer construct a municipal-type wastewater collection and potable water distribution system. Wastewater treatment was then provided by a Community Waste Treatment System (CWTS) and potable water was supplied by a community well. Both systems were intended to ultimately be incorporated into a traditional municipal water supply and sewer collection and treatment systems with the CWTS’s being abandoned in place and redeveloped as parkland or residential housing.

The construction of the municipal wastewater collection systems for development under the Interim Residential Subdivision Ordinance required a significant investment by the City of Oronoco and its residents. The result of this investment is that cost to serve these subdivisions is significantly less than the cost would be if the wastewater collection systems had not been constructed.

Currently there are three commercial developments (~13 lots) and three residential developments (~225 Lots) that have been developed under this ordinance. The water supply and distribution systems have been incorporated into the City's Water system. The abandonment of the existing CWTS's and conveyance of the associated wastewater can be completed efficiently and will also facilitate serving future development. In addition, serving these parcels is advantageous as it brings a significant number of users to the proposed wastewater utility to help pay for the infrastructure improvements and operation and maintenance costs.

A summary of investments associated with the development of a municipal Wastewater system over the past 12 years are include:

- \$65,000 for the preparation of the 2014 Facility Plan Cost
- \$12,700 for Sewer and Water Committee Meetings – Engineering Services (2010 to 2016)
- \$20,000 for construction of TH 52 casings and small diameter force main pipe
- \$1,785,000 for construction of Wastewater collection system serving ~ 238 Residential and Commercial Lots developed under the Interim Subdivision Ordinance

The total cost of these recent investments in wastewater infrastructure total \$1,882,700 or 7.4% of the \$25,605,798.16 combined Wastewater and Drinking Water system estimated project costs. This cost share does not show up in the CBS system calculations but, are an important consideration.

2. Serving Oronoco with a municipal wastewater system is complicated by some existing topographic, geologic and transportation infrastructure constraints. These challenges and constraints are summarized as follows:

- Oronoco is situated in Olmsted County, approximately 5 miles north of the City of Rochester and currently encompasses approximately 1,330 developed acres
- Oronoco's Ultimate Service Area, which includes Oronoco's current City Limits plus an additional 2,400 acres is located primarily to the south of the current City Limits
- U.S. Highway 52 bi-sects Oronoco in a north-south direction
- The Middle Fork and South Branch of the Zumbro River generally flow west to east and merge in the center of Oronoco
- Present-day Oronoco includes the original historic downtown area containing primarily smaller residential lots, residential lots developed along the former Lake Shady lakebed and more recent residential development consisting of larger lots, many of which were developed under Oronoco's Interim Residential Subdivision Ordinance
- Terrain is rolling with small bluffs, high bedrock and karst geology

3. Oronoco's 2014 LGA payment was \$70,114 and was \$70,812 in 2016. The Average 2014 LGA funding for Cities with populations within ~ 200 population of Oronoco (pop. 1406) was \$395,510.84. This is 82.3% less LGA funding than other, similarly sized Cities MN. If Oronoco received an additional \$325,396.84 in LGA to match the average LGA payment for similarly sized Cities, this funding would make a principal and interest payment on a 20 year PFA loan at 1% interest with a lone amount totaling \$7,226,306. See attachments to Oronoco CBS for additional documentation on this topic.

4. Over the course of the past six years, MnDOT and Olmsted County have "Turned Back" 5 bridges and 6.52 miles of roadway to the City of Oronoco to operate and maintain. Oronoco had no authority to reject the turn backs under state law. The estimated cost to operate and maintain these facilities over the next 25 years totals nearly \$2.1 million or \$95,888 per year. The estimate is based on 2015 construction costs and excludes inflation. The 6.52 miles of turnback roadway increased Oronoco's total length of two lane roadway by 30.7% to 21.25 miles. See attachments to Oronoco CBS for

additional documentation on this topic.

5. Oronoco has a modest commercial / industrial tax base. The lack of a wastewater system inhibits Oronoco's ability to attract commercial / industrial development.

6. Oronoco is burdened with existing debt service to pay for the first phase of a ~ \$2.8M City water supply and distribution system constructed in 2009 & 2010.

Impact on State Operating Subsidies

Who will own the facility?

The City of Oronoco

Who will operate the facility?

The City of Oronoco

Who will use or occupy the facility?

City of Oronoco

Public Purpose

Oronoco's proposed wastewater system will serve current and future residents and business owners with an effective means of collecting, treating and discharging wastewater in a manner that meets or exceeds MPCA and EPA requirements while protecting existing groundwater sources from wastewater contamination.

Description of Previous Appropriations

The 2017 Bonding Bill provided Oronoco \$500,000 to study options for regionalizing wastewater treatment. The language from the bonding bill was as follows: "From the general fund for a grant to the city of Oronoco to commission a study to evaluate options for solving the wastewater infrastructure needs for the region including the city of Oronoco, the city of Pine Island, or the city of Rochester. This appropriation does not require a nonstate match.". The City plans to complete this study between July 2017 and June 2018.

Project Contact Person

Sandy Jessen
City Clerk / Treasurer
507-367-4405
oronococity@gmail.com

(\$ in thousands)

Oronoco Wastewater Collection and Treatment Facilities

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$18,639	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$2,000	\$0	\$0
City Funds	\$0	\$2,095	\$0	\$0
TOTAL	\$0	\$22,734	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$255	\$0	\$0
Predesign Fees	\$0	\$156	\$0	\$0
Design Fees	\$0	\$2,683	\$0	\$0
Project Management	\$0	\$322	\$0	\$0
Construction	\$0	\$16,338	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$25	\$0	\$0
Inflationary Adjustment	\$0	\$2,955	\$0	\$0
TOTAL	\$0	\$22,734	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy	N/A

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Voyageur Country ATV Club Trail	1	GO	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 1,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,000	\$ 0	\$ 0

Voyageur Country ATV Club Trail**AT A GLANCE****2018 Request Amount:** \$1,000**Priority Ranking:** 1**Project Summary:** The City of Orr, on behalf of the Voyageur Country ATV Club, is requesting \$1,000,000 in state funds to design and construct an ATV/multi-use trail.**Project Description**

The City of Orr, on behalf of the Voyageur Country ATV Club, is requesting \$1,000,000 for the design and construction of a new ATV/Multi-use Trail that will connect with existing and planned trails and communities throughout northeast MN. The estimated cost for the overall project is \$2,000,000. The ATV Club is currently working on matching funds through Federal, Private and Local sources. The trail will be constructed to connect with the Blue Ox Trail near International Falls, will continue through the Kabetogama/Crane Lake/Ash River/Orr/Cook area and will eventually connect with the Quad Cities Trail near Virginia and the Prospector's Trail near Tower and on to Ely and the Lake County/Northshore area.

The trail will be constructed on existing roads and lands owned by St. Louis County, the US Forest Service, area townships and private entities. The trail will be constructed by environmentally sound practices and will include picnic areas and bridges over scenic rivers and streams. This connection trail will enable users to use all of the existing trails in the region without the having to constantly loading, unloading and trailering vehicles.

The Club has met and garnered support from the US Forest Service, MN DNR, area townships and cities, St. Louis County and other area ATV clubs. The Club has received a \$150,000 grant through state legislation to design the alignment of Phase I and preliminary alignment of Phase II, completion of wetland delineation and permitting, design for a bridge over the Vermilion River and to complete an overall master plan for the Voyageur trail system.

Project Rationale

The completion of this project will improve safety on well-designed trails, will help to protect the environment by keeping riders on trails as opposed to off-trail riding, will provide a family-friendly outdoor activity and will increase tourism activity which will create jobs and expand the region's economic base.

Project Timeline

Engineering design - 09/2018

Bid Let - 04/2019

Bid Award - 05/2019

Project Start - 06/2019

Project Completion - 12/2022

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

Voyageur Country ATV Club

Who will operate the facility?

Voyageur Country ATV Club

Who will use or occupy the facility?

The general public

Public Purpose

To provide safe, healthy recreation opportunities.

Description of Previous Appropriations**Project Contact Person**

Cheri Carter
Clerk/Treasurer
218-757-3288
orrmn@centurytel.net

(\$ in thousands)

Voyageur Country ATV Club Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Funding	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$400	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Perham to Pelican Rapids Recreational Trail	1	GO	\$ 1,977	\$ 4,219	\$ 0
Total Project Requests			\$ 1,977	\$ 4,219	\$ 0
General Obligation Bonds (GO) Total			\$ 1,977	\$ 4,219	\$ 0

Perham to Pelican Rapids Recreational Trail

AT A GLANCE

2018 Request Amount: \$1,977

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 wetlands.

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 proposed trail was designated as "Regional Significant by the Greater Minnesota Regional Parks and Trails Commission on August 5, 2015. 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 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.

Project Timeline

Segment 1 (6.83 miles) - 2018

Segment 2 and 3 (13.94 miles) - 2020

Segment 4 (6.41 miles) - 2020. This segment will be constructed with funding from the Federal Highway Transportation Alternatives (TA) Program and County State-Aid Highway Program funds. No State Bonding funding is being requested for Segment 4.

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

NA

Who will own the facility?

Otter Tail County

Who will operate the facility?

Otter Tail County

Who will use or occupy the facility?

NA

Public Purpose

Multi-purpose trail will have full public accessibility, including 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

Richard West
Public Works Director/County Engineer
218-998-8473
rwest@co.otter-tail.mn.us

(\$ in thousands)

Perham to Pelican Rapids Recreational Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,977	\$4,219	\$0
Funds Already Committed				
Pending Contributions				
County Funds	\$0	\$1,977	\$4,219	\$0
TOTAL	\$0	\$3,954	\$8,438	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$26	\$56	\$0
Predesign Fees	\$0	\$90	\$192	\$0
Design Fees	\$0	\$420	\$898	\$0
Project Management	\$0	\$57	\$128	\$0
Construction	\$0	\$3,361	\$7,164	\$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	\$3,954	\$8,438	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Plymouth Ice Center Renovations	1	GO	\$ 1,300	\$ 0	\$ 0
Plymouth Rail Crossing Improvements	1	GO	\$ 475	\$ 0	\$ 0
Rockford Road Bridge Improvement Project	1	GO	\$ 10,720	\$ 0	\$ 0
Total Project Requests			\$ 12,495	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 12,495	\$ 0	\$ 0

Plymouth Ice Center Renovations**AT A GLANCE****2018 Request Amount:** \$1,300**Priority Ranking:** 1**Project Summary:** The City of Plymouth requests \$1.3 million in state funds for the renovation of the Plymouth Ice Center.**Project Description**

The City of Plymouth is requesting a \$1.3 million capital appropriate to make needed renovation to one of the state's largest and best-used athletic complexes - the Plymouth Ice Center. The bond proceeds will be used for the pre-design, 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.

In 2014 and 2016, the City requested a state bonding appropriate to help finance the improvements at PIC.

In 2018, the City is requesting a state bonding appropriation of \$1.3 million to help finance \$4.2 million in improvements.

In the last several years, the City has completed or is in the process of completing \$2.9 million of the improvements. These projects include; parking lot repair/expansion, new dasher boards, the mandated R22 refrigerant conversion, an energy management system and a rink conversion from an Olympic to professional sized sheet of ice.

The major components of the renovation will address roof replacement, HVAC and air exchange units, LED lighting and low e ceiling enhancement to improve energy efficiency.

PROJECT SCOPE

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.

Additional Facility Improvements – HVAC replacement; Scoreboards; and Roof Air Exchange Unit; LED lighting and low e-ceiling enhancement to improve energy efficiency.

FUNDING SOURCES/COST

The total project is estimated (with inflationary costs) at \$4.2 million. This request contains \$1.3 million in state bond proceeds for basic infrastructure improvements to the arena. The City will has already completed \$2.9 million of the renovation.

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

Project Timeline

September 2018 - Design/Bid/Quote

December 2018 - Construction

March 2019 - Mid-Construction point

June 2019 - Project completion

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 \$1.3 million 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

The Plymouth Ice Center improvements included in this request are outlined in the city’s Capital Improvement Program (CIP). In the last several years, the City has completed or is in the process of completing \$2.9 million of the \$4.2 million of improvements. The state bonding appropriation, if approved, would reduce the city’s portion of the overall improvements by \$1.3 million and relieve some of the fiscal pressure on the Ice Center Fund and other city funds that would be necessary to finance the improvements.

Who will own the facility?

The City of Plymouth

Who will operate the facility?

The City of Plymouth

Who will use or occupy the facility?

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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,300	\$0	\$0
Funds Already Committed				
City Funds	\$2,118	\$782	\$0	\$0
Pending Contributions				
TOTAL	\$2,118	\$2,082	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$90	\$0	\$0	\$0
Project Management	\$30	\$0	\$0	\$0
Construction	\$1,998	\$1,949	\$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	\$133	\$0	\$0
TOTAL	\$2,118	\$2,082	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Plymouth Rail Crossing Improvements**AT A GLANCE****2018 Request Amount:** \$475**Priority Ranking:** 1

Project Summary: The City of Plymouth has three at grade crossings of the Canadian Pacific Rail line at Pineview Lane, Larch Lane, and Zachary Lane. The City plans to improve the safety at these crossings by making needed improvements at each site. The proposed project would design, construct, and equip new passive and active rail crossing warning safety devices at existing locations that are either insufficient from a safety perspective or at the end of useful life.

Project Description

The City of Plymouth's at grade crossings of the Canadian Pacific Rail are located on frequently traveled streets in the community. Average daily traffic volumes on Pineview, Larch, and Zachary are estimated at 1,850, 620, and 5,000 respectively. Each street makes an important connection in the community and the proposed improvements would address known safety concerns along the rail line. As part of this project, the City proposes to replace passive and active rail crossing warning devices that are insufficient or at the end of useful life. The City plans to make replacements that meet minimum quiet zone requirements – as a standard that would improve safety at these important crossings. City staff plans to engage stakeholders through project development to ensure that the final project 1) enhances safety in the corridor, 2) allows for vehicle and pedestrian movements, and 3) improves residential quality of life by eliminating train whistles at each crossing.

Project Rationale

As noted above, each of the streets that bisect the Canadian Pacific Railway carry a high volume of vehicle traffic each day. The existing crossing warning equipment at each site is insufficient to properly warn the motoring public of oncoming train traffic and requires a whistle to alert drivers. Making these improvements enhances safety along the Canadian Pacific Railway because crossing safety will be enhanced with infrastructure that will warn drivers.

Additionally, quality of life in the area will be improved if quiet zone requirements are met as the intersections themselves will be safer and whistles will not be required.

Project Timeline

Completed Construction Plans - Fall 2018
 Environmental Review/Permitting - Fall 2018
 Anticipated Letting Date - Spring 2019
 Construction - Summer 2019
 Project Completion - 2020

Other Considerations

The proposed improvements make a structural fix to known safety concerns at each intersection – rather than replacing the existing equipment with something that is insufficient.

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

City of Plymouth

Who will operate the facility?

City of Plymouth

Who will use or occupy the facility?

City of Plymouth

Public Purpose

Safety Improvements

Description of Previous Appropriations**Project Contact Person**

Luke Fischer
Administrative Services Director
763-509-5051
lfischer@plymouthmn.gov

(\$ in thousands)

Plymouth Rail Crossing Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$475	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$475	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$950	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$950	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Rockford Road Bridge Improvement Project**AT A GLANCE****2018 Request Amount:** \$10,720**Priority Ranking:** 1

Project Summary: The project is located in the City of Plymouth and includes the reconstruction of one of the most dangerous interchanges in Hennepin County -- I-494 and CSAH 9 (Rockford Road). Built in 1965, the interchange is approaching its life expectancy, is unsafe, and inadequate for today's traffic. If not addressed, pedestrians and motorists will be forced to continue to use this hazardous intersection and the congestion will stifle business and job growth in this vital area of the city and region.

Project Description

The proposed project replaces a bridge constructed in 1965 that is rapidly approaching its life expectancy from a structural perspective. The bridge currently has planned redecking funds available through MnDOT and Hennepin County – though that investment has been delayed due to larger concerns about the structure's overall functionality in concert with adjacent intersections.

Adding the dual left-turn lanes will address the safety concerns occurring today. Currently, drivers accessing I-494 from CSAH 9 are forced to find a gap in mainline traffic to make the appropriate turn. For example, the larger traffic volumes along CSAH 9 creates limited gaps in mainline traffic. In turn, this generates longer turning queues, which impact the safety of mainline traffic and vehicles entering/exiting I-494. As a result, drivers become less patient with the limited gaps and take more chances to cross the mainline, creating unsafe conditions. As a result, over the last five years there have been an average of 45 crashes per year in this immediate area. Based on the crash data, it is estimated that up to 43% of the crashes have been related to the lack of a dedicated turn lane. Improvements at the ramp intersections will also be signalized. These improvements will help facilitate turning movements, reducing conflicts and crashes.

In early 2000, the City of Plymouth was awarded federal funds to construct a pedestrian and bicycle bridge south of the interchange. This multimodal enhancement has helped minimize pedestrian and bicycle conflicts with vehicles at the I-494/CSAH 9 interchange. This connection has strengthened the use of the regional trail system and the local sidewalk connections between businesses and residents.

The proposed project improves access to existing eligible business facilities by providing efficient and reliable connections to the regional freeway system (e.g., I-494 and Highway 55). Access will be improved by widening the bridge to accommodate dual-left and dual-right turns from the exit ramps. As noted earlier, the improved access will benefit the 6,397 employees living outside the project area and within the "Triangle," in addition to the 11,000 Annual Average Daily Traffic volumes along CSAH 9. Finally, the improved access at I-494/CSAH 9 will support the movement of goods and services, and attract new jobs to the project area.

A pedestrian/bicycle bridge was constructed in early 2000 adjacent to the existing interchange. The proposed plan calls for a trail to be installed on the north side of the bridge that would connect an additional pedestrian route from the commercial area on the east side of I-494 to the commercial area

on the west side of I-494. The proposed widening of the bridge will be designed in a manner that accommodates the pedestrian/bicycle bridge and will not impact the existing pedestrian structure or its use. In essence, this multimodal amenity supports complete streets principles by accommodating all road users. This connection is a vital component of the multimodal network, as pedestrian and bicycle crossings over I-494 are limited. The link provides convenient and safe access to the regional trail network, and links residential neighborhoods with businesses. Direct connections to the regional trail network via the pedestrian/bicycle bridge include the Luce Line Trail and Medicine Lake Regional Trail. The next closest pedestrian/bicycle crossing over I-494 is to the north at Schmidt Lake Road (1.0 miles) and to the south via the Luce Line (2.5 miles).

Project Rationale

As noted above, there are two primary components to the proposed project: transportation safety and functionality.

The I-494/CSAH 9 interchange serves a vital link to the regional transportation system by providing direct access (via CSAH 9) to three Principal Arterials (i.e., I-494, Highway 169, and Highway 55). Moreover, CSAH 9 reaches beyond these connections and links to another principal arterial, Highway 100, in the City of Robbinsdale. Overall, CSAH 9 continues to serve as a reliever to Highway 55 and serves as an important east-west connection to the regional transportation network.

I-494 has recently undergone significant improvements between Highway 55 and I-694. These improvements include widening I-494 to accommodate a third lane in both directions. The project has included minor improvements to three of the four ramps at the I-494/CSAH 9 interchange. However, these improvements do not fully address the traffic operation needs at the I-494/CSAH 9 interchange, nor does the programmed deck replacement address existing capacity and safety issues, and only further hamper future business growth. These needs represent the “missing gap” to the improvements already underway or scheduled for the I-494 corridor. Leveraging the programmed dollars for the FY 2017 deck replacement and bond funds will complete the “missing gap” in improvements for the I-494 corridor.

Enhancing this crossing is essential in helping achieve the Metropolitan Council’s Regional Bicycle System Study (2014) and Hennepin County’s 2040 Bicycle Transportation Plan. Both Plans identify CSAH 9 as a high-priority regional bicycle connection between the eastern (Gold Valley) and western (Independence) metro communities. The bicycle/pedestrian crossing at I-494/CSAH 9 is a major component in completing this connection. More importantly, this connection is vital in serving a growing number of bicycle commuters accessing the project area.

The proposed project will also provide better transit reliability and improved headway times in the area. The project area is currently served by Metro Transit’s Express Routes #741 and #777, which provides transit access along the I-394 corridor to Downtown Minneapolis.

Finally, the proposed project is identified as a “Major Roadway Improvement Need” in the City’s Comprehensive Plan (2008). The Plan calls for an upgrade to a four-lane divided facility with intersection improvements at the ramps, and a widened bridge over I-494. Similar needs are also identified as unfunded improvement candidates in the 2030 Hennepin County Transportation System Plan (December 2008). The proposed improvements are consistent with these Plans.

Project Timeline

Completed Construction Plans - Fall 2018
Environmental Review/Permitting - Fall 2018
Anticipated Letting Date - Spring 2019
Right-of-Way Acquisition - No ROW is needed

Construction - Summer 2019
Project Completion - 2020

Other Considerations

This project leverages planned investment from three jurisdictions to make a permanent improvement to this crucial interchange – rather than a one-time fix. As noted above, the City, County, and MnDOT have resources dedicated to maintenance efforts. Repurposing these funds into a structural fix returns the greatest value to all agencies and the public.

Impact on State Operating Subsidies

None known.

Who will own the facility?

Minnesota Department of Transportation

Who will operate the facility?

Minnesota Department of Transportation

Who will use or occupy the facility?

The facility will be used by the 11,000 motorists that travel through the interchange on a daily basis. These improvements will be enjoyed by the motoring and pedestrian public alike. Additionally, this capital investment provides a high value to the participating agencies– Hennepin County and MnDOT as new construction will return the greatest value on their investments– rather than simply redecking an insufficient structure.

Public Purpose

Investment in the Rockford Road Bridge and interchange at I-494 meets and exceeds public purpose requirements. The interchange experiences about 11,000 average daily trips. In its current configuration, it is also one of the most accident prone interchanges in Hennepin County. The proposed improvements will be safer than existing conditions, ease congestion, and better support area businesses.

Description of Previous Appropriations

Project Contact Person

Luke Fischer
Administrative Services Director
763-509-5051
lfischer@plymouthmn.gov

(\$ in thousands)

Rockford Road Bridge Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$10,720	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$3,000	\$0	\$0
City Funds	\$0	\$200	\$0	\$0
County Funds	\$0	\$2,000	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$15,920	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,446	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$14,474	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$15,920	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
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**2018 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.

Project Timeline

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 Foodshelf 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

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 the facility?

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 described under the Other Considerations section 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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$591	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$2,409	\$0	\$0
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$0	\$0	\$0
TOTAL	\$0	\$6,000	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Public Works Facility	1	GO	\$ 1,500	\$ 0	\$ 0
Total Project Requests			\$ 1,500	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,500	\$ 0	\$ 0

Public Works Facility**AT A GLANCE****2018 Request Amount:** \$1,500**Priority Ranking:** 1**Project Summary:** Requesting \$1.5 million dollars in state funds for the design and construction of new public works, public utilities, maintenance facilities.**Project Description**

Construction of 30,000 square feet of new buildings to house the public utilities, public works department, the construction of a salt/sand dome facility, parking, and necessary infrastructure extensions. The facility would include office space, maintenance/repairs, equipment parking, cold storage, and reasonable space meetings.

Total estimated cost for these facilities is approximately \$3.0 million dollars. The city is asking for \$1.5 million from the state through this application and is committed for the remaining \$1.5 million dollars through city funds.

Project Rationale

The existing facilities are too old and dilapidated for it to be economically viable to remodel or add on. The current site does not have enough space to expand and is located near Kingsbury Creek which is a designated trout stream.

The MPCA has recommended to move the site due to the leaching of salt and other materials into the designated trout stream. The Minnesota Design Team along with the city's Comprehensive Plan has also addressed and recommend the re-purposing of the current site.

Project Timeline

Engineering design - 9/18

Project Bid Let - 3/19

Award 4/19

Begin Construction - 5/19

Project Completion -12/19

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

City of Proctor

Who will operate the facility?

City of Proctor

Who will use or occupy the facility?

City of Proctor, Proctor Public Utilities Commission, and South St. Louis County Fair Association

Public Purpose

The facilities will house several city departments and employees.

Description of Previous Appropriations

2000 Community Building.

Project Contact Person

Mark Casey
Administrator/Clerk
218-624-3641
mcasey@proctormn.gov

(\$ in thousands)

Public Works Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$1,500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Battle Creek Winter Recreation	1	GO	\$ 2,126	\$ 0	\$ 0
Landmark Center Public Restroom Renovation	2	GO	\$ 350	\$ 0	\$ 0
Total Project Requests			\$ 2,476	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,476	\$ 0	\$ 0

Battle Creek Winter Recreation

AT A GLANCE

2018 Request Amount: \$2,126

Priority Ranking: 1

Project Summary: This request is for \$2,126,000 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 \$2,322,000 match would be raised for a project total of \$4,448,000

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.

Project Timeline

When bond funds are approved in 2018, design plans will get started in mid-2018. Bids will be

solicited in winter 2018-2019. Construction will happen in quarter two and quarter three of 2019. The winter recreation area will open for the winter of 2019-2020.

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

Indirect impact through the generation of property taxes, business taxes through related service impact, and personal income taxes through active employment.

Who will own the facility?

Ramsey County

Who will operate the facility?

Ramsey County

Who will use or occupy the facility?

Snowboarders, tubers and cross-country skiers will utilize the Battle Creek Winter Recreation Area. These represent youth to adults, teens and families. People from all over the state and throughout the country will visit this winter destination for events and competitions or simply to vacation in Minnesota outdoors.

Public Purpose

Parks and Recreation, high school and amateur sports teams. An active public benefits through lower medical costs, higher property values, economic impact to related businesses, jobs for construction workers, and positive social benefits.

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

(\$ in thousands)

Battle Creek Winter Recreation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,126	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$1,068	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$1,058	\$0	\$0
TOTAL	\$0	\$4,252	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$786	\$0	\$0
Construction	\$0	\$3,124	\$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	\$342	\$0	\$0
TOTAL	\$0	\$4,252	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Landmark Center Public Restroom Renovation

AT A GLANCE

2018 Request Amount:	\$350
Priority Ranking:	2
Project Summary:	Public Restroom Renovation - \$350,000 in state funds is requested to renovate and update the ten public restrooms of Landmark Center, owned by Ramsey County and located in St. Paul, MN.

Project Description

Ramsey County and Minnesota Landmarks, the nonprofit managing agency for Landmark Center, are seeking \$350,000 in state funding for Public Restroom Renovations at Landmark Center, the unique and 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, continuing Exterior Stabilization work completed in 2014 and 2015 to restore Landmark Center’s exterior roofs and extensive masonry. The Public Restroom Renovation is a full renovation of all 10 restrooms, (five sets total), located on floors B through Five. The project provides increased capacity to the fully utilized Landmark Center by bringing restrooms up to current code through additional restrooms stalls and sink surfaces and the addition of two new family style/unisex restrooms near the two most heavily used sets of restrooms.

The construction cost estimate for the Project is \$700,000, with \$350,000 in matching funds being provided through Ramsey County capital improvement funds. The work includes, but is not limited to, the following items:

- Demolition
- Reconfiguration, with additional capacity, of the toilet and sink fixtures
- Inclusion of two gender-neutral, family style restrooms
- Upgrade of all finishes, including floor tile, wall tile, ceilings, painted walls, toilet partitions, solid surface countertops, toilets, sinks, and bathroom accessories
- Reconfiguration of plumbing, ventilation, and lighting as required

The total square footage of the current facility is 133,200 square feet. The square footage to be renovated is 1,882 square feet. The project will add 557 square feet to the restroom capacity for a final renovated square footage of 2,444 square feet.

Project Rationale

For over 100 years Landmark Center has been serving 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. The need to invest in our historic assets like Landmark Center is evident, and this project is an investment in a building that is heavily used by the public on an annual basis.

The public restrooms were last renovated in the 1970s, when much of the building was renovated, and minimal changes have been made to the structures since then. Landmark Center is used daily by

the public for myriad meetings, activities and events, including heavy use during the many downtown festivals like the St. Paul Winter Carnival, WinterSkate, and the Ordway's International Children's Festival. It services over 235,000 people yearly through its daily arts and museum activities and special arts, cultural and entertainment activities. A broad cross section of the people of Minnesota uses the building as a vital historic resource and as an open and accessible public community center for arts and cultural activities. 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. It is also home to 15 of Minnesota's outstanding arts and cultural nonprofit organizations, several of which are nationally recognized and who also serve a broad public from across the state.

Landmark Center is located in the heart of downtown St. Paul's cultural district and is a beautiful, unique 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 over three decades ago, 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.

Project Timeline

Project design and pre-engineering phase of the Public Restroom Project is completed. The final implementation and construction is contingent upon securing funds to complete the project in full, anticipated by the fall of 2018.

Other Considerations

Impact on State Operating Subsidies

No impact is anticipated on the operating budget of Landmark Center.

Who will own the facility?

Ramsey County

Who will operate the facility?

Minnesota Landmarks, Inc., a nonprofit service provider that has maintained and programmed Landmark Center for nearly 40 years

Who will use or occupy the facility?

The general public uses Landmark Center on a daily basis, open all days except major holidays. The building also houses 15 arts and cultural nonprofit organizations that provide public programming in the building and run several of the public museums in the building.

Public Purpose

A broad cross section of the people of Minnesota uses Landmark Center as a vital historic resource and as an open and accessible public community center for arts and cultural activities. 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. It is also home to 15 of Minnesota's outstanding arts and cultural nonprofit organizations, several of which are nationally recognized and

who serve a broad public from across the state.

Funding of this project provides an investment in the vital historic resources of our state and provides the public with an enhanced facility for the general public and those with impaired abilities, as well as providing facilities that recognize those with family needs and those who are gender-neutral.

Description of Previous Appropriations

Not applicable

Project Contact Person

Amy Mino
Executive Director, Minnesota Landmarks
651-292-3285
amino@landmarkcenter.org

(\$ in thousands)

Landmark Center Public Restroom Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$350	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$350	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$24	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$603	\$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	\$33	\$0	\$0
TOTAL	\$0	\$700	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
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
Twin Cities Milwaukee Chicago Passenger Rail Study	4	GF	\$ 1,000	\$ 0	\$ 0
Total Project Requests			\$ 6,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0
General Fund Cash (GF) Total			\$ 1,000	\$ 0	\$ 0

Riverview Corridor

AT A GLANCE

2018 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 fall of 2017. This project connects the Union Depot in Downtown St. Paul with the Minneapolis-St. Paul International Airport, the Mall of America and the neighborhoods in between. This study will analyze various rail (LRT and streetcar) and bus (BRT) alternatives to determine the corridor's locally preferred alternative (LPA), including its capital and operating costs. The Pre-Project Development Study has a cost of \$2.5 million and is being funded through the Ramsey County Regional Railroad Authority. Upon selection of the LPA in 2017, 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 \$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.

Project Timeline

- 2017 - Complete the Pre-Project Development Study
- 2018-2021 - Complete Environmental Analysis/Begin Project Development
- 2022 - 2024 Complete Project Development and Engineering
- 2024-2027 - Construction

Other Considerations

Impact on State Operating Subsidies

Metro Transit will need to pay for a portion of the operating cost of the project. The state provides a

portion of Metro Transit's operating budget.

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 the facility?

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

In 2016 and 2017 a request of \$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 was made.

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

Michael Rogers
Transit Project Manager
651-266-2773
michael.rogers@co.ramsey.mn.us

Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Riverview Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
County Funds	\$2,785	\$0	\$0	\$0
Pending Contributions				
County Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$2,785	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$2,785	\$5,000	\$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	\$2,785	\$5,000	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	Yes
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Rush Line Corridor

AT A GLANCE

2018 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 the summer of 2017. 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 \$1.8 million and is being funded with federal funds 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 the summer of 2017, the next step in the federal New Starts Program for the corridor is the completion of environmental documentation, most likely an Environmental Assessment (EA). The cost for the EA is currently estimated at \$5 million. Following the EA 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.

Project Timeline

- 2017 - Complete the Pre-Project Development Study
- 2018-2021 - Complete Environmental Analysis/Begin Project Development
- 2022 - 2023 Complete Project Development and Engineering
- 2023-2026 - Construction

Other Considerations

Impact on State Operating Subsidies

Metro Transit will need to pay for a portion of the operating cost of the project. The state provides a portion of Metro Transit's operating budget.

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 the facility?

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, 2016 and 2017 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

Michael Rogers
Transit Project Manager
651-266-2773
michael.rogers@co.ramsey.mn.us

Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Rush Line Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Funds Already Committed				
	\$1,188			
County Funds	\$597	\$0	\$0	\$0
Pending Contributions				
County Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$1,785	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$1,785	\$5,000	\$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	\$1,785	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	Yes
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Union Pacific|BNSF Grade Separation

AT A GLANCE

2018 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.

Project Timeline

2018 - 2020 Complete Environmental Analysis
2020 - 2022 Complete Engineering
2022 -2024 Construction

Other Considerations

None

Impact on State Operating Subsidies

None, the track would be owned and maintained by the BNSF and Union Pacific railroads.

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 the facility?

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

Michael Rogers
Transit Project Manager
651-266-2773

michael.rogers@co.ramsey.mn.us

Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Union Pacific|BNSF Grade Separation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
Funds Already Committed				
	\$1,680			
County Funds	\$420	\$125	\$0	\$0
Non-Governmental Funds	\$0	\$375	\$0	\$0
Pending Contributions				
TOTAL	\$2,100	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$2,100	\$1,500	\$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	\$2,100	\$1,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Twin Cities Milwaukee Chicago Passenger Rail Study

AT A GLANCE

2018 Request Amount: \$1,000

Priority Ranking: 4

Project Summary: The Twin Cities Milwaukee Chicago (TCMC) Passenger Rail Study will complete analysis for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 80 mph.

Project Description

The Twin Cities Milwaukee Chicago (TCMC) Passenger Rail Study will complete analysis for introducing a second daily train between the Twin Cities, Milwaukee and Chicago at speeds up to 80 mph. Phase One of this study is currently underway, however, funding is needed for Phase Two. Phase Two includes completion of environmental documentation and a service development plan. Passenger trains would utilize the existing Amtrak corridor from Union Depot in St. Paul to Chicago. Minnesota station stops would be Union Depot in St. Paul, Red Wing and Winona.

Project Rationale

This project will provide a more convenient and attractive transportation option to Minnesotans along the Amtrak corridor between the Twin Cities and La Crescent. It will provide a second daily train that will travel between Union Depot in St. Paul and Chicago. This new train will provide needed capacity for passenger rail service in this corridor as the Empire Builder is typically sold out between the Twin Cities and Chicago in the summer months. In addition to provide more capacity, the train will offer faster and more reliable travel times.

Project Timeline

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The Minnesota Department of Transportation

Who will operate the facility?

Unknown.

Who will use or occupy the facility?

Public Purpose

The TCMC Second Train provides needed improvements to mobility for all members of Minnesota

who travel between the Twin Cities, Red Wing, Winona and points in between as well as to stations in Wisconsin and Chicago.

Description of Previous Appropriations

\$26 million in state funds were previously appropriated to the Minnesota Department of Transportation for use in advancing passenger rail projects. A portion of these funds were used to complete the Feasibility study for the corridor.

Project Contact Person

Michael Rogers
Transit Project Manager
651-266-2773
michael.rogers@co.ramsey.mn.us

Ramsey County Regional Rail Authority

Project Detail

(\$ in thousands)

Twin Cities Milwaukee Chicago Passenger Rail Study

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Fund Cash	\$0	\$1,000	\$0	\$0
Funds Already Committed				
County Funds	\$300	\$0	\$0	\$0
Other Funding	\$300	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$600	\$1,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$600	\$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	\$600	\$1,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	Yes
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Red Rock Rural Water System

Projects Summary

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Lakes Area Expansion Project	1	GO	\$ 5,570	\$ 0	\$ 0
Total Project Requests			\$ 5,570	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,570	\$ 0	\$ 0

Lakes Area Expansion Project

AT A GLANCE**2018 Request Amount:** \$5,570**Priority Ranking:** 1

Project Summary: \$5.57 million in state funds is requested to design, construct, furnish and equip a new water treatment plant, a new water tower and installation of approximately 110 miles of 10 inch through 2 inch water main for an expansion of the Red Rock Rural Water System to be built and located in Murray County MN.

Project Description

The Lake's Area Expansion Project includes the design and construction of the following project components:

1. Construction of 110 miles of 10" thru 2" diameter water main that will deliver good quality drinking water to 320 rural homes and businesses in Murray County, the Lake Shetek State Park, and the towns of Avoca and Currie. The estimated population to be served is 1,325.
2. Construction of a new 325 gallon per minute water treatment plant to perform iron and manganese filtration and produce 100 million gallons of water per year. Project components include aeration, detention, gravity filtration, chemical addition, clearwell storage, high service pumping and standby generation.
3. Installation of two municipal production wells that each produce 325 gallons per minute and construction of 2,600 feet of raw water main.
4. Erection of a 300,000 gallon elevated tank near Lake Shetek to provide gravity flow and water storage for the rural distribution system.
5. Implementing SCADA improvements at the new water treatment plant and elevated tank for remote monitoring and control.
6. Total project cost will be \$11,300,000 financed through a combination of loan from USDA Rural Development (\$5.12M), local funds in the form of connection fees from rural services and municipalities (\$0.61M), and 50% matching funds from the State of Minnesota (\$5.57M).

Project Rationale

Good Quality Drinking Water is hard to find in Southwest Minnesota. The project area ground water is generally high in mineral content, very hard and often contains bacteria or nitrates. Livestock producers deal with high sulfates which effects small animals. Salt consumption used in water softening is effecting local wastewater systems. Good quality water can significantly reduce chloride levels in wastewater systems. Volume of water is also an issue for some. Hauling water for sanitary use still occurs within the project area. Businesses and homes around Lake Shetek would like good water quality and quantity to meet their daily needs.

Throughout the past 10 years, Red Rock Rural Water System (RRRWS) has been receiving numerous calls for water service from Murray County residents, businesses, Lake Shetek State Park

and recently the cities of Avoca and Currie. The estimated number of water hookups is 320. Two years ago, RRRWS took the initiative to find a water source capable of serving this area . After 2 years of research and development, a water source was found and RRRWS has received a MN DNR Appropriation Permit. The MN DOH has reviewed the Wellhead Protection Plan Part 1 and is recommending approval. Water Sources and their protection is always a first priority.

Securing a new water source comes at a cost. RRRWS has invested over \$250,000.00 during the development process. Completing the project and building the infrastructure to deliver the water to new members is the next step.

Project Timeline

Shetek State Park

- Design: July 2018
- Bidding: Nov 2018
- Construction: April 2019
- Final Completion: August 2019

Water Treatment Plant

- Design: July 2018
- Bidding: March 2019
- Construction: May 2019
- Final Completion: May 2020

Elevated Tank

- Design: July 2018
- Bidding: March 2019
- Construction: May 2019
- Final Completion: October 2019

Mainline

- Design: July 2018
- Bidding: January 2019
- Construction: April 2019
- Final Completion: October 2019

Rural Distribution

- Design: July 2019
- Bidding: November 2019
- Construction: April 2020
- Final Completion: October 2020

Other Considerations

Red Rock Rural Water System is a multi-county rural water system formed under MN Statute 116A. The public body is governed by a 9 member Board of Commissioners whom are appointed by the Cottonwood County District Court.

The system began pumping and delivering water in 1985 to 350 original members. Today the system pipes good quality water to 2,800 individual residential/farm/business hookups and 10 cities. The total estimated population served is nearly 8,500.

Typically, RRRWS applies for funding through USDA Rural Development for its expansion projects. Large projects like this rely on partnerships with other funding sources to make it financially feasible for residents to consider. RRRWS has applied for USDA Loan Funds to make up the Non-State Match. To help make it affordable for the residents, MN Statue 116A allows the system(via district court) to place special assessments on the members taxes. The residents commit \$16,000 per hookup and it is amortized over 30 years to help make it affordable to low and moderate income residents. The collections are made through the respective counties and sent to RRRWS. We then pay the debt service on the loans.

Impact on State Operating Subsidies

NA

Who will own the facility?

Red Rock Rural Water System will own, operate and maintain the facility.

Who will operate the facility?

Red Rock Rural Water System employs a Manager, Office Manager, Billing Clerk, Accounting Clerk and 7 MN Certified Water Specialists.

Who will use or occupy the facility?

The treatment plant and water tower will not be occupied overnight. Daily maintenance will take place for a few hours a day.

Public Purpose

The purpose of Red Rock Rural Water and this project is to bring good quality water to "Rural Minnesota" at an affordable price.

Description of Previous Appropriations

1996

To construct a 500,000 gallon water tower.

Project Contact Person

Dominic Jones
Manager of Red Rock Rural Water System
507-628-4201
dominicrock@centurytel.net

Red Rock Rural Water System

Project Detail

(\$ in thousands)

Lakes Area Expansion Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,570	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$5,120	\$0	\$0
Other Funding	\$0	\$610	\$0	\$0
TOTAL	\$0	\$11,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$330	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$86	\$0	\$0
Project Management	\$0	\$707	\$0	\$0
Construction	\$0	\$10,016	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$161	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$11,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Mississippi Blufflands State Trail - Red Wing Riverfront	1	GO	\$ 9,490	\$ 0	\$ 0
Goodhue County Historical Society Museum Preservation and Renewal	2	GO	\$ 616	\$ 0	\$ 0
Old West Main Street-Upper Harbor Infrastructure Renewal and Redevelopment	3	GO	\$ 8,000	\$ 0	\$ 0
Total Project Requests			\$ 18,106	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 18,106	\$ 0	\$ 0

(\$ in thousands)

Mississippi Blufflands State Trail - Red Wing Riverfront**AT A GLANCE****2018 Request Amount:** \$9,490**Priority Ranking:** 1

Project Summary: \$9.490 million in State funds are needed and requested to fund the Mississippi Blufflands State Trail, Red Wing Riverfront Trail project. The proposed trail will connect Red Wing's Mississippi River waterfront parks; Levee Park, Barn Bluff Park and Colvill Park and provide a unique pedestrian-bicycle experience providing the connection to the existing regional and state trail system

Project Description

This request is for \$9.490 million in state funding to leverage with \$2.870 million in city and other funding to construct segments 2 and 3 of the Mississippi Blufflands Trail, Red Wing Riverwalk; along the western bank of the Mississippi River.

The completed trail project will link the Goodhue Pioneer State Trail and the Cannon Valley Regional Trail to Red Wing's riverfront parks including: Pottery Pond, Bay Point, historic Levee Park in Downtown Red Wing, historic Barn Bluff Regional Park and, the popular and multi-use Colvill Park.

The preferred State Trail corridor requires a threaded alignment between the riverbank and railroad ROW. When entirely completed from Red Wing to Lake City, the 17-mile state trail will connect regional and state recreational resources, facilities and multiple historic sites along the TH 61 Great River Road Scenic Byway corridor. During the DNR master plan planning process, major trail heads were proposed and they included: Bay Point Park, Barn Bluff Regional Park/Colvill Park, Frontenac State Park and Lake City's Hok-Si-La Regional Park and Campground.

Each of the state legislatively authorized trail systems were assessed by the DNR with eight criteria. They were placed in one of the following three investment groups:

1. Destination;
2. Core: DNR Division-led, and;
3. Core: partner-led.

The investment groups differ by the amount and type of investment the DNR Parks and Trails Division makes, how the Division works with partners, and how the Division communicates about trail experiences. The Mississippi Blufflands State Trail is in the Core: DNR Division-led investment group.

However, during the comprehensive planning process for the State Trail, MN DNR Parks and Trails determined that the riverfront trail segments within Red Wing were final design and construction ready. It was mutually understood that Red Wing would lead development of the state trail and trail facilities for the riverfront trail segments (Cannon Valley Trail to Colvill Park) within Red Wing city limits due to the extensive preliminary planning and engineering efforts already completed. Red Wing initiated planning and preliminary design for Red Wing's riverfront section of the trail corridor (the Cannon Valley Trail to Red Wing's Colvill Park) in 2005.

The City's Comprehensive Plan, Downtown Action Plan and Riverfront Redevelopment Plan provide 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 a high priority on environmentally sustainable and health conscious modes of transportation. The Mississippi River riverfront is a prime attraction and plays an important role in the region's tourism and economic development. Connecting regional and state trail systems to Red Wing's riverfront parks and the City's historic downtown is a critical step to enhancing economic activity, tourism, and providing active living recreational opportunities for the region.

In addition to becoming a future 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 recreational areas, the riverfront and downtown. The completion of the Riverfront 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 adopted riverfront planning documents and action 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 Riverfront Trail incorporates a visionary approach to this regionally significant connection that will serve as a regional recreational destination.

The estimated cost for the completion of trail, with ancillary facilities, is \$12,360,000.

The project has already received significant attention and generated a lot of excitement locally, regionally and nationally. The support and excitement for the project can be evidenced in a recent \$480,000 federal project planning funds award from Great River Road Scenic Byway TAP funding pool. In addition, local and regional philanthropic contributors are readying to support this visionary and regionally significant project. Philanthropic, local and other funding will leverage over \$2.8 million in project funding for the state trail.

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 Normal Water Level (NWL) of the river along a 1,000 foot segment of the trail. Despite numerous ongoing discussions to resolve the issue, a section of the trail may be required to be elevated using a unique floating trail design along the 1,000-foot segment. As conceptually planned, 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 Colvill Park will be aligned between CP Rail's ROW and US TH 61. Based on preliminary engineering information, this segment will require above normal rock excavation, added retaining walls and enhanced storm water management systems that add to 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-bicycle trail system will also provide the region with enhanced opportunities for safe, off road transportation.

Project Timeline

Project Design and Engineering: 7-01-2017 - 8-01-2019

Project Construction: 9-01-2019 - 6-30-2021

NOTE: Engineering design initiated July 2017 with FHWA Scenic Byways TAP planning funding from Barn Bluff to Colvill Park segment of trail.

Other Considerations

Connecting the Goodhue Pioneer State Trail and the Cannon Valley Regional Trail to Red Wing's riverfront and highly utilized riverfront parks will provide an immediate benefit for Minnesota residents and visitors bringing them to the riverfront and joining multiple important regional, recreational facilities.

The riverfront trail project is a critical linking segment for the future development of the 17 mile Mississippi Blufflands State Trail to Lake City. With a direct connection to the Cannon Valley Trail's 100,000 annual visitors, the Goodhue Pioneer State Trail, Barn Bluff Regional and Colvill Parks, Frontenac State Park, and Lake City's Hok-Si-La Regional Park and Campground, the completed Mississippi Blufflands Trail will become a top-tier state trail in terms of usage and economic impact.

The City has agreed with the DNR to own and maintain the riverfront portion of the State Trail within Red Wing's city limits from the Cannon Valley Trail to Colvill Park.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

N/A

Who will use or occupy the facility?

N/A

Public Purpose

The project is a continuation of Red Wing's ongoing River Town Renaissance initiative that will enhance regional economic activities, economic opportunities, improve public safety, boost public health and augment environmental protections. As a regional trade center, Red Wing 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 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 a positive economic development impact and benefit for 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

\$50,000 was appropriated to the DNR within 2015 First Special Session, Chapter 4 - S.F. No. 5, Article 3, Subd. 5. Parks and Trails Management for the development and completion of the Mississippi Blufflands State Trail Master Plan.

Project Contact Person

Marshall Hallock
Administrative Business Director
651-385-3602
Marshall.Hallock@ci.red-wing.mn.us

(\$ in thousands)

Mississippi Blufflands State Trail - Red Wing Riverfront

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$9,490	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$480	\$0	\$0
City Funds	\$340	\$740	\$0	\$0
Pending Contributions				
Federal Funds	\$0	\$900	\$0	\$0
Other Funding	\$0	\$528	\$0	\$0
TOTAL	\$340	\$12,138	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$340	\$1,740	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,398	\$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	\$340	\$12,138	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Goodhue County Historical Society Museum Preservation and Renewal**AT A GLANCE****2018 Request Amount:** \$616**Priority Ranking:** 2

Project Summary: \$616,000 in State funds are needed and requested for the replacement of the HVAC system, roofing, windows and entry storefront vestibule of the Goodhue County Historical Society's Museum located in Red Wing. The City of Red Wing owns and maintains the Historical Society Museum Building, which is leased to the Goodhue County Historical Society.

Project Description

The Goodhue County Historical Society was chartered in 1869 and is the oldest County Historical Society in Minnesota. The County Historical Society's museum is located within the Baptist 'Old People's Home' originally built in 1900. A large building addition to the museum was designed and completed in 1991 by the Historical Society at which time the City assumed public ownership of the entire facility. The museum serves as the steward for county history by collecting, preserving, and promoting the natural and cultural history of Goodhue County.

The proposed project is the replacement of the building's Heating, Ventilating and Air-conditioning (HVAC) equipment, replacement of the windows, rehabilitation of the buildings storefront entrance and replacement of the roofing.

Preliminary engineering and architectural investigation identified severe, detrimental building envelope and fresh and conditioned air problems leading to interior air quality issues within the facility. Upon inspection, it was determined that HVAC equipment that had been installed was a residential grade system which typically has a 12-15 year life expectancy. The system utilizes a single 75% efficient boiler for heating and multiple single staged air condensing units for cooling and humidity control. This has led to severe indoor air quality issues and the inability to control indoor humidity. Control of the fresh and conditioned air is vital for the future protection of the museum's archives and artifacts.

The planned project will include:

- Replacement of the outdated and failing HVAC system with a new air system designed for the museum building occupancy;
- Replacement of the building roofing. The roofing of the museum facility has out lived its life expectancy and needs to be replaced and the fascia and the soffit areas of the original building are peeling and need repainting;
- Replacement of windows. The original structure still utilizes single pane wooden windows. The windows are in disrepair and will be replaced to maintain the building envelope.

These repairs are required to maintain the soundness of the building's exterior envelope and the integrity of the Museum's collection and artifacts.

Project Rationale

The City of Red Wing owns the Historical Society Building Museum which is leased to the Goodhue

County Historical Society for a period of 50 years, ending December 31, 2039. As the owner of the building, the City is responsible for renewal, renovations and maintenance of the building.

The building has an ongoing control issue with indoor air quality that will eventually have a detrimental effect to the integrity of the Museum's collection of artifacts. The facility serves the entirety of Goodhue County and draws visitors and programming participants from throughout the region.

Project Timeline

Preliminary engineering and design for the project is completed. Final design and bid documents would be completed for a project bid date in the fall of 2018. Optimum project start for construction of the project is fall to early winter 2018 during the period of low humidity and minimal heating requirements. Completion of the project would be October 2019.

Other Considerations

N/A

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

The City of Red Wing is responsible for operations, maintenance and renewal of the facility.

Who will use or occupy the facility?

The Goodhue County Historical Society uses the facility for offices and as the County Historical Museum. The Goodhue County Historical Society is a fully independent 501(c)(3) non profit organization. The City of Red Wing has leased the facility to the County Historical Society for a period of 50 years, ending December 31, 2039.

Public Purpose

The facility is the Goodhue County Historical Museum, a public building owned by the City of Red Wing.

Description of Previous Appropriations

Project Contact Person

Marshall Hallock
Administrative Business Director
651-385-3602
Marshall.Hallock@ci.red-wing.mn.us

(\$ in thousands)

Goodhue County Historical Society Museum Preservation and Renewal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$616	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$616	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,232	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$1,172	\$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	\$1,232	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Old West Main Street-Upper Harbor Infrastructure Renewal and Redevelopment**AT A GLANCE****2018 Request Amount:** \$8,000**Priority Ranking:** 3

Project Summary: \$8.0 million in State funds are needed and requested to fund the reconstruction and redevelopment of Old West Main Street and the Upper Harbor Area in Red Wing to be leveraged with \$8.1 million of local, federal and other state funds. Within Red Wing's Capital Improvement Plan several long planned projects that impact the Old West Main Street and the Upper Harbor will be initiated, developed and constructed over the next four years.

Project Description

Several long planned projects that impact the Old West Main Street and the Upper Harbor and riverfront were brought to the forefront within the adopted Old West Main-Pottery District Neighborhood Action Plan in 2015. The area has become a vibrant regional commerce center and entertainment district generating economic activity. On the riverfront, the reconstruction of Levee Road to the east of the project area, with the new connecting segment of the Riverfront Trail, has increased economic activity. Throughout the Old West Main and Upper Harbor area, there is a need to rebuild what we have, improve the appearance of public space increasing opportunities for economic development and renewal, build and provide amenities and connectivity to the riverfront for pedestrians and bicyclists, alleviate parking pressure and improve grain truck fleeting operations.

Four city blocks of Old West Main Street will be fully reconstructed. The City will reconstruct the roadway and remove and replace the 100 year old underground utilities, provide new pedestrian and ADA improvements and instill traffic calming measures. In 2017, \$480,000 in federal roadway construction funding was placed within the MnDOT STIP for the project. The City anticipates an additional \$800,000 in federal funding may be available for this project in the future. In conjunction with the rebuilding of the roadway, the City has budgeted \$345,000 for the creation of additional public parking in this commercial area.

City planning documents identified the need to connect pedestrian and foot traffic in the Old West Main Street area to the riverfront. In 2016, Red Wing was awarded \$857,000 in federal Transportation Alternatives Program (TAP) funding to design and construct a pedestrian-bicycle bridge over the Canadian Pacific Railway main line to connect the Old West Main Street area to the Riverfront.

To create a logical landing for the pedestrian-bicycle bridge (a new landing location or pad on the riverfront side of the railroad tracks), improve event parking and grain truck fleeting; Levee Road will be realigned at the existing roundabout. This would allow event parking and grain semi-truck fleeting to be more efficiently organized closer to the railroad tracks with the roadway curving towards the existing barge terminal bulkheads.

Realigning Levee Road further away from the Harbor will provide additional land area to redesign the current DNR's Mississippi River boat launch parking areas. Special event lawn space will also be

realigned.

The total project cost for: Reconstruction of Old West Main from TH 61 to Buchanan Street, Acquisition of property and the construction of a Public Parking Lot, Building the Pedestrian Bridge Connection to the Riverfront, Realignment of Levee Road, revamping boat launch parking, event parking and grain truck fleetling is estimated at \$16,093,375.

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, area businesses, and the tourism industry are in need of reliable utilities, efficient and well maintained transportation systems, and recreational and active living opportunities.

The Old West Main Street – Upper Harbor riverfront renewal area highly benefits from regional tourism. Rebuilding and enhancing the roadway, pedestrian-bicycling connectivity and creating efficient parking and grain truck fleetling will stimulate additional private investment and renewal in the area.

Project Timeline

Project Design, Engineering and Construction timeline: **July/August 2017**

Engineering/Design Consultant Procurement

August – Nov. 2017

Conceptual Plans Developed

Nov. 2017 - July 2018

Preliminary Engineering – Pedestrian-Bicycle Bridge Project

Preliminary/Final Engineering– Public Parking Project

September 2018

Construct Public Parking

December 2018

Final Plans for Pedestrian-Bicycle Bridge

Preliminary Plans for Upper Harbor – Levee Road Alignment, revised Grain Truck Fleetling, and Parking and Old West Main Street Reconstruction

December 2019

Construct Bridge Pedestrian-Bicycle Bridge

Fall 2020

Environmental Review and Final Plans for Upper Harbor – Levee Road Alignment, revised Grain Truck Fleetling, and Parking and Old West Main Street Reconstruction

Spring 2021

Bid Award for Upper Harbor – Levee Road Alignment, revised Grain Truck Fleetling, and Parking and Old West Main Street Reconstruction

Summer 2021

Build the new Upper Harbor and Levee Road Realignment, revised Grain Truck Fleeting, and Parking and Reconstruct Old West Main Street

Other Considerations**Impact on State Operating Subsidies**

N/A

Who will own the facility?

City of Red Wing

Who will operate the facility?

N/A

Who will use or occupy the facility?

N/A

Public Purpose

The project will have an immediate economic development stimulus impact and benefit for the community and the regional economic market area. The project is the rebuilding, renewal and enhancement of public infrastructure. 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

N/A

Project Contact Person

Marshall Hallock
Administrative Business Director
651-385-3602
Marshall.Hallock@ci.red-wing.mn.us

(\$ in thousands)

Old West Main Street-Upper Harbor Infrastructure Renewal and Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$1,257	\$0	\$0
City Funds	\$95	\$1,205	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$150	\$0	\$0
Federal Funds	\$0	\$1,003	\$0	\$0
City Funds	\$0	\$3,588	\$0	\$0
Other Local Government Funds	\$0	\$560	\$0	\$0
Other Funding	\$0	\$236	\$0	\$0
TOTAL	\$95	\$15,999	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$95	\$2,753	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$13,246	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$95	\$15,999	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	

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

Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Lake Redwood Reclamation and Enhancement Project	1	GO	\$ 10,100	\$ 0	\$ 0
Redwood Falls Municipal Airport 7-Bay Hangar Project	2	GO	\$ 114	\$ 0	\$ 0
Total Project Requests			\$ 10,214	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,214	\$ 0	\$ 0

Lake Redwood Reclamation and Enhancement Project

AT A GLANCE**2018 Request Amount:** \$10,100**Priority Ranking:** 1

Project Summary: The Lake Redwood Reclamation and Enhancement Project will restore one of the two lakes in Redwood County (both man made). The Project will restore and enhance the lake by removing up to 655,000 cubic yards of sediment which will be land applied. This will improve and maintain hydroelectric generation established in 1929 and upgraded in 2012 to continue to provide "Green" energy. The Project will capture and remove phosphorus and sediment to meet TMDLs on the Redwood and Minnesota Rivers.

Project Description

The Redwood-Cottonwood Rivers Control Area (RCRCA), a multi-county joint powers organization in conjunction with the City of Redwood Falls, proposes to reclaim Lake Redwood by dredging accumulated sediments. Lake Redwood is a man-made impoundment located at the downstream end of 629-square mile drainage area with predominantly agriculture land uses. Lake Redwood was originally formed in 1902 when the Redwood River was impounded by A.C. Burmiester who was quoted in the May 9, 1900 edition of the Redwood Gazette: *"The idea is to dam the river at a point 100 feet south of the bridge... It is to be built high enough to flood all of the land that is to be purchased, and hence will form a beautiful lake, which is to be stocked with fish, and which can be used for boating, bathing and other purposes..."*. The current dam, which is over thirty feet high, was refurbished after the flood of record in 1957. Abundant recreational opportunities were provided by this reservoir and local citizens actively used the lake. The dam also provides a source of electricity to the city of Redwood Falls. The current hydropower facility has a capacity of 0.6 megawatts which is used to provide summertime peak demand reduction. The City of Redwood Falls has upgraded and replaced hydroelectric turbine to increase the green energy the dam provides resulting in a \$4,000,000.00 investment.

RCRCA was established in 1983 to reduce the amount of sediment from reaching Lake Redwood by implementing conservation practices up stream. RCRCA is made up of an eight county joint powers organization that includes the County Boards and County Soil and Water Conservation Districts. At the time, Lake Redwood's sedimentation rate was about 1.5 feet a year being deposited and not conducive or cost effective for dredging. Since that time numerous conservation projects have been implemented and those projects have reduced the sedimentation rate to .13 feet per year. With conservation practices actively being adopted in the watershed this can go even lower resulting in a project with well over a 70 year life expectancy. Recent sediment coring data presented by the MN Geological Survey have shown results that more than 70 percent of the current loading is coming from in stream streambank erosion caused by increased hydraulic loading. Increased wetland restoration efforts that are underway with BWSR, SWCDs and funding from the L-SOHC will further reduce the excessive hydraulic loading and subsequently reduce the effects of stream bank and bed-load erosion further extending the life of this project.

The MNDNR conducted a resurvey on the Redwood Reservoir in 2006 to monitor the physical, chemical and biological characteristics of the basin. The deepest water found was 7.3 feet, but most of the reservoir was 4.5 feet or less with a 2.8 foot average. Several shallow areas made boating difficult during the early August time period. The reservoir's watershed was dominated by row crop agriculture and the most abundant shallow water substrate was silt. Submergent vegetation was extremely rare and the water was highly turbid. The Redwood reservoir has suffered from partial winterkills in the past but none have been documented in recent years.

A variety of species were available to anglers fishing the Redwood Reservoir in 2006. High numbers of channel catfish were trap netted. Channel catfish were 7.3-23.5 inches long averaging 13.8 inches. The 2006 catch rate for channel catfish was 14 times greater than any previous catch rate. Low numbers of northern pike, walleye, and black crappie were trap netted in 2006. Pike were 21.9-25.0 inches long averaging 23.4 inches. Walleye were large, ranging in length from 23.3-24.3 inches. Black crappie were also keeper sized, ranging in length from 8.2-11.5 inches. Carp, golden red horse, silver red horse, bigmouth buffalo and white sucker should also provide plenty of action for reservoir anglers.

Along with restoring the fishery in Lake Redwood, this project has an additional water quality benefit. It is a proven fact that the residence time of the lake brings the fecal coliform level downstream under the 200 colony forming units per 100 ml threshold. This project by reclaiming the reservoir capacity will increase residence time and add further UV and deposition treatment prior to discharging to the Minnesota River. Currently, a Turbidity TMDL is underway for the Redwood River. Again, the Lake will have a 70 year plus life expectancy. By removing 650,000 cubic yards of sediment, the reservoir will eventually trap that volume again and keep the stored sediment from degrading the MN River basin and complement the efforts in Lake Pepin. The sediment delivery to the lake has gone from 1.5 feet per year to .13 feet reflecting the enormous amount of conservation projects that have gone in upstream. With added attention to non-point runoff and streambank stabilization as reflected in the sediment coring data by Carrie Jennings of the MN Geological Survey, we will be able to extend the life well beyond 70 years.

The current status of the project is pending securing additional project dollars. This project has been designed, completed an EAW and once funded, re-acquire the expired permits to start the fall of 2018. The project could commence as early as July of 2018 for sediment basin construction with the actual hydraulic dredging to begin spring of 2019.

The primary work area of the Lake Redwood Reclamation and Enhancement Project will be in the Redwood Falls City Limits and the dewatering pond will be in Delhi Township of Redwood County.

This Project is directly consistent with the uses of the Outdoor Heritage Fund, as specified in Article XI of the Minnesota Constitution and Minnesota Statute 97A.056: to restore, protect, and enhance wetlands, prairies, forests, and habitat for fish, game, and wildlife. Furthermore, it will produce multiple conservation benefits across a large targeted and planned geographic area.

Project Rationale

RCRCA has been monitoring the Redwood River through the MNPCA Clean Water Partnership Program since 1989. Of which, 20 years of water quality data has been collected and pollutant loading has been calculated using the US Army Corp. of Engineers FLUX modeling program. Lake sediment depth has been manually measured in 1991, 2002 and sediment coring with radioactive isotope dating has been performed in 2007 by the MN Geological Survey. All water quality data has been submitted and is stored on the EPA STORET database for public use and has been certified. The data has been used to calculate loading characteristics coming in and going out of Lake Redwood and is the foundation for trend analysis for all statistics that have been quoted. RCRCA and

its SWCD JPO members have implemented as of 2007: 298 BMPs under 173 contracts that reduce soil loss by 25 tons per year resulting in 18 tons per year reduction in sedimentation and 20 thousand pounds per year of phosphorus. RCRCA partners have implemented 7,336.36 acres of CREP/RIM and NRCS have treated 4,132 acres in the Redwood River watershed resulting in 16.5 tons of sediment reduction annually and 23,000 pounds of phosphorus from annually reaching the Redwood River and subsequently Lake Redwood. These activities are what have lead to the reduction in sedimentation rates from 1.5 feet per year to the current .13 feet annually. On-going conservation efforts will undoubtedly reduce the rate even further. All modeling, sediment coring and conservation implementation results are available upon request in MS Word, Excel and PowerPoint formats. Engineering for the project is also available electronically.

The continued use of established conservation programs above Lake Redwood will help to maintain the accomplishments well beyond the 70 year life expectancy of the lake. This is a conservative life expectancy. With current siltation rate of .13 feet per year, it would take 140 years to reach the level we are today. It is anticipated the current rate of adoption of conservation initiatives in the watershed above the lake which will push the action stage of 50% siltation further into the future. Periodic depth contours with sonar will be made to determine when action will be needed. Installed conservation practices in the watershed above the lake continue to be most cost effective approach for maintaining the project. These practices are: stream bank restoration, wetland restoration, buffer/filter strip initiatives and marginal working land retirement. These are currently the goals and focus of conservation programs RCRCA and the Soil and Water Conservation Districts are implementing with conservation cost share programs which have proven effectiveness by reducing the sedimentation rate from 1.5 feet per year to the current .13 feet per year.

Project Timeline

Seek Bonding - Feb. 2018
Rebid the project - July 1, 2018
Re-engage permitting agencies - July 1, 2018
Finalize Dewatering site purchase agreement - Sept. 2018
Issue notice to proceed to successful bidder - Oct. 2018
Construct Dewatering pond - Oct. 2018
Mobilize hydraulic dredge and piping - Fall 2018/Spring 2019
Complete reclamation - Spring to Fall 2019
Discharge monitoring of dewatering pond - Spring to Fall 2019
Demobilize hydraulic dredge and piping/clean-up - Fall 2019

Other Considerations

Impact on State Operating Subsidies

No effect.

Who will own the facility?

The City of Redwood Falls will own and maintain the dewatering site. The Lake is entirely within the municipal borders of the City.

Who will operate the facility?

The Redwood-Cottonwood Rivers Control Area, Joint Powers Organization will be the fiscal agent and manager of the project.

Who will use or occupy the facility?

Lake Redwood is waters of the State and will be used by the public.

Public Purpose

Enhance and reclaim 65 acre Lake Redwood for the benefit of the public through green energy production, treating and meeting TMDL standards in the Redwood and Minnesota Rivers benefiting Lake Pepin and will ultimately enhance recreational use of the Lake through boating, swimming and fishing

Description of Previous Appropriations

No appropriations have been made previously.

Project Contact Person

James Doering City of Redwood Falls
Public Works Project Coordinator
507-637-5755
jdoering@ci.redwood-falls.mn.us

(\$ in thousands)

Lake Redwood Reclamation and Enhancement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$10,100	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$900	\$0	\$0
TOTAL	\$0	\$11,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,105	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$615	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$9,180	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$11,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Redwood Falls Municipal Airport 7-Bay Hangar Project**AT A GLANCE****2018 Request Amount:** \$114**Priority Ranking:** 2

Project Summary: The bonding request of \$114,000 (10%) is to leverage \$1,023,457 in (90%) Federal FAA funding. The City of Redwood Falls proposes to build a 7- bay hangar to enhance and stimulate economic growth. The project consists of 5-45'x45' and 2-65'x65' bay hangars with an engineers estimated total cost of \$1.14 million.

Project Description

The Bay Hangars would be sized as follows:

- 2 – 65' x 65' Bay Hangars.
- 5 – 45' x 45' Bay Hangars.

Each hangar will be designed to meet the following minimum standards:

- Pre-engineering metal building.
- Concrete slab and foundations.
- Bi-fold or hydraulic doors.
- 16' door opening clearance.
- Light emitting diode (LED) ceiling lights.
- Electrical receptacles.
- Embedded 4' pedestrian door.
- Single sloped roof with gutter system.

Each hangar will be designed for cold storage.

An approximately 355' x 45' Bituminous Apron will be constructed to tie into the existing pavement southwest of the T-Hangars.

The project will be let for bids in the Summer of 2018.

The project will include multiple bid schedules to maximize the available Federal funding.

Funding shall be combination of Federal and Local funds. The anticipated funding participation rates are 90% Federal and 10% Local.

Project Rationale

The current based T hangars are full. General Aviation has begun to grow substantially in the last 3 years. Business related aircraft are the fastest growing sector. Business aircraft are range from multi passenger twin engines to corporate jet classes. The current T hangars are too small to accommodate these types of aircraft. The project is for 7 bays and 5 of those are currently spoken for.

The Redwood Falls Municipal Airport Master Plan along with the current Airport Layout Plan designate additional hangars as a high priority for the airport.

The bonding request for the 10% of \$114,000.00 to leverage \$1,023,457.00 in Federal FAA dollars allows the City to apply funds to other road and infrastructure replacement.

Project Timeline

The planning, pre-design and design phase is already under contract with the City of Redwood Falls providing the local match. This request is for construction starting in 2018 as follows:

7/1/18 Encumbrance of funds and public bidding
8/1/18 Bid award
9/10/18 Federal Funds are Released for use
10/1/18 Construction Begins
5/31/19 Construction Ends
6/1/19 Hangar tenants move in

Other Considerations

Leveraging one million in federal FAA funding.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Redwood Falls owns the Airport and subsequent hangars.

Who will operate the facility?

The City of Redwood Falls operates the Municipal Airport.

Who will use or occupy the facility?

Businesses with twin engine aircraft and private pilots with twin engine aircraft requiring larger hangar space other than what is currently available in the single engine T hangars.

Public Purpose

The Redwood Falls Municipal Airport is open to the public to stimulate economic growth. The airport maintains designated public space as required by the FAA.

Description of Previous Appropriations

None

Project Contact Person

James Doering City of Redwood Falls
Public Works Project Coordinator
507-637-5755
jdoering@ci.redwood-falls.mn.us

(\$ in thousands)

Redwood Falls Municipal Airport 7-Bay Hangar Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$114	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$1,023	\$0	\$0
TOTAL	\$0	\$1,137	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$177	\$0	\$0
Construction	\$0	\$960	\$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	\$1,137	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
East Calvary Water Main Replacment	1	GO	\$ 357	\$ 0	\$ 0
Total Project Requests			\$ 357	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 357	\$ 0	\$ 0

East Calvary Water Main Replacement**AT A GLANCE****2018 Request Amount:** \$357**Priority Ranking:** 1**Project Summary:** \$356,153 for water line replacement on E. Calvary Road, City of Rice Lake. This is a supplemental request to the 2014 bonding funds that we were granted**Project Description**

This request is for \$356,153 in state bond funding to design and construct a replacement water main on East Calvary Road, Kolstad, Austin, Milwaukee, Mather, and Chicago Avenues located in the City of Rice Lake, St. Louis County, Minnesota. The total project will replace an estimated 5677 feet of deteriorated water main with new HDPE piping; it will also enhance our fire district with new fire hydrants to serve our residents.

Project Rationale

This is a critical project for the City of Rice Lake due to repair costs and water loss. In 2016, our water loss was 8.9 million gallons and in 2017 we are trending the same amount. As of April 2017, we have lost 2.2 million gallons of water, for a cost of approximately \$36,000 per year. In 2017, we had a \$20,000 repair which shut down a county road and one public transit bus route for a day.

Project Timeline

Pending funding approval we anticipate starting work during the 2019 construction season with final restoration work in 2020.

Other Considerations**Impact on State Operating Subsidies**

n/a

Who will own the facility?

City of Rice Lake

Who will operate the facility?

City of Rice Lake

Who will use or occupy the facility?

City of Rice Lake

Public Purpose

Municipal water

Description of Previous Appropriations

2014 State Bond Funding of \$1,168,000

Project Contact Person

Joan Jauss
Clerk
218-721-3778
clerk1@ricelakecitymn.com

Rice Lake Township

Project Detail

(\$ in thousands)

East Calvary Water Main Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$1,168	\$357	\$0	\$0
Funds Already Committed				
City Funds	\$9	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$1,177	\$357	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$232	\$45	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$945	\$312	\$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	\$1,177	\$357	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Rochester Public Transit Bus Garage Storage Expansion	1	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 5,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0

Rochester Public Transit Bus Garage Storage Expansion**AT A GLANCE****2018 Request Amount:** \$5,000**Priority Ranking:** 1**Project Summary:** This project involves the construction of an addition to the City of Rochester's bus storage garage (located at 4300 East River Road NE, Rochester, Minnesota) to accommodate the needs of expanding transit service and bus fleet. The estimated cost of the project is \$5,000,000.**Project Description**

The expansion of the Transit Operations Center is Rochester Public Transit's (RPT) number one priority. The project includes construction of expansion area of the bus storage area by 32 forty-five foot bays. The site was purchased and the facility designed and built with 50 years of expansion planned. The current garage with a capacity of 60 buses plus wash bay contains 93,320 square feet. The expansion would add approximately 40,000 square feet.

Project Rationale

The expansion of the Transit Operations Center is Rochester Public Transit's (RPT) number one capital priority. As noted previously the site was purchased and the facility designed and built with 50 years of expansion planned. Without adequate bus storage it will be difficult to expand the fleet and implement the expanded service identified in the City's 5 year Transit Development Plan (TDP) as well as to meet expectations from Destination Medical Center (DMC). The existing garage was opened in October 2012. A large percent of the \$23 million cost was funded with FTA and State transit funds. The current facility has a capacity of 60 buses in the storage area plus 7 in the maintenance area. There is also some space on the perimeter for parking a few smaller paratransit buses and support vehicles.

The RPT garage and maintenance areas currently house 54 buses. Based on delivery and sale of buses, RPT will have 59 buses housed in the facility by the end of 2017. The 5 year transit service plan (recently adopted) projects a required fleet of 85 fixed route and 8 paratransit buses for a total of 93 buses by 2021.

Project Timeline

An architectural firm familiar with the type of construction has prepared an estimate and conceptual design. The City has recently been approved for \$500,000 for design and construction management services for the project. The schedule calls for all construction documents to be completed by 1st quarter 2018. If the funding for construction is approved the city will be able to proceed and complete the construction within a 10-12 month schedule. For example, if bonding is approved by May, 2018. The City expects to award by August, 2018 with project completion by July, 2019.

Other Considerations

The facility was approved by and built with federal and state funds.

Impact on State Operating Subsidies

The City's public transit system does receive State and federal operating assistance. It would be expected that the utility and maintenance costs would increase slightly for the addition. However, the savings and longer life by providing indoor storage of the fleet will offset the costs.

Who will own the facility?

The City of Rochester.

Who will operate the facility?

The City of Rochester Public Works Department.

Who will use or occupy the facility?

Storage of Rochester Public Transit buses

Public Purpose

The public purpose is to expand the public transportation services identified in the City's 5 year Transit Development Plan.

Description of Previous Appropriations

Received 1.4 million dollars in State bonding in 2010 for phase 4 of the transit operation center fit out.

Project Contact Person

Brent Svenby
Senior Administrative Analyst
507-328-2000
Bsvenby@rochestermn.gov

(\$ in thousands)

Rochester Public Transit Bus Garage Storage Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$500	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$500	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$500	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$500	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Rocori Trail Phase 3	1	GO	\$ 1,130	\$ 0	\$ 0
Total Project Requests			\$ 1,130	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,130	\$ 0	\$ 0

Rocori Trail Phase 3

AT A GLANCE**2018 Request Amount:** \$1,130**Priority Ranking:** 1**Project Summary:** \$1.13 million in state funds is requested to design and construct phase 3 of the Rocori Trail to be located in Stearns County, between the cities of Cold Spring and Rockville.**Project Description**

Phase 3 of the Rocori Trail will be constructed on the BNSF railroad corridor along Trunk Highway 23. This phase completes the connection of the cities of Richmond, Cold Spring, and Rockville.

The ROCORI Trail is connected to the Glacial Lakes State Trail, which is a trail of statewide significance that runs from Willmar to Richmond. This Phase 3 will bring that connection from Willmar to Rockville, approximately 50 miles of trail. Stearns County has future plans to connect to the ROCORI Trail at Rockville 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 to the region.

Project Rationale

It is important to complete the Rocori Trail with Phase 3. Federal, state and local dollars have been invested with Phases 1 and 2; we need to complete the vision and the investment that has already been made. Rocori Trail:

- Connects three cities and two townships (11,407 people) and all of the cross town travel, including the school district (2,000+ students).
- Cold Spring Granite, a large Cold Spring business, utilizes the trail for their employee wellness program. GNP is another large employer in the area and they wish they had direct access to the trail, and they would with Phase 3.
- Will draw visitors from outside the region as this trail connects to the Glacial Lakes State Trail.
- Also provides access to great natural resources and recreational opportunities – Eagle Park and Rockville County Park, to name just two great resources.

Project Timeline

All ROW is secured. Design is complete. Need this funding source to move forward.

Design Engineering completed by: Done
 Environmental completed by: December 2018
 Authorize and let bids: January 2019
 Begin Construction by: May 2019
 Construction Completed by: October 2019

Other Considerations

The ROCORI Trail Construction Board has been working since 2004 to connect the cities of Richmond, Cold Spring, and Rockville. To date, we have:

- Built Phase 1 – 178th Ave, Richmond to 2nd Avenue NE, Cold Spring.
- Acquired all of the necessary ROW from BNSF to construct Phases 2 and 3.
- Is in process of constructing Phase 2, which was recently bid and will be constructed this year from Mill Street in Rockville west towards Cold Spring, ending at the 235th Street cul-de-sac.

The cities created a Joint Powers Board, the Rocori Trail Construction Board (RTCB), to apply for and administer funds and oversee construction. The RTCB is comprised of six voting representatives, two officials from each City, and staffed by three city staff representatives. The RTCB's enabling legislation, passed by each City's council, allows them to apply for grants and enter into contracts for work.

Impact on State Operating Subsidies

None

Who will own the facility?

RTCB

Who will operate the facility?

RTCB

Who will use or occupy the facility?

General public

Public Purpose

Public Trail - an off-road trail facility for pedestrians, bicyclists, and other non-motorized forms of transportation - which provides the following benefits:

- Recreational opportunities
- Economic development
- Tourism
- Health and Wellness
- Intrinsic

Description of Previous Appropriations

- \$372,000 received in 2008
- \$800,000 received in 2010
- \$920,000 received in 2014

Project Contact Person

Martin
Bode
320-251-5836
mbode@rockvillecity.org

(\$ in thousands)

Rocori Trail Phase 3

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,130	\$0	\$0
Funds Already Committed				
Federal Funds	\$0	\$1,117	\$0	\$0
Pending Contributions				
Other State Funds	\$0	\$9	\$0	\$0
TOTAL	\$0	\$2,256	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$224	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$51	\$0	\$0
Project Management	\$0	\$317	\$0	\$0
Construction	\$0	\$1,664	\$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

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Gateway Trail Design--Urban Connection Predesign and Design for Trail Link	1	GO	\$ 114	\$ 272	\$ 0
Total Project Requests			\$ 114	\$ 272	\$ 0
General Obligation Bonds (GO) Total			\$ 114	\$ 272	\$ 0

Gateway Trail Design--Urban Connection Predesign and Design for Trail Link**AT A GLANCE****2018 Request Amount:** \$114**Priority Ranking:** 1

Project Summary: The Department of Natural Resources completed the acquisition of easements for this segment of the Gateway Trail in 2016. There are a number of preconstruction issues that needs to be resolved that will impact the final design of the project including wetlands, routing along Washington County 52 and an underpass on Washington County 52.

Project Description

This proposal will result in the completion of predesign and design as well as impact assessment and mitigation of the proposed trail segment. Elements of this work would include survey, soil testing, environmental assessment and wetland delineation, predesign, public engagement, and engineering and design.

This will result in the ability to extend the State's most popular bike trail an additional 1.9 miles from William O'Brien State Park to Scandia. The trail will provide a link for campers and visitors to William O'Brien State Park to access the Village area of Scandia without traveling on the State or County highway. Without this dedicated funding, physical evaluation, engineering and other predesign elements and design will not occur for potentially a decade or longer. The acquired trail easement are in close proximity to wetland areas. By providing advanced funding for the pre-design any issues related to the impact on the wetlands can be address well in advance of the proposed construction timeframe. This will accelerate the project implementation schedule by many years and, more importantly, assure this is a feasible alignment for this State Trail.

Project Rationale

In 2016 the State completed acquisition of the final linkage for the section of the Gateway State Trail that will connect William O'Brien State Park to Scandia. The trail easements acquired by the State will terminate at a City-owned parcel in the village center. The city-owned lot where the trail is proposed to terminate has an undeveloped area that can be used for parking. Additionally the parking area is located in the village center and in close proximity to the Gammelgarden museum which could serve to attract additional users to the regional trail. Future plans include the extension of the trail north from Scandia to make a connection with the Swedish Immigrant Regional Trail which runs from Interstate Park in Taylors Falls, through the cities of Shafer, Center City, Lindstrom, and Chisago City to the Sunrise Prairie Regional Trail in Wyoming that makes an existing connection to the Hardwood Trail through Forest Lake. While the trail route has been secured on paper, there has been no predesign or design of the William O'Brien to Scandia portion of the connection. Due to the proximity to residential properties and wetlands, this link has greater issues than rural portions of the project. Scandia is the critical link between the current northern terminus of the Gateway Trail in Pine Point County Park north of Stillwater and the Immigrant, Hardwood Creek, Sunrise Prairie, Oberstar, and Munger trails to the northwest that will eventually connect to Duluth. These funds would allow the predesign and design of the trail route that would utilize these easements and facilitate an expedited

schedule for the construction in the future.

Project Timeline

Begin work July, 2018 complete by December, 2020

Other Considerations

The City of Scandia will cooperate with the Department of Natural Resources, including William O'Brien State Park staff, Washington County, Chisago County, cities of Marine on St. Croix, Lindstrom and Franconia Township on the predesign and design to assure coordination and connection. Multiple local planning and community groups will also be engaged, including Friends of Scandia Parks and Trails, Gateway Trail Association, Scandia Heritage and Gammelgarden Museum.

Scandia is currently one of the most popular on-road biking communities in the state due to 30.6 miles of arterial roadways with full shoulders in relative close proximity to the core of the Twin Cities metro area.

In its 2010 Comprehensive Plan Washington County identified three routes as critical on-road connections for cycling: Highway 97, Manning Avenue (County 15) and Olinda Trail (County 3). Scandia's Comprehensive Plan also calls for an extensive network of trails. These on-road connections would supplement the Gateway Trail by providing additional links to William O'Brien State Park, Big Marine Park Reserve and the Hardwood Creek State Trail.

Impact on State Operating Subsidies

None

Who will own the facility?

MnDNR owns the easements across private property. The state constitution requires the project to be publicly owned. The northern terminus of the trail will end at a parcel owned by the City of Scandia located on Washington County Rd 52 (Oakhill Rd. N)

Who will operate the facility?

This is a State Trail and would be operated by the DNR.

Who will use or occupy the facility?

All users of the state trail.

Public Purpose

The State trail has a significant benefit to the health, safety and welfare of the users. Assuring a proper design is critical to advancement of the Trail in the selected ROW alignment. Health benefits include lower health care costs and healthier well-being by utilizing the trail. Increased safety will be achieved by separating non-motorized users from motorized traffic allowing for a greater range of ages, skill level and ability users. The extension of the trail will also have economic benefits to the community attracting facility users to the area. This work will also identify gaps or changes to maximize benefit and avoid unforeseen problems, such as soil or drainage correction.

Description of Previous Appropriations

None

Project Contact Person

Neil Soltis
City Administrator
651-433-2274
n.soltis@ci.scandia.mn.us

(\$ in thousands)

Gateway Trail Design--Urban Connection Predesign and Design for Trail Link

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$114	\$272	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$114	\$272	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$105	\$250	\$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	\$9	\$22	\$0
TOTAL	\$0	\$114	\$272	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	N/A
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Fire Station #3	1	GO	\$ 3,400	\$ 0	\$ 0
Total Project Requests			\$ 3,400	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,400	\$ 0	\$ 0

Fire Station #3

AT A GLANCE**2018 Request Amount:** \$3,400**Priority Ranking:** 1

Project Summary: \$3.4 million in state funds is requested to pre-design, design and construct a third fire station in the City of Shakopee (City) which will improve fire suppression/rescue and emergency management services response times to residents and visitors.

Project Description

Currently, the Shakopee Fire Department (SFD) has two fire stations serving a population of 43,151 (including neighboring Jackson and Louisville Townships), as well as an influx of 10 million visitors per year, primarily during the summer months. The City is known as the entertainment hub of Minnesota with an amusement park, a living history park, a renaissance festival and a horse-racing track. Neighboring on the southern border of Shakopee is Mystic Lake and Little Six Casinos which are owned by the SMSC and brings in thousands of visitors to Shakopee annually.

In early 2016, the City began exploring building a third fire station in the southeast region of the City. This and the surrounding area is experiencing continual and significant growth which has exceeded the SFD's emergency response capacity. As part of the City's mutual and auto aid with neighboring Shakopee Mdewakanton Sioux Community and the cities of Prior Lake and Savage, this station would enable better response times to them and the eastern population of Shakopee. It would also serve in conjunction with the two current fire stations. The proposed fire station will serve as primary fire protection to over 10,000 residents living within the immediate three-mile radius of the station and \$1.45 billion in real property value. The station will also be the principal medical first response to the area.

The City hired Ethical Leaders in Action (ELA) to conduct an in-depth Fire Station Optimization Study which researched the feasibility, potential benefits and challenges of a third fire station within the City. This high-level study offered action-oriented recommendations backed by data and argument. The ELA recommended the third fire station venture grounded on ELA's Core Values for Public Safety Agencies:

1. *Excellent Public Service* (including call response time, quality of response, and resource availability for current and projected occupancies).
2. *Sound Stewardship of Public Resources* (including the City's commitment to fiscal restraint of behalf of taxpayers).
3. *Fairness* (to all stakeholders, including residents, businesses and employees).

ELA's recommendations were concluded from multiple inputs: interviews with officers and full-time and paid-on-call firefighters, data analysis on call volume and patterns (types and locations of calls), study of demographic and geographic factors and on-site research of geography and traffic management conditions. ELA also researched the national standards and requirements which are applicable to firefighting and Emergency Management Service (EMS) calls, local metropolitan

communities' fire department and fire based EMS policies and standards and the predicted population growth and the past population growth of the area. The emergency call locations and look back volumes were three years, which kept the information relevant and had a high enough volume of data to make the data confidence interval statistically significant.

After completion of the study, the ELA recommended the construction of a new fire station. The proposed station will be built at 1840 Pike Lake Road which is located at the northwest corner of the intersection Eagle Creek Boulevard and County Road 21 in the City. This land is owned by the City.

The cost of the new fire station is estimated to be approximately \$5.5 million with a typical timeline of 18-24 months to allow for completion of space needs assessment, design, bidding, contract award and construction. The City is contributing 10 acres of land for the construction site which has a current value of \$1.3 million, as well as \$2.1 from the City's Capital Improvement Program for a total of \$3.4 million (50% match).

Project Rationale

The improvement of critical emergency response time in an area of current and projected growth is the primary rationale for the new fire station. The City has been experiencing rapid growth in the area, and projections indicate this growth will accelerate. The SFD has surpassed its current fire emergency response capacity and increases in population means increases in the number of emergency calls.

The SFD responds to all structural, vehicle and wilderness fires, vehicle extrications, hazardous materials response, high-angle rescue and open water and ice rescue. The SFD is also a first-responder to all emergency medical calls. The study performed by ELA revealed the service area would greatly benefit in having a fire station which would decrease the average emergency response time in this area from nine minutes or more to four minutes or less. This decrease in response time is critical, especially in relation to fire suppression outcomes and critical medical responses.

Additionally, the Insurance Service Office (ISO) grades a city's fire department on features such as water distribution, equipment, fire protection capability, etc. Based on the evaluation, the ISO gives each fire department a rating between 1 (the best) and 10 (the worst). This rating reflects the overall effectiveness of the department. It is also a big factor in determining fire insurance premiums for property owners. A lower rating generally equates to lower premiums.

One area ISO evaluates is the distribution of fire stations and response-times. ISO's criteria states that a built-upon area of a community should have a first-due engine company with 1.5 road miles of the protected properties and a ladder-service company within 2.5 road miles. This proposed joint fire station would meet the ISO's benchmark and response-time criteria, thus, resulting in a stronger ISO rating.

Project Timeline

A space needs assessment will be completed by during the winter and spring 2018 and 2019, respectively. Design and bid specs will be drafted and completed from September 2019 to February 2020. Construction bidding will occur in March 2020 with an expected award date in April. Building construction will begin in June 2020 with an anticipated completion date of April 2021.

Other Considerations

Impact on State Operating Subsidies

N/A - Operations and maintenance of the facility will be the responsibility of the City of Shakopee.

Who will own the facility?

City of Shakopee

Who will operate the facility?

City of Shakopee Fire Department

Who will use or occupy the facility?

City of Shakopee Fire Department

Public Purpose

Fire protection and first responder to all emergency medical calls.

Description of Previous Appropriations

N/A - No previous requests and this project will be complete in one phase.

Project Contact Person

William Reynolds
City Administrator
952-233-9311
breynolds@shakopeemn.gov

(\$ in thousands)

Fire Station #3

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,400	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$3,400	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$6,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,300	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$4,900	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$50	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$6,800	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Silver Bay Black Beach Campground	1	GO	\$ 1,765	\$ 0	\$ 0
Total Project Requests			\$ 1,765	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 1,765	\$ 0	\$ 0

Silver Bay Black Beach Campground

AT A GLANCE**2018 Request Amount:** \$1,765**Priority Ranking:** 1

Project Summary: The City of Silver Bay is requesting \$1,764,750 for the design and construction of a 63-mixed site municipal campground located on 14.5 acres of City owned property. The campground will be located across the street from the new public beach on Lake Superior known as Black Beach Park. Black Beach Park is a reclaimed mining site, with historical significance and uniqueness, along the North Shore of Lake Superior. The City & MN DNR recently secured legal public access to the beaches in Oct 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 Park.

Black Beach 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 on May 22, 2015, many locals and tourists have flocked to this unique property and feel that a campground near this location is needed. The campground requests continue to increase each year.

The City has been discussing ways to develop the municipal campground without bonding funding; however, the costs to develop a campground solely with City funds would be too burdensome on the city taxpayers. In addition, the City is relatively restricted on what they could charge because of the rates that have already been set by other municipal (i.e. Two Harbors and Grand Marais) and state (Tettegouche, Split Rock, Gooseberry, and Temperance) campgrounds along the North Shore.

In December 2015, the City adopted their new Comprehensive and Capital Plan and have engaged the public through surveys, focus groups, and steering committee members whom identified the development of a municipal campground as a high priority need. The City Council adopted Resolution 2015-#22 stating that the Silver Bay Black Beach Municipal Campground was priority #1 for the City in 2015 and again stated the same priority in 2017 by passing Resolution 2017-#27 stating the

development of Black Beach Campground is the City's #1 priority.

The City Council engaged Compass Rose-Building Performance Specialists (CR-BPS, Inc.) to conceptually design a campground on 14.5 acres of City owned property located in the 110-acre Eco-Park located next to Black Beach Recreational Park and Hwy 61. The 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/park area is \$3,529,500 made up of the following (\$2,369,400 for Campground Construction Costs + \$178,000 land value secured by the City + \$982,100 Northshore Mining Land value for public use) and the the City is requesting \$1,764,750 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 portion needed, 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 (\$1.9 million) are in phase 1, but the majority of the sites (36) that are needed to generate operating revenues are in phase 2. In addition, the cost to develop in two phases increased the costs by approximately \$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 Northshore Mining Company is restricting the use of the property to be public beach only and not allow for overnight stay, they are 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. In addition, Silver Bay's location is a convenient and 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.

Since our previous bonding proposal, a \$4-million private business has started to develop within Silver Bay called the North Shore Adventure Park. This "climbing" adventure focused business will include a natural rock climbing wall, a million-dollar ariel ropes course, a zip line, mountain bike track, walking paths, and an Olympic-sanctioned permanent year-round climbing structure. The Black Beach Municipal Campground would connect to both the North Shore Adventure Park and the Black Beach Park. The owners of the North Shore Adventure Park are highly counting on the campground to be developed to support their new local business.

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 (especially larger RV's) 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. In addition, the campground is needed to help support the new \$4-million private investment being made by North Shore Adventure Center who's clients will benefit from the proximity of the proposed municipal campground.

Project Timeline

- July 2018 - December 2018 Final design/engineering
- January 2019 - February 2019 Construction bidding
- March 2019 - Final Contract Award for Construction and Notification to begin
- April 2019 - April 2020 Construction
- January 2020 - April 2020 Advertising/Marketing and Early Reservations
- May 15, 2020 - Campground Open

Other Considerations

The City secured \$125,000 from IRRRB for Black Beach Park which were used to install fencing for boundary identification, new lavatory vaults, picnic tables, fire rings, trash receptacles, lighting, and for conceptual planning of a campground. This project was fully completed in June 2017.

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 the levy it is equal to approximately a 1% levy increase.

Who will own the facility?

City of Silver Bay

Who will operate the facility?

City of Silver Bay

Who will use or occupy the facility?

Tourists traveling along the North Shore of Lake Superior and visiting the Silver Bay area.

Public Purpose

Municipal Campground with legal 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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,765	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$178	\$0	\$0
Non-Governmental Funds	\$0	\$982	\$0	\$0
Pending Contributions				
City Funds	\$0	\$604	\$0	\$0
TOTAL	\$0	\$3,529	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$1,060	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$130	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,339	\$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	\$3,529	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Stewart River Subordinate Service District - Wastewater Collection and Treatment System	1	GO	\$ 9,040	\$ 0	\$ 0
Total Project Requests			\$ 9,040	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 9,040	\$ 0	\$ 0

(\$ in thousands)

Stewart River Subordinate Service District - Wastewater Collection and Treatment System**AT A GLANCE****2018 Request Amount:** \$9,040**Priority Ranking:** 1

Project Summary: This request is for \$9,040,200 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 \$18,080,400.

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.

Project Timeline

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

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 the facility?

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 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$9,040	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$9,040	\$0	\$0
TOTAL	\$0	\$18,080	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$931	\$0	\$0
Design Fees	\$0	\$2,589	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$14,560	\$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	\$0	\$0	\$0
TOTAL	\$0	\$18,080	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	N/A
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Library and Learning Center	1	GO	\$ 6,000	\$ 0	\$ 0
Concord Street - Wentworth Avenue to Annapolis Street East	2	GO	\$ 12,440	\$ 0	\$ 0
Seidl's Lake Storm Water Improvements	3	GO	\$ 781	\$ 0	\$ 0
Total Project Requests			\$ 19,221	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 19,221	\$ 0	\$ 0

(\$ in thousands)

Library and Learning Center**AT A GLANCE****2018 Request Amount:** \$6,000**Priority Ranking:** 1**Project Summary:** This request is for \$6,000,000 in State bond funding to design, construct, furnish and equip a new public library/learning center in South St. Paul.**Project Description**

South St. Paul is requesting bond appropriations because the current public library is not designed for 21st-century use. The original portion of the building was constructed in 1927; in 1964, the library was expanded to provide better service to the community. The bookmobile garage was converted into a small meeting room in 1999. The building is not ADA compliant, does not have consistent hot water, does not provide satisfactory seating/private study areas, does not meet the public's technological needs, and does not provide adequate community meeting spaces. This project will 1) meet building code requirements, 2) modernize the facility while focusing on energy conservation, 3) supply much-needed current technology, and 4) provide updated, flexible learning areas, including small study rooms and larger meeting rooms. The anticipated square footage of the new building is 17,000 sf. Our current library's square footage is approximately 11,800.

The total cost of this project will be \$8,745,000. South St. Paul is solely responsible for this initiative.

Project Rationale

In 2016, the city of South St. Paul hired LSE Architects, Inc., of Minneapolis to conduct a mechanical needs assessment and space study of the current layout of the library in terms of its ability to meet the community's changing needs and expectations. Public libraries are evolving into community centers for people to gather to share ideas and learn together. They also are crucial in developing early literacy practices and school readiness in preschool children. Statistics from SSD #6 reveal that the children of South St. Paul are falling behind at an alarming rate regarding school readiness. As one of the few independent public libraries in the metro, South St. Paul Public Library is in a unique position to focus on community issues, partnering with local organizations to combat illiteracy and promote a productive future workforce. Currently, the library is actively participating in community preschool activities at our public schools, and with a modern, updated facility, the library will engage residents on many different levels, offering a vital learning center for all ages. Unfortunately, funding is major concern for South St. Paul since the city has a very low net tax capacity.

Project Timeline

This project is slated to occur in January of 2019 with actual construction occurring in 2021, ending by December of 2022.

Other Considerations**Impact on State Operating Subsidies**

This project will not impact the library's operating budget until a new building is constructed.

Who will own the facility?

South St. Paul

Who will operate the facility?

South St. Paul

Who will use or occupy the facility?

Presently, approximately 70,000 library patrons use the library annually. As a net lending library, South St. Paul Public Library supplies Dakota County Library System and other metro libraries with many materials through our reciprocal lending agreement. It is anticipated that gate count and use will rise with a new state-of-the-art facility.

Public Purpose

To serve the residents of South St. Paul and surrounding environs with a new library featuring functional technology, adequate community meeting rooms and private study areas, and flexible learning spaces.

Description of Previous Appropriations**Project Contact Person**

Kathy Halgren
Library Director
651-554-3242
khalgren@southstpaul.org

(\$ in thousands)

Library and Learning Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$2,745	\$0	\$0
TOTAL	\$0	\$8,745	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$750	\$0	\$0
Project Management	\$0	\$120	\$0	\$0
Construction	\$0	\$6,048	\$0	\$0
Relocation Expenses	\$0	\$25	\$0	\$0
One Percent for Art	\$0	\$60	\$0	\$0
Occupancy Costs	\$0	\$550	\$0	\$0
Inflationary Adjustment	\$0	\$1,192	\$0	\$0
TOTAL	\$0	\$8,745	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Concord Street - Wentworth Avenue to Annapolis Street East**AT A GLANCE****2018 Request Amount:** \$12,440**Priority Ranking:** 2**Project Summary:** \$12,440,000 in state funds is requested for the reconstruction and modernization of Concord Street, an A-Minor Arterial Reliever to TH 52, from Grand Avenue to 200 feet north of Annapolis Street in South St. Paul.**Project Description**

The project consists of reconstruction/modernization of Concord Street, an A-Minor Arterial Reliever to TH 52, from Grand Avenue to 200 feet north of Annapolis Street in South St. Paul. The project will modernize the roadway and drainage, upgrade the traffic signals at Wentworth and Bryant Avenues, and make the corridor more multi-modal with on-street bike lanes and continuous sidewalks. The bike facilities will fill a gap in the Regional Bicycle Transportation Network, connecting Saint Paul, South St. Paul, and beyond with the Mississippi River Trail and Wakota Bridge across the Mississippi River via existing bike shoulders on Hardman and Verderosa Avenues.

Project Rationale

The project will provide substantial investment and transportation system benefit in traditionally disadvantaged communities, including a community that is above the regional average for population in poverty and concentrated poverty. The project will deliver a multi-million dollar investment in a census tract that has not seen significant highway and infrastructure investment in more than 60 years. The project will also improve the integrated, multi-modal transportation system for people of all ages, incomes, and abilities in these areas. The project will close the existing gaps in the non-motorized transportation network, both by connecting to the Regional Bicycle Transportation Network and creating continuous sidewalks in the corridor, helping low income individuals, children, and others that do not have a car access jobs and bus service in the corridor. The improvements will also upgrade the existing facilities to ADA compliant facilities, benefiting people with disabilities and young children in strollers. The roadway improvements and resurfacing will provide an improved runningway for transit, both for buses and Metro Mobility, improving the ride quality for customers. Beyond the infrastructure benefits, this project will also create a more welcoming environment and improve the comfort and sense of security for all travelers.

Project Timeline

The pre-design for this project has been completed. The final design engineering is scheduled to take place from 2019 through 2020. Temporary easements and minor right of way acquisitions would take place in 2021 and construction would proceed in 2022.

Other Considerations

If this project was awarded funding the City and MnDOT would most likely need to discuss a turnback arrangement to use G.O. Bond funds instead of Transportation Bond funds.

Impact on State Operating Subsidies

No additional operating subsidies are anticipated.

Who will own the facility?

The Minnesota Department of Transportation unless a turnback agreement is negotiated with the City.

Who will operate the facility?

The Minnesota Department of Transportation unless a turnback agreement is negotiated with the City.

Who will use or occupy the facility?

The public.

Public Purpose

This project will be an investment in traditionally disadvantaged communities; improve bike and pedestrian facilities and network connectivity; improve safety for all modes, including freight, by delineating lanes and adding turn lanes; and improve multi-modal access to a Regional Manufacturing area.

Description of Previous Appropriations**Project Contact Person**

Chris Hartzell
City Engineer
651-554-3210
chartzell@southstpaul.org

(\$ in thousands)

Concord Street - Wentworth Avenue to Annapolis Street East

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$12,440	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,840	\$0	\$0
TOTAL	\$0	\$14,280	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,840	\$0	\$0
Project Management	\$0	\$330	\$0	\$0
Construction	\$0	\$9,100	\$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	\$2,910	\$0	\$0
TOTAL	\$0	\$14,280	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Seidl's Lake Storm Water Improvements**AT A GLANCE****2018 Request Amount:** \$781**Priority Ranking:** 3

Project Summary: \$781,000 in state funds is requested to design and construct a stormwater pumping station, filter system to prevent fluctuations of 15 feet or more and improve water quality in the popular recreational amenity of Seidl's Lake which is located within the Cities of South St. Paul and Inver Grove Heights.

Project Description

Seidl's Lake is a landlocked 6.5-acre DNR protected water body located within the popular recreational amenity of Seidl's Lake Park, which is jointly owned and operated by the City of South St. Paul and Inver Grove Heights. The Seidl's Lake watershed is approximately 400 acres spread over the communities of West St. Paul, South St. Paul, and Inver Grove Heights. The lack of an outlet causes excessive fluctuations in the lake levels of 15 feet or more which have resulted in vegetation and habitat die-off, a concentration of contaminants in the lake, steep barren slopes and eroded shorelines, deteriorated water quality, and damaged park amenities. Water monitoring has been performed on Seidl's lake since 1994 which shows that the lake is consistently not meeting standards for total phosphorus, chlorophyll a, and secchi depth.

The solution is the construction of an off-peak stormwater pumping station and forcemain to control water levels, provide a filtration system to improve water quality, and work with the DNR to construct a new fishing pier.

Project Rationale

The purpose is to better a public recreational amenity in a political subdivision that is traditionally disadvantaged with a lower than average net tax capacity and above average concentrations of regional poverty. Once completed, the Cities of South St. Paul and Inver Grove Heights can continue to invest in Seidl's Lake Park and fulfill the vision of the Seidl's Lake Park Master Plan.

Project Timeline

A study for solutions to the fluctuating lake levels was completed in 2004. The City has since implemented water quality improvement projects totaling over \$500,000 and the City is proposing to construct a \$250,000 water quality improvement project on the north outlet into the lake and \$35,000 in forcemain piping in 2018 as part of its annual street reconstruction program.

Final design is scheduled for 2018 and construction in 2019.

Other Considerations**Impact on State Operating Subsidies**

No impact on the state operating subsidies.

Who will own the facility?

City of South St. Paul

Who will operate the facility?

City of South St. Paul

Who will use or occupy the facility?

The public through the use of Seidl's Lake Park.

Public Purpose

The public purpose will be improve a DNR protected waterbody within the popular recreational amenity of Seidl's Lake Park.

Description of Previous Appropriations**Project Contact Person**

Chris Hartzell
City Engineer
651-554-3210
chartzell@southstpaul.org

(\$ in thousands)

Seidl's Lake Storm Water Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$781	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$285	\$0	\$0
TOTAL	\$0	\$1,066	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$185	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$795	\$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	\$86	\$0	\$0
TOTAL	\$0	\$1,066	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Highbanks Ravine Rehabilitation	1	GO	\$ 3,000	\$ 0	\$ 0
Total Project Requests			\$ 3,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,000	\$ 0	\$ 0

Highbanks Ravine Rehabilitation**AT A GLANCE****2018 Request Amount:** \$3,000**Priority Ranking:** 1

Project Summary: Please note above, project area is in Stearns County. Three million in state funds is requested to predesign, design, permit, and construct a project to address a 690 feet long, 40-foot deep ravine with steep side slopes which are unstable, eroding, and threatening adjacent property such as an apartment complex, parking lots, driveways, building structure and structure foundations within the City of St. Cloud, MN.

Project Description

The Highbanks Ravine is located to the east of 3rd Avenue South between Highbanks Place South and 4th Street South in St. Cloud, MN. The ravine receives runoff from approximately 125 acres of residential and commercial land uses. The ravine is approximately 690 feet long, 40-foot deep with steep side slopes; 1:1.5 (V:H) and steeper. The steep slopes are unstable and continue to erode, causing riverbank failures and safety concerns. The project scope includes: 1) construction of storm sewer infrastructure to re-route stormwater discharges and convey stormwater to the Mississippi River; 2) filling and stabilization to prevent erosion, protect property and the environment. 3) measures to safeguard and improve the protected bat hibernaculum.

Estimated Project Costs:

Property Acquisition = \$100,000

Predesign = \$125,000

Design = \$225,000

Project Management = \$100,000

Construction Cost = \$2,450,000

TOTAL = \$3,000,000

Key Funding Sources:

In addition to bonding funds the City is working with Stearns County Emergency Management and FEMA to apply for funds through either the Hazardous Mitigation Grant program (HMGP) or Pre-disaster Mitigation Program (PDM). The City will also utilize stormwater utility funds and property owner assessments to fill gaps in funding needs.

Project Rationale

The steep slopes are unstable and continue to erode, causing riverbank failures and safety concerns. The ravine is the discharge point for two city storm sewer systems and multiple private drain tile

outlets. Drainage from these inlets during storm events flows through the ravine and cuts at the bank causing the erosion.

Ravine erosion and bank failures have been noted at various locations throughout the 690 foot length of the ravine. Banks failures are threatening homes, parking lots, driveways, building structures and structure foundations. In a number of locations, retaining walls are visually leaning towards the ravine and bank failures are within feet of and even exposing structure foundations. Due to the potential safety and hazardous impacts the Highbanks Ravine was added to the Stearns County Hazard Mitigation Plan in 2015.

The steep slopes are difficult and dangerous to stand and walk on creating fall and safety hazard for those who trespass into the ravine. Adjacent property owners have noted continued police efforts to “rescue” people from the ravine.

The significant erosion and bank failures cause large amounts of sediment to be transported downstream to the Mississippi River. Once erosion has occurred, the lack of stabilization in the area typically results in continued erosion and sediment transport, creating an ongoing environmental impact to the Mississippi River.

The ravine has historically and continues to be a collection area for large amounts of debris and garbage including yard waste, couches, bikes, bricks, tables, pipes, timbers, etc. The ravine is located near the St. Cloud State University campus and has been a dumping ground for many years. This debris is then either washed into the Mississippi River or left to accumulate within the ravine posing an environmental and safety concern.

An old brick and mortar storm sewer inlet to the ravine is protected by Department of Natural Resources (DNR) as a bat hibernaculum or “Bat Cave”. The MNDNR has noted a decrease in bat population in the hibernaculum and noted evidence that the tunnel floods to the top which would be detrimental to any bats there.

Project Timeline

Predesign: July 2018

Design: Complete March 2019

Advertise & Award: April 2019

Construct State: June 2019

Project Completion: June 2020

Other Considerations

The ravine is located on private property. Drainage easements will be required. The city has a prescriptive easement for maintenance. The primary storm sewer structure is protected by easement between Property owners and the DNR.

Property owners have been expressing concerns since 2009. Property owners worry for trespassers safety.

The ravine is partially located in Mississippi River flood fringe. The flood fringe is an area which is inundated by flood waters, but does not experience strong currents.

The DNR completed a bat survey.

Impact on State Operating Subsidies

Who will own the facility?

City of St. Cloud

Who will operate the facility?

City of St. Cloud

Who will use or occupy the facility?

N/A

Public Purpose

The rehabilitation work will prevent pollution to the Mississippi River; the City of St. Cloud's sole drinking water source.

Description of Previous Appropriations

None

Project Contact Person

Lisa Vollbrecht
Assistant Public Utilities Director
320-255-7225
Lisa.Vollbrecht@ci.stcloud.mn.us

(\$ in thousands)

Highbanks Ravine Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
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 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$125	\$0	\$0
Design Fees	\$0	\$225	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$2,450	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
County Road 75 Pedestrian Crossing	1	GO	\$ 1,500	\$ 0	\$ 0
Jacob Wetterling Recreation Center	2	GO	\$ 2,000	\$ 500	\$ 0
East Park	3	GO	\$ 300	\$ 0	\$ 0
Total Project Requests			\$ 3,800	\$ 500	\$ 0
General Obligation Bonds (GO) Total			\$ 3,800	\$ 500	\$ 0

County Road 75 Pedestrian Crossing

AT A GLANCE**2018 Request Amount:** \$1,500**Priority Ranking:** 1

Project Summary: \$1.5 million in state funds is requested to design and construct a pedestrian crossing for CSAH 75, which is an east/west four lane principal arterial, with an average daily traffic count exceeding 22,000. The construction of a pedestrian crossing would provide residents and visitors safe access to the trails, retail, medical, Schools, parks and residential units located on either side of CSAH 75.

Project Description

The City of St. Joseph in collaboration with the St. Cloud Area Planning Organization and Stearns County commissioned a study that would review the concerns regarding safety in crossing CSAH 75.

The study would consider the need, potential location for enhanced crossing and design alternatives. The study considered different types of crossings to include both overhead and underground. Due to development constraints and the pattern for which residents and visitors would most likely use the crossing, it was determined that the best location for the crossing would be west of 4th Ave NE and east of 3rd Ave NE. The project will include a below grade crossing that will include box culverts to daylight in the median of CSAH 75 and will include LED lighting for additional security. The proposed crossing will connect directly to the Wobegon Trail while at the same time connecting to the residential neighborhoods. The diagram attached illustrates the proposed location and trail extensions.

The total project cost is estimated at \$3 M. When the City solicited public input for the legislation that authorized the St. Cloud Area one-half cent sales tax, the public identified one of the uses as a crossing over CSAH 75. Therefore, the City match for the project will be sales tax proceeds and may also include a small levy portion depending on the available tax funds received.

Project Rationale

CSAH 75 is an east/west four lane principal arterial that bisects the City of St. Joseph. Based on traffic counts provided by the St. Cloud Area Planning Organization, the average daily traffic count exceeds 22,000 cars per day. Based on the latest State Demographers estimate St. Joseph has approximately 1,894 households which are located both north and south of CSAH 75. As the City developed, housing units were constructed on both sides of CSAH 75 and each development included some type of park amenity. In addition, both the north and south side of CSAH 75 offer different commercial opportunities.

The posted speed limits varies along CSAH 75 ranges from 60 mph on the outer edges of the corporate limits to 45 mph for a small section that would represent the center of the City. The City has had one fatality at the intersection where the speed is posted at 45 mph. The City does not have many options when looking at mitigation measures. CSAH 75 is a County Road which is managed by Stearns County and they have tried to assist by increasing the timers for the intersection and painting the cross walks. Although the timers provided additional time, it was not adequate for the elderly, young children and handicapped to have a sense of security.

The need to provide a safe crossing over CSAH 75 is three fold. First, the City of St. Joseph has diligently worked to connect all areas of the City to the parks and trails system. The Wobegon Trail is a major trail component for the City and is regional in nature as it extends to St. Cloud, Waite Park, Sartell, Sauk Rapids, Holdingford, Albany, Avon and many more. The trail hosts many bike rides throughout the year and with St. Joseph being the trail head the parking lot is consistently full from participants who drive to St. Joseph to enter the trail. During rides, it is common to see participants looking to come into the City, only to be met with the difficulty of crossing CR 75. When available and for large events, the City will have to send police officers to help manage the crossing allowing for safe access. By providing a safe crossing over CSAH 75, bikers, walkers and runners could freely cross CSAH 75 and access all the trail opportunities available in St. Joseph. The City is committed to promoting healthy and active living and recently expended over \$ 1,000,000 in trail expansions to the Wobegon. Not many cities have access to major bike paths where miles are endless; St. Joseph is seeking a funding to create a safe entrance for all trail users.

Secondly, as stated above, as the City developed, different park amenities have been developed on the north and south side of CSAH 75. The north side of CSAH 75 offers the Wobegon Trail, Northland Park which features a foot golf course, Millstream Park which features walking paths, dog park and disc golf, grocery store, medical clinic and family restaurant. The south side of CSAH 75 offers the downtown with shops and restaurants, Klinefelter Park which is a large natural park with walking paths, two grade schools, Government Center, College of St. Benedict and future Regional Park. The City Council has heard numerous residents express frustration that they cannot safely cross CSAH 75 with their family unless they are in a vehicle when they want to use the amenities. Some residents have even requested the City duplicate some of the amenities so that they are available on both sides of CSAH 75, which is not economically feasible.

Finally, one of the goals of the St. Joseph Economic Development Authority is to retain and expand the commerce in St. Joseph. One of the ways to accomplish this goal is to remove barriers and create opportunities for the existing businesses. With the assistance of the St. Joseph Chamber of Commerce, the City constructed a trailhead facility for the Wobegon Trail. The lack of a safe crossing of CSAH 75 limits families from crossing CSAH 75 and taking advantage of the shops and restaurants, despite signage for the downtown area. People participating in events on the Wobegon Trail are looking to come to the commercial area for beverages or other needs and there is not a safe passage way. Some residents have stated that if they have to drive to a store, they are more likely to go to St. Cloud where they have more choices.

Project Timeline

- Fall 2017: Accept the final study document for the CSAH 75 Pedestrian Crossing
- Winter 2017/spring 2018: Prepare design and construction documents
- Summer 2018: Acquire any additional ROW and submit required permits
- Fall 2018: Solicit Bids
- Spring 2019: Begin Construction (preliminary construction could begin late 2018)
- Late 2019: Opening of the new crossing

Other Considerations

The City of St. Joseph partnered with the St. Cloud Area Planning Organization and Stearns County to conduct a study to determine the need, location and type of crossing that would be effective for crossing CSAH 75. The study process included a public engagement component and during that process, the following comments were received:

- The high speeds on CSAH 75 make it unsafe to cross.

- CSAH 75 is a barrier between residential neighborhoods to the north and south of the highway.
- Bike culture is horrendous; driver's don't respect cyclists and create a dangerous environment.
- They feel uncomfortable allowing their kids/grandchildren to cross CSAH 75.
- They do not feel comfortable/safe waiting in the median due to the high speeds of CSAH 75 and the median width (narrow near crosswalk markings, not wide enough for a bike with a buggy).

Early 2017 the City hired a consultant to update the Comprehensive Plan and opted to hire a firm with a niche in public engagement. It was important for the City to allow for significant public input as the plan will guide the City in the future. The first portion of public engagement has just completed and it was no surprise when comments were received that CSAH 75 is a dangerous crossing area for pedestrians. It is important to note that the public engagement was not limited to residents of St. Joseph, it was open to anyone that wanted to have input on the St. Joseph Comprehensive Plan.

The City of St. Joseph is a community of approximately 6,800 that has some development constraints. The City has a major College located in the center of the City and its partner school located 2 miles west of St. Joseph. Between both schools and additional 4,000 youthful residents reside in the City for 10 months of each year. Unfortunately the City does not receive any tax revenue from the College, but still must provide services. This same group of youthful residents reside on either side of CSAH 75 and must cross the principal arterial at street level which is not desirable.

Impact on State Operating Subsidies

n/a

Who will own the facility?

All of the infrastructure will be installed, maintained and owned by the City of St. Joseph.

Who will operate the facility?

n/a

Who will use or occupy the facility?

n/a

Public Purpose

The proposed pedestrian crossing meets the public purpose as it promotes the following: Public Health - promotes a healthy living and active recreation; Safety - creates a safe crossing for pedestrians, which is not available today Prosperity - encourages people to use the trail system adding to the economic prosperity of St. Joseph allowing for additional commercial and residential ventures. General Welfare - residents/visitors are afraid to cross CSAH 75 without a vehicle and a crossing will add the needed security.

Description of Previous Appropriations

Project Contact Person

Judy Weyrens
Administrator
320-229-9425

jweyrens@cityofstjoseph.com

(\$ in thousands)

County Road 75 Pedestrian Crossing

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
Funds Already Committed				
Pending Contributions				
City Funds	\$0	\$1,500	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$100	\$0	\$0
Predesign Fees	\$0	\$15	\$0	\$0
Design Fees	\$0	\$225	\$0	\$0
Project Management	\$0	\$60	\$0	\$0
Construction	\$0	\$2,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Jacob Wetterling Recreation Center**AT A GLANCE****2018 Request Amount:** \$2,000**Priority Ranking:** 2

Project Summary: \$2.5 million in state funds from 2018-2020 is requested to design, construct, furnish and equip a new facility that will be entitled the "Jacob Wetterling Recreation Center." The new center will be located in the City of St. Joseph serving communities surrounding and west of St. Joseph.

Project Description

In 2014 the City of St. Joseph purchased a former school building from ISD 742 for \$ 2.3 M which included 13 acres of open land. The property was purchased using one half cent sales tax proceeds. The building currently is used by the School District and a music based daycare and will be available for repurposing in July 2018. The daycare facility will remain a tenant of the facility and that portion of the building will not be remodeled using public funds.

The facility was purchased so that it could be repurposed for a community center. The City Council formed a Community Center Committee in 2014 to discuss and solicit public input on what residents wanted in a community center. In 2016, the City hired HMA to assist the committee with conceptual drawings based on the feedback received. During the conceptual drawing stage, the committee and City Council conducted open houses and meetings to assure that what is being proposed for the facility is what the community is seeking.

Based on a considerable amount of input and discussion, the Community Center Committee has recommended the Council repurpose the existing facility to include the following:

- Remodel the existing gym and kitchen to create a multipurpose room that could be used by the community for events and gatherings. (8,000 Square Feet)
- Remodel a portion of the building to house the St. Joseph Historical Society, which has a large collection of artifacts. (6,000 square feet)
- Remodel a portion for the food shelf, which is used by a large geographical area, beyond the City of St. Joseph. (1,000 square feet)
- Remodel a portion to create rooms for senior and youth activities. These activities can include passive and active recreational needs to include: a meeting place to visit, play cards, pool, ping pong, library services, etc.. (6,500 square feet)

The Committee also recommended the City Council approve an addition to the facility housing three gyms with a second story walking path. While the entire facility will be entitled the *St. Joseph Community Center*, the new additional will be called the *Jacob Wetterling Recreation Center*. This is the portion that the City of St. Joseph is seeking help in funding.

The proposed addition includes the following:

- 35,000 square foot gym and second story track

- 1,350 square foot climbing wall
- 2,750 square foot Kid Zone

Based on current contracts for similar projects it is anticipated that the total project cost is estimated at \$12.5 M. The City recognizes that the project will be need to be divided into two phases, with the first phase the construction of the gym, climbing wall and kid zone. Funding for the project will include \$4 M in private donations, \$2.5 M State Bonding and \$6 M local option sales tax. Since the City will not have access to the existing facility until the Spring of 2018, it makes sense to construct the new addition of the gym as phase one, which was the highest ranked priority in the community

Phase 2 of the project would include the repurposing of the existing building and adding the historical society, food shelf and multi purpose rooms. It would be the intent to start construction of phase two after the first phase is completed.

Project Rationale

Since as early as 1977, residents of the St. Joseph area have been requesting the City construct a recreational facility that would allow for multi generational activities. What is difficult for the City Council is that residents in the surrounding Townships (St. Joseph and St. Wendel) consider themselves as St. Joseph residents, partly because their zip code is 56374, and they continue to request a facility for youth and senior programming. St. Joseph is located 8 miles from the St. Cloud area and without public transportation, it is difficult for some families to go to St. Cloud for recreational opportunities. The City completed a market study when a grocery store was being considered and it was determined that St. Joseph market area is to the west of St. Joseph. St. Joseph is not competing for with the St. Cloud area; rather, St. Joseph is the regional stop for residents from St. Stephen, Albany, Avon, Waite Park, St. Joseph Township, and St. Wendel Township to name a few. Residents have been looking for a safe place for the youth of area to engage in active and passive recreation.

In an ideal world St. Joseph would fund the project locally, but unfortunately, we have some large barriers. First, as stated above, many of the residents that would use this facility are not tax payers of the City. Many of the children go to school together and want to hang out with each other but lack the space to do so. When the City operated a summer recreation program, the City reached out to the jurisdictions from the youth that were enrolled for financing assistance and only one township provided financing, the other suggested that the City raise the registration fee to cover the cost. Unfortunately raising the cost would only make the program cost prohibitive and people felt like they were being excluded as they “live in St. Joseph” and have to pay a different fee.

The other barrier is that St. Joseph does not have any programmed opportunities for recreation. Cities in the St. Cloud area have continuing education opportunities for residents of all ages and offerings include a wide range of cultural and recreational programs. These programs are offered through ISD 742, of which St. Joseph is a part of. Unfortunately, none are provided in St. Joseph. St. Joseph is looking to construct a modest building with amenities for people of all ages to gather regardless of age.

Patti Wetterling at a recent meeting discussed how the community has been talking about a community center ever since she and Jerry moved to St. Joseph (which was 1977). A group of individuals approached them to see if they would allow the City to name the new addition the “Jacob Wetterling Recreation Center” to which she was honored. They have allowed the City to fund raise in the name of Jacob as people need closure and the recreation center would be that opportunity. Considerable thought was given to the design and it was important to make sure that the facility was not a remembrance of a terrible tragedy, rather a symbol as to how the community gathered together. One of the design features is the stamping of the eleven attributes that symbolize Jacob – Be fair,

kind, understanding, honest, thankful, a good sport, a good friend, joyful, generous, gentle with others and positive.

The City is in the process of updating and re-writing the Comprehensive Plan. Part of the process included considerable public input, not only from current residents, but the surrounding Townships, western cities, local businesses and students. With over 1,000 responses, one of the top five requests was to provide additional recreation opportunities, both indoors and outdoors. The input was gathered through open houses, a survey and three pop up events at various venues. It is important to note that the input solicited was through a consultant that was not part of the community center discussion. It truly indicates that community members are looking for some type of community/recreation center.

Project Timeline

The City has launched the fund raising portion of the project hoping to secure \$ 4 M in private donations. Assuming the City receives the needed donations and receives funding through the bonding bill. The proposed schedule is as follows:

- July 2017 Start preparing the design and construction documents
- April 2018 Bids are solicited for phase one
- Fall 2018 Construction begins on phase one, the Jacob Wetterling Recreation Center
- Late 2019 Phase one is completed and occupancy is ready

During this same time period, the Community Center Committee will continue to meet and finish the conceptual design for the remodeling of the facility that will house the Historical Society, Food Shelf, some type of library service, Community Room and Kitchen and various spaces for youth and elderly. The proposed schedule for phase two is as follows:

- July 2017 Community Center Committee continues the conceptual space programming for phase two.
- Spring 2018 Final conceptual plans are submitted to the City Council and the community for approval to start the design and construction documents
- Jan/Feb 2019 Bids are solicited for phase two
- Spring 2019 Construction begins on phase two
- Late 2019 Phase two is completed and occupancy is ready

Other Considerations

One of the largest constraints the City faces is financial. St. Joseph has one of the largest percentage of tax exempt property in Minnesota due primarily to the College and Monastery of St. Benedict. It is true that the College and Monastery are an asset to St. Joseph, but at the same time they are a liability. The tax-exempt property is nearing 40% of the total property market valuation, yet St. Joseph has to provide services without receiving revenue. The largest expense the City incurs is public safety, primarily police and fire services. Historically St. Joseph has kept the tax rate stable, but yet it is higher than some of the area cities. St. Joseph businesses suffer as the College can invite the public to eat at their facility, offering Sunday buffets, weddings, conferences, offer lodging at an unfair advantage to the businesses in St. Joseph. Raising taxes higher would only make the situation worse. The St. Joseph Police Department is taxed in the spring and fall with high overtime costs to cover the additional policing that is needed for youthful activities that occur during and after bar hours. The City continues to work with the tax exempt organizations to try and negotiate a payment in lieu of, but have not succeeded.

Impact on State Operating Subsidies

Who will own the facility?

City of St. Joseph

Who will operate the facility?

City of St. Joseph

Who will use or occupy the facility?

Residents from St. Joseph and surrounding communities to the west.

Public Purpose

The proposed pedestrian crossing meets the public purpose as it promotes the following: * Public Health - promotes a healthy living and active recreation; * Safety - creates a safe crossing for pedestrians, which is not available today * Prosperity - encourages people to use the trail system adding to the economic prosperity of St. Joseph allowing for additional commercial and residential ventures. * General Welfare - residents/visitors are afraid to cross CSAH 75 without a vehicle and a crossing will add the needed security.

Description of Previous Appropriations

n/a

Project Contact Person

Judy Weyrens
Administrator
320-229-9425
jweyrens@cityofstjoseph.com

(\$ in thousands)

Jacob Wetterling Recreation Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$500	\$0
Funds Already Committed				
City Funds	\$0	\$4,000	\$0	\$0
Pending Contributions				
Non-Governmental Funds	\$0	\$4,000	\$2,000	\$0
TOTAL	\$0	\$10,000	\$2,500	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$25	\$0
Design Fees	\$0	\$500	\$325	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,450	\$2,150	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$10,000	\$2,500	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

East Park

AT A GLANCE**2018 Request Amount:** \$300**Priority Ranking:** 3

Project Summary: \$300,000 in state funds is requested to design and construct a parking lot, canoe access and bathroom facilities for East Park which will be a regional park. While the Park is not developed, it is not uncommon to see cars parking along CR 121 as people are canoeing down the Sauk River.

Project Description

In 2005 the City of St. Joseph was approached by a Developer to develop a large tract of land with a variety of housing types. As part of the preliminary plat, the City negotiated the conveyance of 95.08 acres adjacent to the Sauk River to the City to meet the parkland dedication requirements. The Park has been labeled “East Park”. Most of the property conveyed would remain natural and could be used for camping, walking trails or a preservation area. During the planning stages the Stearns County Park Director approached the City and requested that the City acquire the Parkland for development as a regional park. While Stearns County did not have funds to develop the park, they offered their services to help plan and seek funding. Even though the property referred to was not public, people were already using the area to access the Sauk River.

Due to the down turn in the economy, the City did not acquire the parkland until 2016 and at the same time the Developer agreed to contribute \$50,000 to assist with development. In 2008 the City commissioned the development of a Park and Trail System Plan and included the East Park in the Plan. The Plan provides a guide for developing the entire 95.30 acres of which some of the components include a river access, boat landing, parking facilities and restrooms facilities. While the City intends to develop the entire park, fund requires that the City incrementalize the development.

Project Rationale

Research demonstrates the importance of recreation to staying active, socially engaged and physically fit. America’s population, both young and old, is experiencing health-related issues associated with lack of exercise, compounded by the increasing popularity of the internet and other technologies that encourage a more sedentary and insular lifestyle.

The City of St. Joseph is committed to promoting healthy and active living and recently expended over \$1,000,000 in trail expansions to the Wobegon. Not many cities have access to major bike paths where miles are endless. Through the Comprehensive Plan process, residents have indicated that they are looking for a variety of recreational activities, both passive and active. The St. Joseph Park Board adopted the following mission statement: *To plan, develop, preserve, improve and maintain the City’s parkland for a balanced and diverse park and trail system.* They further committed to the following goals:

- Promoting a sense of wellness and healthy lifestyles
- Providing a wholesome, enjoyable, safe, and aesthetically pleasing recreation system for current and future neighborhoods

- Fostering community social interaction
- Protecting natural resources and open space
- Providing the community with efficient recreational services and facilities

The City of St. Joseph currently owns and operates approximately 173 acres of Parkland; however the park classified as region is not developed. The following is an inventory of the City of St. Joseph Park System:

Classification	# Parks	Acres
• Citywide Parks	1	4.89
• Community Parks	3	62.34
• Neighborhood Parks	2	9.73
• Neighborhood Playgrounds	1	0.54
• Specialized Recreation	1	0.31
• Regional Park	1	95.08

The City considers the East Park as regional due to the access to the public waterway and the ability to provide camping and destination type activities including an interpretive center. The ability to provide a canoe access is a feature that is not readily available in other communities and adds diversity in the park system not only in St. Joseph but Stearns County as well.

Project Timeline

- January 2018: Park Board starts the design phase
- July 2018: Design is approved by the City Council and bids can be solicited
- Late 2018: Project begins
- May 1, 2019: Park is ready to be open to the public

Other Considerations

When the City first starting discussing the potential parkland with the developer in 2005, Stearns County approached the City and requested the City secure the land adjacent to the river and they would assist the City with the development. They admitted that they do not have funds, but offered the support of the Stearns County Park Department Staff to help plan, develop and secure funds. Stearns County considers this area, as does St. Joseph, a Regional Park that will draw visitors from various destinations to use the park, especially when the camping facilities are developed.

Impact on State Operating Subsidies

Who will own the facility?

The City of St. Joseph

Who will operate the facility?

The City of St. Joseph

Who will use or occupy the facility?

Visitors from various destinations. The Park will be open to the public.

Public Purpose

The proposed pedestrian crossing meets the public purpose as it promotes the following: Public Health - promotes a healthy living and active recreation; Safety - provides a controlled access to the Sauk River Prosperity - encourages people to use the river adding to the economic prosperity of St. Joseph allowing for additional commercial and residential ventures. General Welfare - residents/visitors have another opportunity for recreation promoting a healthy lifestyle.

Description of Previous Appropriations

n/a

Project Contact Person

Judy Weyrens
Administrator
320-229-9425
jweyrens@cityofstjoseph.com

(\$ in thousands)

East Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$300	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$0	\$300	\$0	\$0
TOTAL	\$0	\$600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$76	\$0	\$0
Project Management	\$0	\$24	\$0	\$0
Construction	\$0	\$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	\$600	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Mesabi Trail Extension	1	GO	\$ 2,276	\$ 0	\$ 0
Total Project Requests			\$ 2,276	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 2,276	\$ 0	\$ 0

(\$ in thousands)

Mesabi Trail Extension**AT A GLANCE****2018 Request Amount:** \$2,276**Priority Ranking:** 1

Project Summary: \$2.1 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.

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 \$42,000.

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 \$168,000.

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.

Cost for trail construction is estimated to be 90% of the project cost or \$1,890,000.

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 155 miles in length with 118 miles complete. 35 miles of trail remains to be constructed mainly in the eastern trail region between the cities of Biwabik, Tower and Ely.

Project Timeline

- Environmental clearance: July 1 thru Dec. 31, 2018
- Engineering design, plans, bidding: Jan. 1 thru Aug. 31, 2019
- Construction: Sept. 1, 2019 thru Oct. 31, 2020

Other Considerations

Impact on State Operating Subsidies

None

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 the facility?

Predominately walkers, bicyclists in summer and walkers, skiers in winter. Snowmobiles allowed in designated areas. The trail is ADA compliant allowing for electric assist access such as wheel chairs and bikes.

Public Purpose

Provides a transportation corridor, is a recreational opportunity, promotes healthy lifestyles, connects communities and other destinations.

Description of Previous Appropriations

- 1996 \$500,000 to construct Mesabi Trail segment Hibbing to Chisholm
- 2005 \$300,000 to construct Mesabi Station
- 2010 \$950,000 to construct Mesabi Trail segment Vermilion State Park
- 2015 \$5,827,635 to construct Virginia Highway 53 - Trails Project

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

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,276	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$2,276	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$168	\$0	\$0
Project Management	\$0	\$126	\$0	\$0
Construction	\$0	\$1,806	\$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	\$176	\$0	\$0
TOTAL	\$0	\$2,276	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
St. Louis County Heritage and Arts Center	1	GO	\$ 5,750	\$ 0	\$ 0
Total Project Requests			\$ 5,750	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,750	\$ 0	\$ 0

St. Louis County Heritage and Arts Center

AT A GLANCE

2018 Request Amount:	\$5,750
Priority Ranking:	1
Project Summary:	\$5.75 million in state funds is requested for critical investment in building asset preservation for the St. Louis County Heritage and Arts Center (aka the Depot) located in Duluth, Minnesota.

Project Description

The St. Louis County Heritage and Arts Center (the Depot) is a 112,758 square foot multi-use building that is owned by St. Louis County and is leased to non-profit organizations that support the vibrancy of arts, history, and culture in the northern region of the state. The funding would address critical life safety issues, establish a basis of design for the HVAC/MEP improvements, and provide an Energy Modeling/Energy Audit that will provide the best return on investment (ROI) design for these long life cycle systems renewal (wall, roof and windows). Funding sources would include St. Louis County funds and State funds (upon award).

Project Rationale

The Depot was placed on the national register of historic places in 1971. St. Louis County has an obligation to protect this significant historic and cultural resource (as per M.S. Sec. 138.666, M.S. Sec. 138.665, and M.S. Sec. 138.40). It is the County's intention to preserve the integrity of the structure and prevent the need for demolition.

During the predesign and design processes, the functionality, aesthetics, space needs, energy conservation measures, building code requirements, upgraded system needs, and other factors will be considered to extend the useful life of the facility.

Project Timeline

Predesign, design and construction activities will be performed from 2018 to 2020.

Other Considerations

The St. Louis County Heritage and Arts Center (the Depot) is home to organizations that support the arts, history, and culture. There are exhibiting organizations displaying collections of artifacts and artwork; the Lake Superior Railroad Museum, St. Louis County Historical Society, and Duluth Art Institute. The North Shore Scenic Railroad is a seasonal scenic railroad that boards at the Depot, and its ticket office is adjacent to the train museum. There are also performing arts organizations that benefit from being housed in The Depot. The Duluth Playhouse is the local community theater company and has both a Main Stage and an Underground theater in the building. The Minnesota Ballet has the School of the MN Ballet classes in their Depot Studios on the lower level. And the Arrowhead Chorale and Matinee Musicale not only have office space at the Depot, but also host performances in the Great Hall. These organizations attract hundreds of thousands of visitors from the surrounding area and beyond, resulting in positive economic impact for the City of Duluth and St. Louis County.

The St. Louis County Heritage & Arts Center (the Depot) is home to a program called Veterans Memorial Hall, which is part of the St. Louis County Historical Society. Veterans Memorial Hall is a joint program of the St. Louis County Historical Society and the United States Military service veterans of northeastern Minnesota, with a mission to gather, preserve, interpret, and promote the rich and diverse human experiences of veterans, their families, and communities through museum, archival, and educational programs. (<http://www.vets-hall.org/about-museum>)

The St. Louis County Heritage and Arts Center (the Depot) is one of the planned stations for the Northern Lights Express (NLX)—the proposed high-speed intercity passenger rail project that would provide service between Minneapolis and Duluth. The Depot would support NLX’s goal of fiscal growth, economic development, job growth and increased tourism revenue.

Impact on State Operating Subsidies

Who will own the facility?

St. Louis County

Who will operate the facility?

St. Louis County using a property management firm

Who will use or occupy the facility?

Lake Superior Railroad Museum, St. Louis County Historical Society, Duluth Art Institute, Duluth Playhouse, Minnesota Ballet, Arrowhead Chorale and Matinee Musicale

Public Purpose

The St. Louis County Heritage and Arts Center (the Depot) is on the national register of historic places and serves as a hub of cultural, arts and heritage activities. Its mix of performing arts organizations and exhibiting organizations attracts people from all over the state of Minnesota and beyond to enjoy what the northern part of the state has to offer with regard to the arts, history, and culture. A portion of the City of Duluth’s tourism tax dollars supports the Depot, illustrating the impact the facility and its tenants have on the health of the economy and the vibrancy of the community.

Description of Previous Appropriations

None for this project.

Project Contact Person

Peter Miller
Capital Planning Manager
218-726-2357
millerp@stlouiscountymn.gov

(\$ in thousands)

St. Louis County Heritage and Arts Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,750	\$0	\$0
Funds Already Committed				
County Funds	\$0	\$500	\$0	\$0
Pending Contributions				
County Funds	\$0	\$1,750	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$52	\$0	\$0
Design Fees	\$0	\$618	\$0	\$0
Project Management	\$0	\$90	\$0	\$0
Construction	\$0	\$6,450	\$0	\$0
Relocation Expenses	\$0	\$150	\$0	\$0
One Percent for Art	\$0	\$80	\$0	\$0
Occupancy Costs	\$0	\$560	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds

Project Title	Priority Ranking	Funding Source	2018	2020	2022
RiverCentre Ramp	1	GO	\$ 58,032	\$ 0	\$ 0
Kellogg/3rd Street Bridge	2	GO	\$ 43,300	\$ 0	\$ 0
East Side Freedom Library		GO	\$ 1,200	\$ 0	\$ 0
Humanities Center		GO	\$ 2,700	\$ 0	\$ 0
Total Project Requests			\$ 105,232	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 105,232	\$ 0	\$ 0

(\$ in thousands)

RiverCentre Ramp**AT A GLANCE****2018 Request Amount:** \$58,032**Priority Ranking:** 1

Project Summary: \$58.032 Million in state bond funds is requested to design, construct, furnish and equip a new RiverCentre Parking Ramp and adjacent Eastbound Kellogg Boulevard (including Bridge no. 90378). This project will replace aging infrastructure, the existing RiverCentre Parking Ramp constructed in 1970 and the existing Kellogg Boulevard bridge structure constructed in 1936, both of which have reached the end of their useful design life and are structurally deficient.

Project Description

The total request of the State is for bonding in the amount of \$58.032M. The request to rebuild the ramp is for \$48.032M in state bonds to demolish the existing parking structure and replace it with a larger capacity facility, allowing for additional development above, in the same location and \$10M for the reconstruction and rehabilitation of eastbound Kellogg Boulevard retaining walls, approach roadways, the Exchange Street viaduct (MSAS 258), and Bridge No. 90378 over river bluff ravine. The total construction cost for both parts of the project is \$117.944 million.

The existing 47-year old RiverCentre ramp is built into the Mississippi River bluff below Kellogg Avenue and across from the RiverCentre and Xcel Arena in downtown Saint Paul. It will be demolished and a new 989,100 GSF ramp will be built in its place. The current ramp has reached the end of its useful life, in part due to old design standards that did not properly address the effects of corrosion over time. The new parking structure will be built to current building codes that take into account the lessons learned from the past. In addition, the ramp will be structured to allow additional development to be built on top, starting at the Kellogg Avenue elevation. Estimated cost for a new 2,204 stall parking garage with provisions to build on the top-level is approximately \$43,586 per stall (depending on finish, technology, operations and service level).

Sustainability components of the new ramp include reusing the existing solar photo voltaic panels, no car idling policy, B3 & Parksmart compliance, Electric Vehicle charging stations, and recycling.

This request for the reconstruction and rehabilitation of eastbound Kellogg Boulevard includes retaining walls, approach roadways, the Exchange Street viaduct (MSAS 258), and Bridge No. 90378 over the river bluff ravine. The project limits are MSAS 158 (Kellogg Boulevard) between West 7th Street and Market Street. The total project length is 1,800 feet, with a bridge project length of approximately 1,040 feet. This project is directly adjacent to the River Centre parking ramp on the south side of Kellogg Boulevard and the RiverCentre on the north side of Kellogg Boulevard.

The replacement of eastbound Kellogg Boulevard, Exchange Street viaduct and eastbound Kellogg Boulevard Bridge No. 90378, achieves the majority of goals identified in the 2040 MnDOT TPP. Kellogg Boulevard reconstruction/restoration (including Bridge No. 90378 and Exchange Street Viaduct) restores serviceability and enables cost-effective maintenance over a 75-to-110 year design life.

The estimated timeline from demolition to project completion is approximately two years. Matching funds will be from the City of Saint Paul.

Project Rationale

The existing RiverCentre Parking Ramp was constructed in 1970. It has been previously rehabilitated but now needs to be replaced. This structure was one of the first (if not the first) parking structure designed and built utilizing post-tensioning, a new technology at the time. There were a number (exact amount unknown, but more than 25) of these early button-head post-tension systems built throughout the Midwest. At the current time it is believed that less than five remain.

Observations and testing of the River Centre parking ramp, performed by Reigstad and Associates over a two month period between March and April of 2015, detailed numerous deficiencies in the parking ramp. Their report included an asymptotic curve showing the exponential deterioration of the ramp, and indicated that even with extensive annual repairs the ramp would not be viable for more than a few more years.

The RiverCentre ramp has major vulnerabilities related to ongoing water intrusion and subsequent structural corrosion. Modern ramps are designed to avoid these problems. In addition, the majority of the mechanical and electrical systems are original or in a severely deteriorated condition and need to be replaced, an expensive undertaking that does not make sense for a ramp of this vintage.

The existing 39 span, 1,040 foot eastbound bridge was constructed in 1936. Three spans were rehabilitated in 1995. The bridge has a sufficiency rating of 46.8 in the most recent MnDOT structural inventory report, is structurally deficient, and after 81 years has reached the end of its useful design life. Kellogg Boulevard is a four-lane roadway with existing eastbound bridge no. 90378 carrying the two eastbound Kellogg Boulevard vehicular lanes, shoulder, and a pedestrian sidewalk. The bridge also incorporates the crossover areas to the westbound bridge and structural accommodations for the viaduct providing vehicular access to the lower bluff area. Kellogg Boulevard (MSA158) in the project area is classified as an A-Minor Arterial with Average Daily traffic of 17,300 (5% of that traffic being heavy truck traffic).

This project provides opportunities to improve accessibility and multi-modal access in established entertainment and downtown districts. Kellogg Boulevard is a popular 10-ton truck route (despite its permit truck load restriction status) along the southern edge of the downtown district, paralleling 7th Street to the north. Freight use includes both commercial deliveries with downtown destinations, as well as downtown truck transit. Kellogg Boulevard is well connected from I-35E to Lowertown/East Side/I-94 and also intersects with river crossings at Wabasha and Robert Streets to access West Saint Paul, Highway 52, and southern cities.

Capacity to accommodate freight and other heavy trucks would be improved through reconstruction. Kellogg Boulevard provides access between the project area and Interstate Highways 35E and 94, as well as State highway 5 to the west and State highway 52 south of the downtown area, thus serving as a vital transportation link for commuters and regional residents.

This project sustains the commercial importance of Kellogg Boulevard, which is a critical trucking/business delivery corridor central to the vitality of the region. The RiverCentre ramp is used extensively by downtown workers during the day, and by visitors to the nearby regional attractions during the evenings. Many of the large downtown employers rely on it for employee parking, and the success of both the Xcel Energy Center and the RiverCenter convention facility is directly dependent on the parking provided by the ramp. Yet despite its heavy use, it cannot generate enough revenue to pay for its construction. Kellogg Boulevard in the project area serves as the main entry point for the RiverCentre Parking Ramp.

The project lies adjacent to an area of concentrated poverty and is within the downtown business district. As such, the bridge facility provides an important connection (for all modes including passenger/commercial vehicles as well as non-motorized) from designated socio-economic areas with high concentrations of poverty to the downtown core.

The replacement of these critical pieces of public infrastructure is necessary, but it is also complicated and expensive. This project is not viable without financial support from the state.

Project Timeline

PROJECT SCHEDULE

Funding:	Estimated June 2018
Schematic Design:	Completed May 2017
Demolition Contract Documents	December 2017 to May 2018
Parking Ramp Contract Documents	June 2018 to September 2018
Bidding & Award:	June 2018 to October 2018
Demolition & Construction:	August 2018 to August 2020 (24 Months)
Occupancy	October 2020

The project includes rebuilding both the RiverCentre Ramp and the portion of Kellogg Bridge immediately adjacent. Through project coordination the cumulative length of these two projects can be reduced from 4 years to as little as two years.

Other Considerations

The new Saint Paul RiverCentre ramp structural design allows for the construction of a structure on top of the ramp. Development of the area above the ramp could leverage additional investments and accompanying jobs.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul

Who will use or occupy the facility?

The City of Saint Paul will own the ramp, and the general public including employees and visitors will use the facility. Individual stalls in the ramp will be leased to workers in the local Downtown Saint Paul area.

Public Purpose

The Saint Paul RiverCentre ramp and Kellogg Bridge provide access and parking for state and regional visitors attending a variety of state-wide cultural and educational facilities and events. The recent significant state investment in these important state-wide assets would be jeopardized without the parking infrastructure provided by the RiverCentre ramp. It is also a critical asset to the business community providing parking for downtown workers and visitors and customers to those businesses. The loss of the RiverCentre ramp would be devastating to the regional economy and the economic

viability of downtown Saint Paul. A new improved and expanded ramp will provide opportunities for additional private investment and jobs.

Description of Previous Appropriations

None.

Project Contact Person

Martin Schieckel
Economic Development Director
651-266-6580
martin.schieckel@ci.stpaul.mn.us

(\$ in thousands)

RiverCentre Ramp

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$58,032	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$0	\$1,880	\$0
Federal Funds	\$0	\$0	\$7,000	\$0
City Funds	\$1,301	\$51,032	\$0	\$0
Pending Contributions				
TOTAL	\$1,301	\$109,064	\$8,880	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,215	\$6,805	\$0	\$0
Project Management	\$86	\$6,558	\$0	\$0
Construction	\$0	\$95,676	\$8,880	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$25	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,301	\$109,064	\$8,880	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Kellogg/3rd Street Bridge**AT A GLANCE****2018 Request Amount:** \$43,300**Priority Ranking:** 2**Project Summary:** \$43.3M is requested for the replacement of the Kellogg/3rd street bridge which has been declared structurally deficient and provides a critical artery between a concentrated area of poverty and the resources available in downtown Saint Paul.**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 ten-foot sidewalk on the south side. The September 2014 annual average daily traffic (AADT) count (conducted on the bridge and just prior to its restrictions) was 14,400 vehicles per day.

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, offices, shops, restaurants, hotels, museums, and civic spaces in Saint Paul's central business district.

The Kellogg Boulevard Bridge is heavily used by bus commuters from points north and east. Local Routes 63 and 70, which service 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 Green Line LRT, Amtrak, and intercity bus services 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 transit-way 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 transit way 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.

Kellogg Boulevard is a ten-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.

Project Rationale

The Kellogg Boulevard Bridge has been declared structurally deficient and must be replaced because of two major issues:

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 storm water 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.

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.

The proposed project will replace the structurally deficient bridge with a new bridge that includes four vehicular lanes (Bus Rapid-Transit will also operate within these lanes), and twelve-foot bike and pedestrian lanes in each direction.

Project Timeline

Project bid late 2018

Project commence March 2019

Open to traffic November 2020

Project completion June 2021

Other Considerations

In the part of Dayton's Bluff closest to the Kellogg Boulevard Bridge, thirty-six percent of households do not own a car. In downtown, twenty-one to twenty-eight percent of households are without a car. The number of households without cars in the East Side neighborhoods and downtown are among the highest in the Twin Cities. This bridge is critical as a multimodal thoroughfare and in its current condition, it does not provide an adequate, safe connection.

The Kellogg Boulevard Bridge 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. Downtown Saint Paul is 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 artist 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, the 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 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.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul

Who will use or occupy the facility?

General Public

Public Purpose

Public bridge for public use.

Description of Previous Appropriations

None

Project Contact Person

Paul Kurtz
City Engineer
651-266-6203
paul.kurtz@ci.stpaul.mn.us

(\$ in thousands)

Kellogg/3rd Street Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$43,300	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$1,855	\$0	\$0
Federal Funds	\$0	\$7,420	\$0	\$0
City Funds	\$300	\$13,805	\$0	\$0
Pending Contributions				
TOTAL	\$300	\$66,380	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$3,111	\$0	\$0
Predesign Fees	\$300	\$0	\$0	\$0
Design Fees	\$0	\$8,297	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$54,972	\$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	\$300	\$66,380	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

East Side Freedom Library

AT A GLANCE**2018 Request Amount:** \$1,200**Priority Ranking:** No Rank

Project Summary: \$1.2 million in state funds is requested for the restoration, renovation, and preservation of the East Side Freedom Library, a Carnegie Library at 1105 Greenbrier Street in St. Paul. On the National List of Historic Sites the library turns 100 years old in 2017, this building was leased to a new non-profit in 2014 (15 year lease) which has been repurposing it as a center for immigration and labor history with extensive resources (18,000 books) and educational and cultural programming.

Project Description

Attached is a budget prepared by Edward Kodet and Associates, an architectural firm which specializes in historic buildings and has been advising the East Side Freedom Library team since our organization in 2013. They have emphasized the need to:

- restore (replace the roof, which we have already achieved; replace the HVAC system with a new system which will provide appropriate climate and humidity controls; conduct considerable exterior work, from re-grading and foundation repairs to tuck-pointing and stone-work repairs, and interior repairs to walls, ceilings, and replacement of tiles and carpeting);
- renovate (replace the concrete floor and indoor/outdoor carpeting in the community room downstairs with a sprung wooden floor to support dance, yoga, and other physical activities; replace the former staff break room with a kitchen with appliances suitable to support the preparation and sharing of foods, which is an important element in our cross-cultural programming; replace the former downstairs office with a room suitable to host artists-in-residence; and upgrade one of the three bathrooms to include a shower and laundry facilities to support artist and teacher residencies; add shelves, tables, and physical resources to support the functioning of the stacks and main reading room of the library; upgrade the office space upstairs into a media room, where researchers can listen to musical recordings, view videos, and access other non-book resources).
- preserve (establish, fund, and implement a calendar of regular repairs so that all aspects of the building, indoors and outdoors, structurally and mechanically, are kept in a condition which enables the East Side Freedom Library to maintain its historic building and to make its guests comfortable and welcome).

The building encompasses approximately 7,350 square feet over two major floors. It was renovated in the 1950s and the 1980s. The latter renovation included the construction of an addition which houses an elevator. The roof and the HVAC were also replaced at that time. Little has been done to preserve, renovate, or restore the building since that major project in the late 1980s.

Kodet and Associates have developed a budget ranging from nearly \$2 million to nearly \$2.5 million (please see attached). ESFL has already accomplished some of the necessary work: an Historic Structures Report; Stage I and Stage II Environmental Site Assessments; an Engineering Study of the

existing HVAC and an assessment of the climate conditions necessary to preserve our holdings; the replacement of the main roof; the replacement of the exterior sign; new shelving which has added 30% to our . ESFL has been able to fund these studies and improvements through the support of the City of St. Paul's STAR program, the Minnesota State Legacy program, and the generosity of more than 700 individual donors and more than a dozen labor organizations.

ESFL is seeking \$1.2 million from the state of Minnesota, with the intention of raising another \$1.2 million through a capital campaign. ESFL's Board has been preparing to launch such a campaign, and we are currently seeking proposals from qualified consultants to lead us in this project. With support from the state's Legacy fund, ESFL has commissioned a professionally researched and well-written pamphlet which will tell the story of this building's first one hundred years as we look forward to undertaking the next one hundred years. ESFL is also participating in the St. Paul Public Library System's programs celebrating the centennials of all three Carnegie Library buildings in St. Paul. The milestone of this 100th anniversary is central to ESFL's planned fundraising.

Project Rationale

The East Side Freedom Library has already become an important institution and resource on St. Paul's East Side, a neighborhood challenged by the loss of industrial jobs, the loss of many long-term residents, and the arrival of newcomers in an era of economic and political stress. ESFL is repurposing this historic building, a building with considerable meaning to neighborhood residents, to become a cultural crossroads and site of community building in the city's most diverse neighborhood.

In three years of operation, ESFL has collected, cataloged, and shelved more than 18,000 books, developed and made available an electronic catalog, and collected material objects, musical recordings, videos, and visual art, all suitable for educational uses. Since their initial organization, ESFL has formed a partnership with the Hmong Archives, the most important collection of Hmong documentary materials anywhere in the world. Their collections include 2,000 *paj ntaub* (story cloths), documents, books, tools, musical instruments, and more. ESFL staff (all volunteers) provide mentorship for students and adult researchers to use all of our materials, and ESFL has become a significant resource for local students (6th through 12th grade) conducting History Day projects, middle and high school classes, college and graduate level classes, and individual scholars conducting research. ESFL has also hosted musical concerts, dramatic plays, poetry readings, book discussions, films, and wide-ranging community discussions. The core focus of ESFL's community work is to encourage conversations and bridge-building among the diverse communities of the East Side, from the descendants of Swedish, Italian, German, Irish, and Polish immigrants in the 19th and early 20th centuries, to the Hmong, Karen, Somali, Mexican, and Salvadoran immigrants of the late 20th and early 21st centuries. In three years, ESFL's budget has grown from \$28,000 to more than \$400,000, while their assets now exceed \$900,000. Their board connects them to East Side organizations, from district councils to churches, immigrant communities, academic institutions, and the labor movement.

This historic building is a gem of the East Side, a building with great meaning and value to this diverse, sprawling, economically challenged neighborhood. ESFL's concerns with restoring, renovating, and preserving it have little to do with nostalgia, however. The condition of the building is critical to the effectiveness of their work. From the roof to the HVAC to the stone work, ESFL has to make sure that their resources and their guests are provided secure conditions. They need to make renovations to outfit the community room and the kitchen in ways which will support their programming to bring diverse community groups together.

Project Timeline

ESFL has been carefully following the recommendations of the State Historical Preservation Office and Kodet Architects. They have commissioned highly qualified experts to conduct an Historic Structures Report, Stage I and Stage II Environmental Site Assessments, and an Engineering Study of the Library's HVAC as well as an evaluation of their needs. ESFL has replaced the roof (a \$61,000 job), an internal drainage pipe (\$4,000), the exterior sign (\$4,000), and they have added handsome custom-made shelves (\$20,000).

ESFL's next step is the replacement of our HVAC system, including the boilers, the chiller, and the upstairs wall units. The existing system is old, fragile, noisy, and expensive. ESFL leaders worry every day that it will break down, and they have already had to fund expensive repairs this summer just to keep the system operating. The next immediate step in this process is to commission architect's designs and drawings. ESFL staff and consultants will then begin conversations with hardware suppliers and installers, explore the possibilities of some donated labor by unions, as well as creative financing strategies using energy savings to amortize possible loans. Bonding support from the state legislature will be critical to this entire process.

ESFL will then commission architect's designs and drawings for the renovation of the downstairs, particularly the community room and the kitchen. Depending on the success of ESFL's capital campaign, they would like to begin this work in the winter of 2018-2019.

Other Considerations

Diversity is both the challenge and the primary resource of the East Side of St. Paul. Those long-term residents who hail from European roots have been buffeted by the loss of jobs and the loss of their children and grandchildren. Many of them feel abandoned by corporate employers and layers of government, and, with the arrival of large numbers of newcomers, feel like strangers in their own neighborhood. At the same time, newcomers from southeast Asia, central America, and East Africa struggle to find jobs, get their children a good education, and find a new stability and security in their lives. These people have been thrown together in ways which have fed isolation, suspicion, and even hostility. The East Side Freedom Library, based in this historic building, is becoming a cultural crossroads, a place where diverse neighbors can tell their stories, listen to each others' stories, and build mutual understanding. Rooted in this neighborhood's past, ESFL is central to its future.

Impact on State Operating Subsidies

No.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

East Side Freedom Library

Who will use or occupy the facility?

The East Side Freedom Library will continue to make possible the use of the building, its resources, and its programs by the general public, our East Side neighbors, community groups, City agencies, and the like. ESFL has been– and intend to continue– operating this facility so that it is a welcoming space and a resource for the community at large.

Public Purpose

The East Side Freedom Library provides resources— books, materials, and programs— to the general public. Staffed entirely by volunteers, we are open five to six days a week, from 9am through 3pm. ESFL also organizes and host programs as many as twenty evenings a month. These programs are always free of charge. Much of ESFL's focused work is in support of education. ESFL also prioritizes their role as a cultural crossroads, working closely with immigrant communities to support the building of bridges between generations within communities and between communities as a whole. ESFL is also working to bring immigrant communities and the labor movement together. ESFL also seeks to make its space available to community organizations and for community activities.

Description of Previous Appropriations

2015 historic structures report and 2016 engineering study paid for with legacy funding each year.

Project Contact Person

Peter Rachleff
Co-Executive Director
651-230-3294
eastsidefreedomlibrary@gmail.com

(\$ in thousands)

East Side Freedom Library

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$1,200	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$1,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$1,200	\$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	\$1,200	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Humanities Center

AT A GLANCE**2018 Request Amount:** \$2,700**Priority Ranking:** No Rank

Project Summary: \$2.7 million in state funds is requested to preserve and repair the Minnesota Humanities Center building remediating water intrusion from foundation walls, area wells, cap stone, parapets and roof leaks resulting in wet ceilings, walls, carpets and floors causing health and safety issues for staff and visitors from mold and mildew. Outdated HVAC and air handler controls will be replaced; deteriorating stucco and roof will be repaired.

Project Description

Building remediation will include repairing building enclosure, foundation/area well repairs and waterproofing, repairing membrane over basement slab / interior perimeter drain tile and HVAC system upgrades. Additional repairs include: Stucco walls, Cast Stone Wall Cap at parapets and parapet reconstruction to eliminate future water intrusion and damage to stucco.

The estimated cost will be \$2.7 million. To date, we have \$250,000 in private funds already committed to the project.

Project Rationale

Minnesota Humanities Center is housed in an historic architectural landmark designated by the City of St. Paul as an historic property under its preservation program in 1980. This is the only remaining building of the Gillette State Children's Hospital complex. The building is 19,872 sq. ft. and was built in 1924. The building serves as a statewide center for learning opportunities centered around the humanities for educators, Veterans, and the community, in collaboration with minority and under-served communities of our state.

The exterior stucco is deteriorating with visible signs of cracking, large sections of stucco falling from the building and water intrusion. Foundation walls and areas wells need waterproofing. Cap Stones and parapets walls are loose and need reconstruction. HVAC system is outdated and not energy efficient. The HVAC system allows you to turn it on/off and change fan speed from low to high. There are no thermostats in the building to regulate temperature. Clay tile roof is in disrepair and exterior wood soffits need repair and painting. Currently the Center is running up to eight portable dehumidifiers at all times to minimally reduce moisture in the lower level of the building.

Water intrusion is causing significant health and safety issues for staff and visitors from mold and mildew. Failure to abate the water intrusion problems will result in continued deterioration of the building. In addition, risk of injury to staff and visitors from falling stucco and cap stones increases daily.

Project Timeline

Exterior remediation work must be completed in the summer to reduce the risk of additional water

intrusion damage. HVAC and internal repairs must be scheduled in advance to allow time for relocation of staff and to limit inconvenience of clients who rent the space for retreats, training, events, etc.

Other Considerations

This building was designated as an historic property by the City of St. Paul in 1980 and thus must be restored and maintained.

Impact on State Operating Subsidies

No

Who will own the facility?

City of Saint Paul

Who will operate the facility?

Minnesota Humanities Center

Who will use or occupy the facility?

Minnesota Humanities Center is a statewide center for learning using the facility to conduct professional development centered around the humanities for educators, multicultural initiatives, Veterans and the community, in collaboration with minority and under-served communities of our state. Humanities Center programs serve the whole state and we are a proud East Side partner. People from all over the state attend our programs and use the Center. For example, on average, we have more than 10,000 people come to the Humanities Center to attend over 300 events each year; attendees come from across the state and from across the nation.

Public Purpose

We partner with other organizations to offer public programs including tpt, Minnesota Department of Agriculture, Minnesota Department of Health, MN AWWA, Minnesota Department of Natural Resources and Minnesota Historical Society. Programs have been developed here with the Dakota and Ojibwe nations, with the Somalia and Hmong communities, with African-American, Chicano, Latino, and Asian-Pacific partners, with Veterans and colleges and universities. The education programs developed meet social and emotional needs, human relationship essentials that underlie the achievement gap.

Description of Previous Appropriations

In 1995, initial restoration of the building began with private and state funds of \$2.4 million to restore the building and bring it back to life.

Project Contact Person

Carol Aegerter
COO
651-772-4243
carol@mnhum.org

(\$ in thousands)

Humanities Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,700	\$0	\$0
Funds Already Committed				
Non-Governmental Funds	\$0	\$250	\$0	\$0
Pending Contributions				
City Funds	\$0	\$250	\$0	\$0
TOTAL	\$0	\$3,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$183	\$0	\$0
Project Management	\$0	\$466	\$0	\$0
Construction	\$0	\$2,296	\$0	\$0
Relocation Expenses	\$0	\$255	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Noper Property Phase III - Public Infrastructure Improvements	1	GO	\$ 418	\$ 0	\$ 0
Total Project Requests			\$ 418	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 418	\$ 0	\$ 0

Noper Property Phase III - Public Infrastructure Improvements**AT A GLANCE****2018 Request Amount:** \$418**Priority Ranking:** 1**Project Summary:** Street and Utilities extension to serve multi-family workforce housing development.**Project Description**

Construction of First Street West from Ruby Avenue to C.S.A.H. #16. This includes water, sanitary sewer, storm sewer, electrical and lighting.

The City of Thief River Falls is experiencing tremendous growth and economic development. Digi-Key and Arctic Cat, the two largest employers, are adding new jobs at a staggering rate. The greatest obstacle hindering continued growth is now housing. A study was completed by Community Partners Research, Inc. in 2012 stating that as many as 90 new housing units could be added to the Thief River Falls market each year for the next ten years to meet our needs. To better facilitate this growth the city has secured an option on 68 acres, in four phases, for the construction of multi-family housing within walking distance to these employers. The city has purchased the first and third phases totaling 20 acres, and now has 104 workforce housing units completed. A state investment of \$400,000 through the Workforce Housing Pilot Program for public infrastructure leveraged this 104-unit 11 million dollar housing project. This 68 acre development will ultimately hold approximately 1,200 housing units at full build-out.

The ability for our employers to grow in our area depends on the availability of housing for new workers. Digi-Key began to expand in North Dakota because they simply could not add employees here as fast as their growth demands because of the lack of housing. This shift has now changed with the announcement of a major expansion in Thief River Falls. Digi-Key plans to construct a 1,000,000 S.F. product distribution center in Thief River Falls that will invest approximately \$300,000,000 in our community and add 1,000 new jobs over the next ten years.

They are committed to Thief River Falls and Northwest Minnesota and will continue to grow here. The City of Thief River Falls recognizes that we are at a critical point and that commitment is reflected by the City's securing, purchasing, and developing property for housing. It is this commitment, preparation and planning that contributed to Digi-Key's decision to invest and grow in our community. Our second largest employer, Arctic Cat, was recently acquired by Textron Specialized Vehicles Inc. Going forward Arctic Cat will operate as a subsidiary. This business, based in Augusta, Ga., designs and manufactures vehicles and equipment for a range of uses and industries, including E-Z-GO golf cars and personal transportation vehicles, Cushman commercial utility vehicles, Textron Off Road side-by-sides, Dixie Chopper zero-turn mowers, Jacobsen professional turf-care equipment, and TUG, Douglas, Premier and Safeaero ground support equipment.

Arctic Cat recently announced that they will be moving the Textron Off Road side by side manufacturing from Augusta, Georgia to Thief River Falls, Minnesota, which will add growth and increased stability to our community. They also announced that they would be moving the manufacturing of their Textron Off Road side by side engines from Germany to St Cloud, Minnesota.

These changes from this strategic partnership are huge victories for Thief River Falls and the State of Minnesota.

Hundreds of people commute to Thief River Falls from communities in excess of a 50 mile radius each day, making the economy of many cities and counties dependent on the success of the major employers in Thief River Falls. That makes this project truly of regional significance.

Project Rationale

Thief River Falls is growing in all ways. The population is growing, along with the infrastructure, business, housing and hundreds of jobs. Thief River Falls is one of the few communities in the State that has more jobs than people living in it. The estimated population is 8,600 and there are well over 10,000 jobs in the community.

Several major factors are contributing to that fact. First and foremost is the growth of the City's two largest firms Digi-Key and Arctic Cat. Digi-Key added an average of 152 new jobs each year over the past twelve years and grossed over 1.8 billion dollars in 2016, with sales up 20% year to date in 2017. Arctic Cat, through their recent acquisition by Textron, is also poised for growth and stability in our community. Add to that the 55 million dollar upgrade to the local School District, consisting of renovation of buildings and equipment, the 60 million dollar newly constructed Sanford Hospital, and the recently opened Sanford Mental Health Unit. The Carnegie Library was renovated into the local Chamber of Commerce office, Convention & Visitors Bureau along with the Pennington County Child Support Services. The 16 million dollar 72-bed Thief River Care Center opened in 2011 and Northland Community and Technical College continues to expand its unmanned aerial vehicle maintenance program offerings.

Thief River Falls recently completed a new railroad underpass, the first "roundabout" in Northwestern Minnesota and completed a major signal light project along State Highway 32. Those items join the recently completed new bridge over the Red Lake River forming a new corridor in the southern portion of the City connecting where people work to where they live.

The Pennington County Board of Commissioners has begun construction of an 18 million dollar Justice Center to house courtrooms and the Pennington County Jail. The total cost of this project will be carried by the residents of Pennington County.

Housing is also experiencing growth. A new 41-unit apartment building opened in the spring of 2014. A 24-unit townhome complex was completed in July of 2016 and two fifty-unit apartment buildings were completed in December of 2016 to address the affordable housing issue for the low to moderate income population and huge demand for market rate workforce housing.

Our Building Department has issued permits with a total valuation in excess of 160 million dollars over the past five years. That number far exceeds the norm for a community this size, but it demonstrates the growth the City is enjoying. That growth comes with a cost and the City is being stretched to its limits. Your assistance in funding the infrastructure needed to expand public infrastructure for housing is imperative and the City thanks you for your consideration.

Project Timeline

Construction of this project is anticipated over the 2018 construction season.

Other Considerations

The city is requesting \$418,000 which represents 50% of the project cost. The remaining 50% will be funded locally.

Impact on State Operating Subsidies

There will be no impact on state operating subsidies, as the street is designated as local and the utilities are local.

Who will own the facility?

The City of Thief River Falls

Who will operate the facility?

The City of Thief River Falls

Who will use or occupy the facility?

The general public

Public Purpose

public roadway

Description of Previous Appropriations

The Minnesota State Legislature approved in 2010 a Capital Appropriation of \$2.2 million for the City of Thief River Falls in order to construct a multi-purpose hangar located at the Thief River Falls Regional Airport. The hangar was completed and is being used successfully. The most important reason for submitting the request was the potential the new hangar would provide to Digi-Key, a world class electronic distribution firm, by adding the reliability of housing aircraft they heavily depend on to support their consistent award winning on-time delivery.

Prior to the completion of the hangar Digi-Key employed approximately 2,000 people, they now employ over 3,500 people and are growing, adding more employees on a daily basis. This new hangar allows them to ship hundreds of thousands of packages from the airport with a very high degree of reliability. There are three Falcon 20 jets housed in the hangar and fly daily to Louisville, Kentucky to the headquarters of UPS and Memphis Tennessee to the headquarters of Fed-Ex. Larger aircraft are now being added to the fleet to handle the volume increases experienced by the tremendous growth of Digi-Key.

The significance of what the bonding bill legislation has done for northwestern Minnesota is proven by the growth of this world class global company and the jobs created as a result.

This support for economic development in Northwest Minnesota was demonstrated again in 2014 when the Minnesota State Legislature approved \$800,000 in assistance for public infrastructure to support the construction of the recently opened Sanford Hospital and adjacent areas for future development. This public infrastructure is also proving to be a key segment of a direct route from Digi-Key to the Thief River Falls Regional Airport currently under development by Pennington County and contributed to their decision to expand here.

The City of Thief River Falls has asked for help on projects that are real and are necessary to help with the local share of public infrastructure that is needed to continue this kind of economic development in Northwest Minnesota. We have proven the ability to deliver these projects that have been so graciously awarded.

Project Contact Person

Mark Borseth
Community Services Director
218-681-8506
mborseth@citytrf.net

(\$ in thousands)

Noper Property Phase III - Public Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$418	\$0	\$0
Funds Already Committed				
City Funds	\$80	\$0	\$0	\$0
Pending Contributions				
City Funds	\$0	\$338	\$0	\$0
TOTAL	\$80	\$756	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$80	\$0	\$0	\$0
Predesign Fees	\$0	\$10	\$0	\$0
Design Fees	\$0	\$119	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$627	\$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	\$80	\$756	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Phase 1 Waterfront Redevelopment Plan	1	GO	\$ 3,182	\$ 0	\$ 0
Total Project Requests			\$ 3,182	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 3,182	\$ 0	\$ 0

Phase 1 Waterfront Redevelopment Plan

AT A GLANCE**2018 Request Amount:** \$3,182**Priority Ranking:** 1

Project Summary: The funding request would support the development of Agate Bay in Two Harbors as a regional recreation destination that enhances the public's access to Lake Superior, open space, and natural aspects of publicly owned land along the water front. The City is seeking \$3,000,000 in state bond funding for the pre-engineering, engineering, development and redevelopment of the publicly owned water front, Edna G. Tugboat, and transient dock facility on Lake Superior within the City of Two Harbors.

Project Description

The property along Agate Bay in Two Harbors has a long history of industrial use. In 2004 the MNDNR purchased property along the waterfront with a plan to build a marina facility. Numerous attempts have been made over the years to develop a marina facility, but they were all unsuccessful. The City now has a vision to redevelop and improve public access to the nearly 30 vacant acres which are under the ownership of the City of Two Harbors and the MNDNR. The City hopes to create a regionally significant urban waterfront destination which will showcase the working water front along Agate Bay. It will also increase public access and recreational use along the Shore of Lake Superior. The master water front plan will also include a transient docking facility and the preservation of the Historic Edna G Tugboat. The project will benefit the regional economy by increasing tourism opportunities and business along the North Shore. Non-boaters will benefit with an improved view of the working harbor and the interest recreational boats generate.

Project Rationale

This project replaces a former plan for a small craft harbor on state property adjacent to the City owned land. This project would include a comprehensive build out of the waterfront in Two Harbors along Agate Bay. The water front along Agate Bay currently includes approximately 30 acres of publicly owned, undeveloped land. Development of the land would include improving public access and use of the Lake Superior waterfront through trails, green space, and public recreation sites.

Project Timeline

- Funds received- Summer 2018
- RFP for pre-engineering/engineering- Fall 2018
- Engineer Selected- Fall 2018
- Project Design- Winter 2018/19
- Bids for construction- Winter 2018/19
- Bid awarded- Early Spring 2019
- Project construction- Spring/Summer 2019

- Phase 1 project complete- Fall 2019

Other Considerations

The development of the waterfront in Two Harbors would compliment the recently re-constructed public access on Agate Bay and another example of an improvement to the working waterfront of Two Harbors. 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**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 the facility?

The facility will be used to increase the public access to Agate Bay and Lake Superior.

Public Purpose

The redevelopment 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. It will also improve public access to the working waterfront and recreational opportunities along the shore of Lake Superior.

Description of Previous Appropriations

No former funding for this specific proposal.

Project Contact Person

Dan Walker
City Administrator
218-834-8803
dwalker@twoharborsmn.gov

(\$ in thousands)

Phase 1 Waterfront Redevelopment Plan

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,182	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$3,182	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$320	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,650	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$30	\$0	\$0
Inflationary Adjustment	\$0	\$182	\$0	\$0
TOTAL	\$0	\$3,182	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Highway 53 Utility Relocation	1	GF	\$ 5,400	\$ 0	\$ 0
Regional Fire-Based Emergency Medical Services and Public Safety Facility	2	GO	\$ 2,000	\$ 2,000	\$ 2,000
Comprehensive Multi-Year Multi-Modal Transportation Program	3	GO	\$ 3,500	\$ 0	\$ 0
Total Project Requests			\$ 10,900	\$ 2,000	\$ 2,000
General Obligation Bonds (GO) Total			\$ 5,500	\$ 2,000	\$ 2,000
General Fund Cash (GF) Total			\$ 5,400	\$ 0	\$ 0

Highway 53 Utility Relocation**AT A GLANCE****2018 Request Amount:** \$5,400**Priority Ranking:** 1**Project Summary:** Requesting \$5.4M in State funds for costs incurred related to relocating utilities.**Project Description**

The City and the VPUC has previously received assistance from the State of Minnesota through capital bonding to pay for this relocation managed by the Minnesota Department of Transportation. Project cost overruns unforeseen several years ago when the first estimates were put in place have been covered by borrowing through the City of Virginia and the local tax base is ill-prepared to cover the estimated \$5.4 million owed to MN DOT. The VPUC requests a capital bonding grant from the State of Minnesota for \$5.4 million to reimburse the City and MN DOT for costs to relocate the utilities for the Hwy 53 project and respectfully request inclusion in the Governor's Capital Bonding Proposal and inclusion by the Legislature in the 2018 Bonding Bill.

Project Rationale

Due to the expansion of a mine, a section of Highway 53 had to be relocated. City and VPUC infrastructures were located within the highway right-of-way and had to be relocated with the highway project.

Project Timeline

Project completion - December 2017

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

City of Virginia & Virginia Public Utilities

Who will operate the facility?

City of Virginia & Virginia Public Utilities

Who will use or occupy the facility?

City of Virginia & Virginia Public Utilities

Public Purpose

Provide public utilities for residents and businesses

Description of Previous Appropriations

The City of Virginia & Virginia Public Utilities has received \$13M in State funds based on original project estimates.

Project Contact Person

Greg French
General Manager, Public Utilities
218-748-7500
gfrench@vpuc.com

(\$ in thousands)

Highway 53 Utility Relocation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Fund Cash	\$0	\$5,400	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$5,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$5,400	\$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	\$5,400	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Regional Fire-Based Emergency Medical Services and Public Safety Facility**AT A GLANCE****2018 Request Amount:** \$2,000**Priority Ranking:** 2**Project Summary:** The City of Virginia is requesting 2.0 million in the 2018 State Bonding Bill for site acquisition construction and development for a new Regional Fire-Based Emergency Medical Services and Public Safety Facility**Project Description**

The City of Virginia is requesting \$2,000,000 in state funding to acquire, demolish existing structures and develop a site for construction of a Regional Fire-Based Emergency Medical Services and Public Safety Facility. The current Virginia Fire and Police Departments are located in the City of Virginia, in St. Louis County, approximately 200 miles north of St. Paul.

The Fire Department serves an EMS geographical area of 900 square miles with a population of 68,000 and a Fire Service (primary and mutual aid) territory of approximately 650 square miles. The current Fire Department is housed in one two story fire station facility. This historic building was constructed in 1907 to serve the needs of the bustling City. The first addition was placed in 1914 with another addition in the late 1980s. As the number of calls in both Fire and EMS have increased, the staffing at the station is has increased proportionally. The station is occupied 24 hours per day, 7 days a week with three shifts of 9 (FTE) firefighter/paramedics working a 24 hour shift to offer continuous coverage. The needs for relocation are immediate due to structural deficiencies, ADA deficiencies, and constriction of space.

The Virginia Police Department is located in the City Hall which was constructed in the 1920's. The Police Department currently houses 25 FTE Officers and administrative staff also 7 days a week, 24 hours per day. The Police Department serves a population of approximately 9,000 residents and responds to approximately 15000 calls a year within it's 12 square miles of jurisdiction. Due to lack of ability to expand, remodeling has not been possible thus the building has not kept up with technology. Rooms have been renovated to the best of their ability but lack of storage, office space, and parking as well as security and safety concerns require the staff and to seek new location for the Police Department.

A new 60,000 square foot facility would allow the City to relocate both the Fire and Police departments, add a large community room to be used for Regional Training in fire, EMS, and Emergency Operations, as well as other community needs, and a backup Emergency Operations Center in case of large scale disasters. The former Fire Hall would be demolished after new facility was constructed. The former Police Department would be repurposed for use by City Offices currently housed on the 2nd floor of City Hall. This would allow the City to lease underutilized office space to private firms.

Total funding for this project is estimated at \$12.9 million.

Project Rationale

The Virginia Fire & Regional EMS Service has continually experienced growth, thus necessitating

growth in equipment and staff. The need for relocation has become immediate. Structural deficiencies do not allow equipment purchases to occur, ADA deficiencies limit the types of trainings to be conducted on site, and lack of space makes for difficult situations when staff of all genders work 24/7 in a facility that was constructed over 100 years ago.

The Virginia Police Department has seen the lack of ability to expand to accommodate technology and to meet requirements for storage. Rooms have been renovated to the best of their ability but lack of storage, office space, and parking as well as security and safety concerns require the staff and to seek new location for the Police Department.

Project Timeline

Commencement of Engineering	June 1, 2019
Bid Opening	September 1, 2019
Commencement of Construction	October 1, 2019
Project Completion	April 30, 2020

Other Considerations

The City has sought Federal legislation on this project.

The acquisition areas for this project would ideally be targeted as blighted areas. It would be the intent of the City to acquire blight properties with the intent to remove all structures in order to accommodate the construction. Due to this process, the timeline may change.

Impact on State Operating Subsidies

City of Virginia is requesting 2.0 million in 2018 Bonding Bill. It is anticipated we will ask for 2.0 million in 2020 and 2.0 million in 2022.

Who will own the facility?

City of Virginia

Who will operate the facility?

City of Virginia

Who will use or occupy the facility?

Virginia Fire and Regional EMS Service Virginia Police Department Community members Area Fire & EMS departments

Public Purpose

The Public Purpose would be to ensure safety and health of the public.

Description of Previous Appropriations

Project Contact Person

Britt See-Benes
City Administrator
218-749-3957
britts@virginiamn.us

(\$ in thousands)

Regional Fire-Based Emergency Medical Services and Public Safety Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$2,000	\$2,000	\$2,000
Funds Already Committed				
City Funds	\$0	\$2,501	\$2,000	\$2,000
Pending Contributions				
TOTAL	\$0	\$4,501	\$4,000	\$4,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,301	\$3,690	\$3,320
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$310	\$680
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,501	\$4,000	\$4,000

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Comprehensive Multi-Year Multi-Modal Transportation Program**AT A GLANCE**

2018 Request Amount:	\$3,500
Priority Ranking:	3
Project Summary:	\$3.5 million in state funds is requested for a comprehensive transportation project.

Project Description

This project would allow for the reconstruction of 12 major collectors or arterial roadways and utility infrastructure upgrades that serve the major businesses and residents. In addition to improving driving surfaces and delivery of utility service, the ability to complete this project would allow the City to establish safe, interconnected multi-modal corridors linking downtown, neighborhoods, parks and community amenities. In order to minimize impact on traffic flow, this project is scheduled to start in 2019 and completed in 2022. Estimated total project cost is \$7.0 million. City is working with other funders to raise the 3.5 million match funds and is committed to funding any match that is needed.

Project Rationale

This project would allow for the reconstruction of 12 major collectors or arterial roadways and utility infrastructure upgrades that serve the major businesses and residents. Reconstruction portion of the project includes replacement of water main to ensure potable water for residents and increased and stable fire protection for the City. Sanitary sewer lines, mains, and laterals will be replaced to assist with the correction of Inflow and Infiltration concerns. Additional utilities to be placed will include storm sewer, municipal steam system, and natural gas. As part of this reconstruction, the City will follow other communities that have begun to realize the need to provide a wider range of transportation options. An auto-dependent city limits access of non-driving groups such as youth and older seniors. An increase in the city's physical size should not reduce access. Techniques that increase the ability of all residents to move safely and freely around the city include better coordination between land use and transportation, increasing connectivity within the street network, and developing multi-modal (or complete) streets that accommodate walking, cycling, transit and motor vehicles. This approach expands transportation options while also increasing opportunities for social interaction. Equally important, incorporating physical activity into the daily routine of citizens creates a healthier and more physically fit community reducing demands on health care and increasing longevity.

Project Timeline

Design and Financing	Fall 2018
Bidding	Feb 2019
Construction	April 2019
Project Completion	November 2022

Other Considerations**Impact on State Operating Subsidies**

Who will own the facility?

City of Virginia

Who will operate the facility?

City of Virginia

Who will use or occupy the facility?

City of Virginia

Public Purpose

Provide municipal water, sewer, streets, and multi-modal transportation options by repairing, redesigning, and reconstructing public infrastructure in order to better serve the needs of the Virginia residents, businesses, and surrounding areas.

Description of Previous Appropriations**Project Contact Person**

Britt See-Benes
Administrator
218-748-7500
britts@virginiamn.us

(\$ in thousands)

Comprehensive Multi-Year Multi-Modal Transportation Program

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
Funds Already Committed				
Other Local Government Funds	\$0	\$3,500	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,400	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Wabasha Rivertown Resurgence	1	GO	\$ 10,190	\$ 0	\$ 0
Total Project Requests			\$ 10,190	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 10,190	\$ 0	\$ 0

Wabasha Rivertown Resurgence**AT A GLANCE****2018 Request Amount:** \$10,190**Priority Ranking:** 1

Project Summary: Wabasha in collaboration with the National Eagle Center (NEC) is presenting the Wabasha Rivertown Resurgence package. This regional project is going on 3+ years of planning among the City of Wabasha, the Port Authority, the NEC, and Chamber of Commerce. This consists of a planned expansion of the NEC as well as improvements to the riverfront for infrastructure (alley improvements), large vessel landing areas, and overall public access and programming.

Project Description

The National Eagle Center has identified a need for a facility expansion of an additional 19,000 square feet to accommodate the acquisition of new live eagles, expanded exhibit space, and increased educational program capacity. The NEC is making plans for this \$16 million expansion and expects necessary funding to be met primarily through private philanthropy, regional and national stakeholders, and state bonding. This expansion will be accomplished through a combination of an addition to the existing building and acquisition of nearby property. The NEC has already secured four nearby properties on Wabasha's Main St.

Summary of National Eagle Center Expansion Needs

The following key points are taken from a real estate needs assessment of the NEC, completed in 2014 by Milestone Real Estate Partners.

- To respond to current program demands, the NEC requires additional space to house and exhibit additional eagles.
- A private eagle art and memorabilia collection, the Preston Cook Eagle Collection, valued at over 2 million, will be gifted to the NEC. An additional 6,000 square feet of exhibit space and museum quality storage will be required to care for and exhibit this important collection.
- Current educational program space is often filled to capacity and a 100-seat auditorium is needed to meet program demand at the NEC.
- Retail is a successful component of the NEC; however retail space in the current facility is limited. The amount of retail space should be studied as part of any expansion of NEC to meet customer demand and NEC financial goals.
- NEC has the opportunity to connect more with the community and the riverfront. These opportunities may offer ways to maximize NEC's space capacity as well as support linkages to other businesses.

The other major component of this project is the improvement of the riverfront access as highlighted in the attached document. These improvements will allow for greater access by the general public as well as better dockage and landing facilities for the larger paddle-boat type vessels. Other items that

are under consideration for this area are:
Possible Future Viewing Park and Docking Elements

- ADA Fishing Pier & Access to Water
- Ecology – wildlife viewing, shoreline restoration, bird blinds, interpretive signage
- Planting and Landscape – maintained and native, frame view
- Signage, benches, connections to backwaters

Project Rationale

This project has far-sweeping regional economic development significance for several reasons, mainly the draw of the National Eagle Center and realizing the full potential of our riverfront in Wabasha for tourism and the attraction of large paddle-wheel excursion type vessels. Currently the National Eagle Center (NEC) draws over 80,000 people annually to Wabasha, this including tourists from over 150 countries world-wide. This influx alone shows a positive return to the economy of Minnesota as a whole and helps supports additional tourist activities across southern Minnesota. In addition to the NEC, approximately 15 years ago the riverfront has been the welcoming stop for vessels such as the Delta and Mississippi Queens as well as more recently the American Queen, carrying approximately 500 passengers at a time from all over the world. As American Disabilities Act and safety rules and regulations have increased the accessibility to our riverfront by these vessels has become increasingly more difficult and dangerous. Improvements described in this package will make the Wabasha Riverfront a can't miss destination for not only these vessels but other tourists and pleasure boaters as well.

Project Timeline

Once this project is successful for state bonding the pieces are in place to finalize the planning process and move quickly to construction. This project contains significant fundraising efforts that have already been started and work is in process. A realistic date to start construction would be Fall of 2018.

Other Considerations

With the investment by the state in Destination Medical Center the City of Wabasha is participating in groups and other agencies working to surround Rochester with the amenities it needs to help realize the full potential of the Destination Medical Center. The NEC and Wabasha Chamber have partnered with the Mayo Clinic in many initiatives that help improve the patient experience. Everyday patients from Mayo Clinic travel to Wabasha to see the NEC and tour the historic town of Wabasha.

Impact on State Operating Subsidies

Neither the National Eagle Center nor the City of Wabasha receives or will receive any direct operating dollars for this request.

Who will own the facility?

The City of Wabasha will have ownership of the all aspects of this submission.

Who will operate the facility?

The National Eagle Center will operate the expansion areas as depicted by the overhead drawing attached to this submission these facilities. The riverfront dockage and walk-way improvements will be maintained by the City of Wabasha.

Who will use or occupy the facility?

The National Eagle Center will occupy the facility as depicted in the overhead picture attached.

Public Purpose

The restored riverfront park will have dockage space for recreational boaters and river cruise vessels allowing easy access to downtown Wabasha from the River. Residents and visitors will have access to the River. The NEC and the accessible open space surrounding, as depicted in the drawings, will remain in city ownership serving the public.

Description of Previous Appropriations

For the original construction of the National Eagle Center in 2007 the City of Wabasha received \$500K in General Obligation Bonds (committed in 2003) as well as \$500K in General Fund appropriation (2008). This helped offset the total construction costs of approximately \$5 million. The remainder was raised by the City of Wabasha/Port Authority in a private fund-raising campaign.

Project Contact Person

Chad Springer
City Administrator
651-565-4568
cityadmin@wabasha.org

(\$ in thousands)

Wabasha Rivertown Resurgence

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$10,190	\$0	\$0
Funds Already Committed				
Other Funding	\$391	\$2,100	\$0	\$0
Pending Contributions				
Other Funding	\$0	\$6,693	\$0	\$0
TOTAL	\$391	\$18,983	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$294	\$1,035	\$0	\$0
Predesign Fees	\$56	\$73	\$0	\$0
Design Fees	\$0	\$1,494	\$0	\$0
Project Management	\$24	\$852	\$0	\$0
Construction	\$17	\$12,403	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$75	\$0	\$0
Occupancy Costs	\$0	\$1,463	\$0	\$0
Inflationary Adjustment	\$0	\$1,588	\$0	\$0
TOTAL	\$391	\$18,983	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Waite Park Amphitheater Park Project	1	GO	\$ 5,000	\$ 0	\$ 0
Total Project Requests			\$ 5,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 5,000	\$ 0	\$ 0

Waite Park Amphitheater Park Project

AT A GLANCE

2018 Request Amount: \$5,000

Priority Ranking: 1

Project Summary: \$5 million in state funding is being requested to design and construct a 4,000-5,000 seat outdoor regional park and amphitheater in Waite Park. The park will be located on the former Transformer Quarry property connecting two future regional trail systems to a unique outdoor entertainment venue that will attract 60,000-80,000 visitors per year. This will be a one of a kind venue in Central Minnesota, as well as the State of Minnesota. The total project cost is \$10 million.

Project Description

The City of Waite Park is seeking \$5 million in state bonding funds to acquire, design, and construct a regional outdoor amphitheater park. The total project cost is \$12.3 million. The project has been included as a top priority as part of its Land Use Study completed by SCSU and by its community survey that was completed in 2015.

Project Background:

The City of Waite Park has acquired a total of 25 acres of land with two quarries that creates a perfect location for an outdoor amphitheater. A very unique setting nestled in the middle of Waite Park with great proximity to Highway #23, Interstate #94, and County Rd #137, the City wanted to preserve the natural elements of the site while creating a unique park venue for the community and the region. The idea of the amphitheater has generated a great deal of local and regional support and has also received support from several of the neighboring cities listed as one the Legislative Priorities for funding in 2016. Several community partners have been identified including the Paramount Theater, Great Theatre, and Town Square Media. Other potential partners include St. John's University, St. Benedicts, St. Cloud State University, and St. Cloud Technical and Community College. There are others with a great deal of interest in the project that are excited to become involved as the project progresses.

The setting for the amphitheater is heavily wooded with several granite outcroppings and a variety of trees throughout the site. The property has two quarries with the largest quarry being the former Transformer Quarry. The other quarry is much smaller in size. The plan would be to locate the amphitheater between the two quarries allowing the best possible views for patrons and performers both. The intent with our design and layout of the site will be to preserve this rustic wooded charm and create a venue that will complement the mining history making the building facilities resemble buildings that would be found in a granite mine.

Quarries and the rich mining history are great assets to the City of Waite Park and we want to continue the tradition of showcasing them in unique ways. Waite Park is home to Martin Marietta, a large granite mining company, which is adjacent to this property. In 2008, Martin Marietta partnered with the Walker Art Center to perform Merce Cunningham's OCEAN in the Rainbow granite quarry. The event took over 3 years to plan and a \$1 million to complete. It received worldwide attention as

the other locations this performance took place was in Paris, France, Rome, Italy and Waite Park, MN. It was a great way for our community to showcase our quarries and opened up the possibilities to our community on how our quarries can be used as a performing arts venue. In addition to Martin Marietta, Waite Park is also home to Quarry Nature Preserve. The property planned for the amphitheater park is located less than a quarter-mile from Quarry Park Nature Preserve, which is a 600-acre park, recognized by Travel Magazine in 2016 for having one the nation's best swimming holes. Quarry Park Nature Preserve, owned by Stearns County, hosts over 100,000 visitors a year providing a number of recreational opportunities for visitors all year long. With the close proximity to this park, the City intends to continue the naturally wooded features into the amphitheater park while also highlighting the rich granite quarry history that has long been a tradition in the Waite Park community and the entire St. Cloud Region. They are our hidden gems.

Connecting the amphitheater park to the trail system is a priority for the community. The property has trails that run both north and south of the site and will become a future connection for the Lake Wobegon and Glacial Lakes Regional Trails. This will allow visitors to access the facility through the trail system as well as other modes of transportation. The property is also adjacent to our public works facility to the South and to the North remains several large undeveloped commercial lots that will become attractive for development as a result of the amphitheater drawing a large number of visitors to the area.

Project Details:

Time, research, and thoughtful consideration have gone into developing the amphitheater park project. The City of Waite Park has spent the last two years researching and evaluating the viability of constructing an amphitheater. As part of this process, the City has completed a feasibility study with Maxfield Research that evaluated the market trends and helped determine the size of facility that could be supported in Waite Park. This study has helped guide the City in its plans moving forward. In addition to this, the City of Waite Park has also reached out to other amphitheater venues across the Midwest to learn from them as to what type of venues to attract and determine the best design practices. The City has also brought two different management experts to the community to assist the City in planning sessions focusing on the amphitheater layout and design to ensure that it will function well operationally. Through this research, the City has determined that it will be constructing a 4,000-5,000 seat amphitheater. It will have a variety of seating options including 3,300 seats in the pit area that can have flexible portable seating or standing areas, 500 reserve seats, 152 VIP seats, and approximately 800 seats in lawn area. The amphitheater will include a covered stage, a loading dock, performer areas, concession stands, restrooms, box office, and office areas.

The total amphitheater park area incorporates approximately 25 acres of land or 908,800 square feet. The amphitheater portion of the project including parking, sidewalks, building areas, and lawn are will incorporate 404,000 square feet in area, which is approximately 44% of the overall park area. The remaining square footage on the property will be used to preserve the natural wooded area, quarries, and granite outcroppings that the City desires to preserve.

The operations of the amphitheater are a key component of the site being successful. As a result, the City intends to work with a management company to attract 10-12 national acts a year and is anticipating the site will be open 4-5 months a year depending on the weather. In addition to attracting national acts, the City intends work with our performing arts community partners. We know they have limited outdoor opportunities for their performances. We intend to partner with them to make our facility available for outdoor performances that they may desire. A variety of other community and regional events will also be able to use the facility including movie nights, speaker forums, holiday celebrations, festivals, and other events. At this point, the facility is not planned to be open during the winter month but could be considered in the future.

We are very excited about the amphitheater park project and what opportunities it will bring to our community. With the assistance of State funding, we are committed to moving this project forward and have the financial resources to commit the local matches necessary for this project to proceed.

Project Cost Estimates:

Total project cost = \$12,370,267 million

Land Acquisition and Donations: \$2,082,358

Street & Utility Construction: \$1,637,909

Site Work: \$2,420,000

Construction: \$6,230,000

Project Cost Detail Summary:

Land Acquisition and Donations: \$2,082,358

The City of Waite Park has acquired all the property needed to construct the amphitheater. A portion of the property has been donated to the City of Waite Park by Martin Marietta and Miller Properties. The total value of the land donated at the time the property was donated to the City of Waite Park is what is reflected in the total shown below. The remaining parcels were purchased by the City.

Donated land value by Miller Properties	\$695,600
Donated land value by Martin Marietta	\$131,500
Sis Upholstery City land purchase	\$900,000*
BNSF City land purchase	\$76,011*
Gillitzer City land purchase	<u>\$279,247</u>
Total	\$2,082,358

*The City purchased larger pieces of property to be used for the adjacent public works facility. The numbers reflect the percentage (36%) of the property and the cost for the amphitheater park project.

Street & Utility Construction: Total \$1,637,909

The City of Waite Park has already extended 17th Avenue, as part of this project was also needed for the public works facility. This project included constructing a new roadway and extending utilities to the site. The cost shown above reflects the percentage of the total project that is for the amphitheater project (36%).

Site Work: Total \$2,420,000

This total includes mobilization, excavation, rock fill, pavement, class V, curbs, gutters, ramps, bowl, steps, site concrete/plaza, sewer, chambers, water and other related site work expenses.

This cost includes the construction of the stage, loading, canopy, seats, concrete, ticket box, performer building, restrooms, concessions, mechanical, electrical, lighting, and other related costs to the construction of the amphitheater.

Project Key Funding Sources:

Almost 60% of this project will be funded with local funds and donations received at the local level. The remaining 40% is proposed for state bonding dollars.

Total project cost = \$12,370,267 million

The City of Waite Park has utilized its existing ½ percent sales tax for land acquisition and has also used CIP bonds for extending the street and utilities. The remaining \$3,650,000 of local match will be paid for with the City’s ½ percent sales tax and any corporate sponsorship that can be generated in the community. The City of Waite Park does have ½ percent sales authorization through 2038 and collects an estimated \$400,000 annually that can be designated for parks and trails. The City Council is committed to designating the remaining local funding obligations to this project that are not paid for with corporate sponsorships.

Expenses already incurred:

Private Donations (land): \$827,100

City Land Purchases: \$1,255,258

City Street & Utilities: \$1,637,909

Remaining Local Match: \$3,650,000

Total Local Match \$7,370,267

State Funding \$5,000,000

Total Project Cost \$12,370,267

Project Rationale

The City of Waite Park is part of a regional destination center located in the St. Cloud region. While our community has a population of approximately 7,500, our daytime population far exceeds 25,000 given the number of visitors that come to our community to work, dine, shop, and play. As a result of our community make up, the City of Waite Park has identified creating destination recreational opportunities as one of the top priorities for the community. The amphitheater park project meets this objective by creating a venue that can be used by a variety of entertainment venues from a national, regional, and local level. This facility will be unique to Central MN, as well as the State of Minnesota. The plan to locate the amphitheater in a wooded setting showcasing the quarry history that Waite Park is so well known for in the area adds to the attraction and uniqueness of this project. The site is estimated to host 60,000-80,000 visitors a year and as a result will become a travel destination location for the State of Minnesota, the St. Cloud Region, and the Waite Park Community.

Project Timeline

The project timeline provided is based on State funding being secured in 2018.

Summer/Fall 2018: Design Work on Amphitheater Site

May 2018: Project receives State funding

June 2018: Approval of Design by State

August 2018: Plans and specs approved for the project

Fall 2018: Project approval for bidding

April 2019: Project Construction Begins

March 2020: Project is complete

June 2020: Amphitheater is open

Other Considerations

The City of Waite Park has been working with New West Productions, a management company out of Kansas City, MO. This company has over 30 years of experience in managing and operating amphitheaters across the Midwest. This company has been working directly with the City over the last 6-8 months providing insight on how to make the site feasible. The layout, design, and size of the facility have all been influenced by their recommendations. New West also has expressed an interest in working with the City of Waite Park to manage and operate the facility as it relates to the national acts. The City is still in negotiations. The advantages to the City is that they assume all responsibility for managing the national acts including any risk that may be involved as well. At the end of the year, the City and New West will share in any proceeds from the national entertainment venues.

In addition to the national acts, the City intends to make the facility available to local and regional entertainment venues as well. We are estimating a total of 10-12 national acts per year, which still leaves opportunities available for the other venues. The City will manage and operate the facility at the local and regional venues.

It is important to note that this project is not possible without the assistance from the State of Minnesota funding. Waite Park is a community of just over 7,500 with a daytime population that exceeds 25,000. A park project that costs over \$12 million is not something our community can fund without assistance from the State. The City certainly recognizes the significance of this project to our community which is why the City locally funding over 50% of the cost of this project. The City has been fortunate to collect a 1/2 percent of sales tax and plans to use a portion of this sales tax to fund this project. It is important to note however, that given the make up of our community, the number of projects the City has far exceed the amount of sales tax collected.

Careful thought and consideration has gone into this request and our desire to seek State funding. The City of Waite Park has not sought funding in the past for other projects. We believe the significance of this warrants the need for State funding given the impact it will have locally, regionally, and Statewide.

Impact on State Operating Subsidies

The City of Waite Park is not seeking any operating funds for this project.

Who will own the facility?

The City of Waite Park will own the facility.

Who will operate the facility?

The City of Waite Park will contract with a management company to manage and operate the national acts that will be hosted on the site, which is estimated to be 10-12 per year. The City will manage and operate the regional and local uses planned for the facility.

Who will use or occupy the facility?

The facility will be open to the public and available for a variety of national, regional, and local uses.

Public Purpose

This project will construct a new public park facility on an abandoned quarry property. This project will have a significant impact on economic development in the Waite Park community being adjacent to large undeveloped commercial properties. With its estimated 60,000-80,000 visitors a year, it will have a significant regional draw and be a unique asset to the City of Waite Park, the region, and the State of Minnesota, becoming a destination recreational facility.

Description of Previous Appropriations

None

Project Contact Person

Shaunna Johnson
City Administrator
320-252-6822
shaunna.johnson@ci.waitepark.mn.us

(\$ in thousands)

Waite Park Amphitheater Park Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
Funds Already Committed				
City Funds	\$2,894	\$3,650	\$0	\$0
Non-Governmental Funds	\$827	\$0	\$0	\$0
Pending Contributions				
TOTAL	\$3,721	\$8,650	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$2,083	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$1,638	\$7,950	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$3,721	\$8,650	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Community Recreation Center	1	GO	\$ 435	\$ 0	\$ 0
Total Project Requests			\$ 435	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 435	\$ 0	\$ 0

Community Recreation Center**AT A GLANCE****2018 Request Amount:** \$435**Priority Ranking:** 1**Project Summary:** \$435,000 in bonding dollars is requested to install solar panels on a new recreation facility and construct energy efficient restrooms, gathering area and heated storage.**Project Description**

A Community Recreation Center is being constructed starting in the fall of 2017. The budget of \$1 Million which will construct a 200 x 150 foot building with concrete. Funds for this facility are coming from Otto Bremer Foundation, US Bank, WAO Sport Booster Club and the City of Warren. The WAO School District has provided the land for the facility. This was a good collaboration of donors but there are not any additional funds for restrooms, gathering area and heated storage. The cost to finish the area incorporating energy efficiency methods will be \$300,000. This would allow the facility to be used year around and by many different groups/ages. The city of Warren also has a goal for all new city facilities constructed to be net zero buildings. With this facility, Warren would like to install solar panels to accomplish that goal. The cost for the panels and the installation would be \$135,000. The panels would generate 40 KW. The building would be used as a model for other small cities to follow which will reach regionally and statewide. The facility would be available for use to people within a 30 mile radius. This facility does have regional impact and would provide a safe area for people to get physical activity and congregate.

Project Rationale

This project is needed to provide residents a venue to gather and do physical activity. There is not any facility within a 30 mile radius that provides that opportunity. The facility will be very minimal to operate and therefore can provide the service at no cost to the users. The building is planned for year around use. Community surveys have determined the need for the facility. The City of Warren is in the second year of participating in the Smart Climate Partnership with Germany. With that project, the city has learned the necessity of constructing buildings using renewable energy and energy efficiencies. The rationale for this facility would be to create a model for other small cities to emulate using renewable energy. There is not a facility within a 60 mile radius that uses solar power in a public building.

Project Timeline

The shell of the facility will be constructed in the fall of 2017 with completion in 2018. This will build the four outside walls and the concrete floor. The installation of the solar panels would be completed in the summer of 2018. The interior work would begin in 2018 for completion by the end of 2018.

Other Considerations

There is a strong community desire for the facility. The city has accessed reserve funds, grant funds and private donors. To finish the facility will take bonding dollars. The facility will be used by residents of the northwest region and be a model for small cities on renewable energy use.

Impact on State Operating Subsidies

No additional State dollars will be used for operating the facility. The only State dollars used are those requested under the State Bonding application. No additional State dollars will be requested for any program.

Who will own the facility?

City of Warren

Who will operate the facility?

City of Warren

Who will use or occupy the facility?

The facility will be used by area residents of all ages. There will not be any entity leasing the facility or occupying any space. The facility is for recreation to allow a place for people to socialize in the cold winter months and provide activity. It is a year around facility to provide activity options for all seasons.

Public Purpose

The building will be constructed with municipal funds which allows for the public to use the facility. It is opened and operated by a municipal government entity and the purpose is to allow residents to use the facility for little or no fees.

Description of Previous Appropriations

No previous appropriations have been received.

Project Contact Person

Shannon Mortenson
City Administrator/Clerk-Treasurer
218-745-5343
shannonm@warrenminnesota.com

(\$ in thousands)

Community Recreation Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$435	\$0	\$0
Funds Already Committed				
City Funds	\$0	\$730	\$0	\$0
Non-Governmental Funds	\$0	\$270	\$0	\$0
Pending Contributions				
TOTAL	\$0	\$1,435	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$1,435	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,435	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
NW Angle Addition	1	GO	\$ 203	\$ 0	\$ 0
Total Project Requests			\$ 203	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 203	\$ 0	\$ 0

(\$ in thousands)

NW Angle Addition**AT A GLANCE****2018 Request Amount:** \$203**Priority Ranking:** 1

Project Summary: Addition to the Northwest Angle School for additional room for the students for programs, inclement weather (PE can be moved inside for more room for the students). Also to address the need for a meeting space and possibly a weather shelter for the residents of this area.

Project Description

Build an addition on to the existing building that would be 32 ft X 48 ft, would include bathrooms and a small kitchen area.

Project Rationale

The reason for the addition is that the existing building that they now have if they hold programs and need to be inside for PE they have to move the desks aside to allow for the students to play and hold their programs with very limited space the area where they have PE and there programs is approximately 20 ft X 20 ft.

Project Timeline

To be completed prior to the start of School next year

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

Warroad School District

Who will operate the facility?

Warroad School District

Who will use or occupy the facility?

Students during the school year, and residents throughout the year.

Public Purpose

Meeting space (County Commissioners meet there during the year).

Description of Previous Appropriations

None

Project Contact Person

Kelly Klein
Director of Facilities
218-386-6022
kelly_klein@warroad.k12.mn.us

Warroad Public School District

Project Detail

(\$ in thousands)

NW Angle Addition

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$203	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$203	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$195	\$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	\$8	\$0	\$0
TOTAL	\$0	\$203	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Trunk Highway 36 CSAH 15 (Manning Avenue) Interchange Project	1	GO	\$ 7,000	\$ 0	\$ 0
Total Project Requests			\$ 7,000	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 7,000	\$ 0	\$ 0

Trunk Highway 36|CSAH 15 (Manning Avenue) Interchange Project**AT A GLANCE****2018 Request Amount:** \$7,000**Priority Ranking:** 1**Project Summary:** \$7 million in state funds is requested for planning, design and land acquisition for a new interchange and frontage road at the intersection of TH 36 and CSAH 15 located in Washington County.**Project Description**

Washington County is leading the Trunk Highway (TH) 36 and CSAH 15 (Manning Avenue) Interchange Project, in cooperation with MnDOT, the Cities of Stillwater, Grant, Lake Elmo, and Oak Park Heights, and Stillwater Township. The project location is the existing at-grade signalized intersection of TH 36 and Manning Avenue. TH 36 is a principal arterial roadway that runs east-west approximately 20 miles in length from I-35W in Roseville to the Wisconsin border at Stillwater. TH 36 will soon provide a connection with Wisconsin State Highway 35 via the St. Croix Crossing Bridge, which opens in late 2017. The St. Croix Crossing Bridge will connect TH 36 with Wisconsin, and act as a regional gateway.

Within the project area, TH 36 is a four-lane divided expressway section. North of TH 36, Manning Avenue is a four-lane roadway and classified as an A-Minor Expander. Manning Avenue is the primary regional roadway connecting southern Chisago County and northern Washington County to TH 36. The traffic volumes have increased to the point where traffic demand is exceeding the capacity of the at-grade intersection in extended periods of heavy congestion, and an unacceptable level of peak hour service. The 2017 opening of the St. Croix Crossing Bridge will only exacerbate this capacity issue.

The project preserves existing capacity along TH 36 by constructing an interchange at the existing signalized intersection and adding a frontage road south of TH 36 to make a local connection of Manning Avenue. This project eliminates an at-grade intersection along TH 36, and helps achieve the freeway vision of this important interregional corridor. The selected interchange design would not preclude the expansion of TH 36 from four to six lanes, if desired by the region in the future. This intersection change would be combined with local street improvements to enhance traffic safety in the corridor. The existing frontage road north of TH 36 will be connected, or rerouted, to accommodate the new interchange design. To maximize efficiency for regional traffic flow, reduce traffic conflict points, and to minimize or eliminate local municipal cost share, relocation or elimination of the southern neighborhood street connection will be considered during the course of project development.

A continuous 10-foot trail will run along the east side of Manning Avenue and will replace the existing, well-worn bituminous segment along this corridor. To maintain trail system connectivity, a local access connection to the existing trail on the west side of Manning Avenue south of TH 36, will be constructed.

The total cost of the TH 36 and Manning Avenue Interchange Project is estimated to be \$25 million.

Washington County is requesting \$7 million from the Capital Budget for planning, design, and right-of-way acquisition. It is expected that local agencies will provide \$5 million and State Aid will provide \$6 million. Washington County has already secured \$7 million in federal grant funding for this project which must be spent by 2021.

Project Rationale

The existing intersection is an impediment to consistent interregional corridor speeds of 55 mph and safe travel. Removing the traffic signal at the intersection will allow TH 36 through-trucks to maintain speed, resulting in improved capacity and reduce travel time and congestion. Supplementary to through-traffic movement, the new auxiliary lanes between the east ramps of the proposed interchange, and the west ramps of the TH 5 interchange to the east, will balance the traffic load (alleviate truck/vehicle conflicts) and maintain a more uniform TH 36 level of service. Roadway grade-separation projects reduce system vulnerability by promoting system security and eliminate crash risk exposure, which benefit motorized and non-motorized users alike. The project also preserves the structural integrity (10-ton rated) and smoothness of the pavement, which benefits freight by reducing the number of goods damaged in transit; improving operating and maintenance costs, and reducing driver fatigue.

Expected redevelopment along the corridor in Stillwater and Oak Park Heights will bring jobs to the community, as well as access to them. In particular, Stillwater has been coordinating with Stillwater Township over the last 20 years on an annexation and staging plan for urban development along Manning Avenue. The NE corner of the intersection is planned for land uses which would provide living wage jobs. Access to this area has been managed in anticipation of an interchange. Therefore, the proposed interchange would improve accessibility to this job center, enhance connections between developments, and provide improved access to Stillwater and northern Washington County.

The proposed grade-separated crossing over TH 36 would allow bicyclists and pedestrians of all ages and abilities to safely cross a formidable barrier in the community, with its many lanes and high speed approaches (55 mph), without interrupting regional traffic or waiting for a walk signal. The existing crossing distance (>150') drastically increases a pedestrian's exposure to traffic, which is particularly problematic to disabled or elderly pedestrians (many of whom may have compromised balance or use motorized wheelchairs to navigate the area). Improving the crossing for young residents is also important because of their small size, inability to judge speeds, and lack of experience with traffic rules, putting them at greater risk for injury or death from traffic collisions. The grade-separated crossing will provide non-motorized users with greater separation from vehicular traffic, be ADA-compliant, and wide enough to allow for comfortable bi-directional use.

This critical project has substantial carry-over benefits to the freight system. The location of the project on Minnesota's Principal Freight Network means it is inherently valuable, and will strongly benefit freight movements, more so than projects on other routes. Specifically, this project improves the safety and efficiency of freight movement by constructing an interchange at Manning Avenue.

The project does not impose adverse human health or environmental effects on existing populations. Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact populations present in the project area.

Project Timeline

- Interchange Study: June 2017- June 2018
- Predesign: July 2018- July 2019
- Final Design & Right-of-Way Acquisition: August 2019- November 2020
- Bid Letting & Construction: Winter/Spring 2021

Other Considerations

Washington County has already secured \$7 million in federal grant funding for this project which must be spent by 2021.

Impact on State Operating Subsidies

The addition of the bridge and frontage road will have minimal impacts on State Operating Subsidies.

Who will own the facility?

MnDOT will own the bridge and ramp facilities. County and city roads will connect to the ramp and bridge facilities.

Who will operate the facility?

MnDOT will operate the bridge and ramp facilities. County and city roads will be operated by their respective entity.

Who will use or occupy the facility?

The interchange and frontage road will be used by the public.

Public Purpose

The TH 36 and Manning Interchange project will improve capacity, congestion and travel time. The construction of the interchange will help to accommodate the growing traffic volumes including the anticipated increase in users from the opening of St. Croix Crossing. The addition of the bridge will allow users on TH 36 to travel more efficiently through the corridor. This project will improve safety and accessibility in the corridor for motorized and non-motorized users of all ages and abilities.

Description of Previous Appropriations**Project Contact Person**

Nathan Arnold
Engineer II
651-430-4384
nathan.arnold@co.washington.mn.us

(\$ in thousands)

Trunk Highway 36|CSAH 15 (Manning Avenue) Interchange Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
Funds Already Committed				
Other State Funds	\$0	\$0	\$6,000	\$0
Federal Funds	\$0	\$0	\$7,000	\$0
Pending Contributions				
City Funds	\$0	\$0	\$5,000	\$0
TOTAL	\$0	\$7,000	\$18,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$5,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$18,000	\$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	\$7,000	\$18,000	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	N/A
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
WLSSD Combined Heat and Power Energy Project	1	GO	\$ 14,772	\$ 0	\$ 0
Total Project Requests			\$ 14,772	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 14,772	\$ 0	\$ 0

(\$ in thousands)

WLSSD Combined Heat and Power Energy Project**AT A GLANCE****2018 Request Amount:** \$14,772**Priority Ranking:** 1

Project Summary: \$14.77 million in state funds is requested to construct a combined heat and power system for Western Lake Superior Sanitary District's regional wastewater treatment system. The combined heat and power system will generate electricity using methane-rich biogas produced during wastewater treatment, and will recapture heat from the process for use in WLSSD's existing regional wastewater treatment facility. This renewable resource is currently wasted.

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. WLSSD will generate 35% of the electricity needed to power its energy intensive wastewater treatment plant using biogas WLSSD currently produces, but is unfortunately wasted. WLSSD also plans to reclaim high-strength wastes to produce additional biogas and electricity—meeting 50-100% of treatment plant electrical needs. Additionally, this process produces substantial heat that will be recaptured and used in the treatment process and to heat buildings, reducing the need for purchased natural gas.

WLSSD's Combined Heat and Power Project (CHP) will build on an \$11.2 million WLSSD locally-funded investment in nine modular boilers and biogas conditioning (treatment) equipment. The 2015 boiler project reduces WLSSD's overall energy consumption and increases the efficiency of the treatment process.

Total project cost: \$29.5 million (including inflation)

Funding sources:

\$14.77 million Minnesota Capital Assistance bonding funds

\$14.77 million State Revolving Fund loan (federal loan funding source administered by Public Facilities Authority; repaid with local funds).

WLSSD's Combined Heat and Power project will reduce energy consumption and increase the organization's energy self-sufficiency.

The project is planned in three phases:**Phase 1 – 2017 - 2018: Estimated cost \$12.53 million** (includes inflation)

In this phase, WLSSD will install two 825kW engine generators that will use biogas to generate electricity to power the wastewater treatment plant. The generators will use the biogas currently produced and will generate electricity to meet about 35% of WLSSD's total wastewater treatment plant needs. WLSSD will also recapture the substantial heat produced by the generators for use in the treatment process and for 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 contaminants.
- Approximately 13,000 sq. ft. of existing facility space will be modified to accommodate the generators and associated equipment.

Phase 2 – 2018-2019 Estimated cost \$11.67 million (includes inflation)

WLSSD will reduce its 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 co-generation of heat and power.

Electrical Improvements Design and Construction

- Includes improvements to the main plant electrical gear to feed power from the 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 the 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

- Includes 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 existing heat from the sludge.
- Approximately 7,200 sq. ft. of existing digestion facility space will be modified to accommodate the heat exchangers and associated equipment.

Phase 3 – 2019-2020: Estimated cost \$5.34 million (includes inflation)

In this phase, WLSSD will increase biogas production and electricity generation by 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 generation.

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 through rate stability and

reduced emissions, and will also contribute to meeting Minnesota's renewal energy goals—with a cleaner and cheaper solution to energy needs.

Methane-rich biogas is produced in wastewater treatment process at WLSSD. This biogas is produced in WLSSD's four onsite anaerobic digesters used to manage wastewater solids. WLSSD uses a portion of this methane-rich gas to heat buildings—meeting about 8% of our 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 more than \$3 million annually, electricity accounts for about a third of wastewater treatment plant operating costs. WLSSD's electricity rates have increased by more than 66% 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% cost savings.

The 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.

Project Timeline

Other Considerations

It is WLSSD's vision to become energy independent and generate 100% of the electricity needed to operate its large regional 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 wasted byproducts to create cleaner energy, to stabilize rates, and to reduce reliance on purchased energy.

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 on an \$11.2 million, locally-funded WLSSD project that includes the installation of nine modular boiler units and biogas conditioning facility built 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 byproduct of wastewater solids processing.

Impact on State Operating Subsidies

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 the facility?

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 four large 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

Marianne Bohren
Executive Director
218-740-4805
marianne.bohren@wlssd.com

(\$ in thousands)

WLSSD Combined Heat and Power Energy Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$14,772	\$0	\$0
Funds Already Committed				
Pending Contributions				
Federal Funds	\$0	\$14,771	\$0	\$0
TOTAL	\$0	\$29,543	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,590	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$23,307	\$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	\$3,646	\$0	\$0
TOTAL	\$0	\$29,543	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Wastewater Treatment Plant Upgrade	1	GO	\$ 6,800	\$ 0	\$ 0
Total Project Requests			\$ 6,800	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,800	\$ 0	\$ 0

Wastewater Treatment Plant Upgrade**AT A GLANCE****2018 Request Amount:** \$6,800**Priority Ranking:** 1**Project Summary:** Windom Wastewater Treatment Plant Upgrade - The Minnesota Pollution Control Agency (MPCA) has set a May 2020 date for compliance with new, stricter standards for discharge. To meet the lower discharge standards Windom must complete a large upgrade to its facility.**Project Description**

Upgrade Windom wastewater facility to meet MPCA discharge standards. The new limits will be 10 mg/l for Total Nitrogen and 1 mg/l for Total Phosphorus as a path to regulatory certainty with the State of Minnesota.

Compliance will be achieved through the construction of a Two Stage Activated Sludge System at a cost of \$13.8 million. This system will consist of a new pre-treatment facility, new anaerobic tank, New anoxic basin, new retention tank and new denitrification facility along with expanded sludge storage.

Project Rationale

The City researched two options for meeting the compliance goals. These were a Two Stage Activated Sludge System estimated to cost \$13.8 million and a Denitrification Filter at an estimated cost of \$18.14 million. The annual operational cost for these two options was also researched and showed an annual cost of \$1.345 million for Two Stage Activated Sludge System and \$1.23 million for the Denitrification Filter. A 20-year analysis was completed which showed that the Two Stage Activated Sludge System was less expensive to build and operate over that 20-year period. The Windom City Council selected the Two State Activated Sludge System as the preferred alternative and submitted that as part of the Facilities Plan.

Windom has been working to keep up with its infrastructure needs and plant maintenance. In 2011 the City financed wastewater treatment plant upgrades and replacement of a main interceptor line at a cost of \$3.09 million. This cost was passed along to the rate payers (residential, business and industrial). Windom currently has wastewater rates at \$34.03 per month for the average residential user (5,000 gallons per month). If no grant funding is received for this new project the rates will go up by 78%. Windom (Cottonwood County seat) is shown by the Minnesota Department of Employment and Economic Development (DEED) to rank 57th in county median income. As such, a rate increase of 78% is unaffordable.

The City recently (October 2015) lost a major employer (PM Beef) and 252 jobs. This loss of jobs was a significant blow to the citizens and the local economy. In addition, it was a huge loss to the City's wastewater budget as PM Beef accounted for 25-33% of annual revenue. To make up for this loss rates were raised and reserve funds expended to keep the wastewater plant operating and to meet debt service requirements. Fortunately, in 2016 the PM Beef plant was purchased by Prime Pork. Prime Pork's owners have invested \$65-70 million in the purchase and renovation of this facility. They

started operations in 2017 and anticipate of having a workforce of 350 in July 2017. As a significant industrial user, Prime Pork will be cost-sharing (pro-rata on flow and loadings) with the City on the proposed \$13.8 million facility upgrade. The cost to Prime Pork is estimated to be \$6 million if no State grants are secured as they comprise 41-47% of the flow/loadings. This additional investment is detrimental to the operation and expansion of the Prime Pork facility in Windom along with any additional businesses that may locate in our community.

The discharge point for the Windom Wastewater Treatment Plant is the Des Moines River which has been identified as a TMDL waterway. Meeting the new, stricter standards will help achieve the State's goal for clean water.

Project Timeline

Utility Commission Review of Facility Plan (January 2017 - completed)

City Council Presentation of Facility Plan (February 2017 - completed)

Public Hearing & City Council Approval of Facility Plan (March 2017 - completed)

Facility Plan Submitted to MPCA (March 2017 - completed)

Design Period (April - August 2017 - underway)

Project Bid (Fall/Winter 2017)

Construction Period (TBD)

Meet Final NPDES Limits (May 2020)

Other Considerations

The City is currently awaiting information from the Minnesota Public Facilities Authority (PFA) on the amount of funding they can provide to the project.

Impact on State Operating Subsidies

None anticipated.

Who will own the facility?

City of Windom

Who will operate the facility?

City of Windom

Who will use or occupy the facility?

City of Windom staff.

Public Purpose

Meet State standards for wastewater discharge, clean water and public health\sanitation.

Description of Previous Appropriations

City of Windom received approximately \$300,000 through the Minnesota Department of Natural Resources for the removal of a dam and installation of rock riffles. Project completed.

Project Contact Person

Steve Nasby
City Administrator
507-831-6129
snasby@windom-mn.com

(\$ in thousands)

Wastewater Treatment Plant Upgrade

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$6,800	\$0	\$0
Funds Already Committed				
Pending Contributions				
Other State Funds	\$0	\$7,000	\$0	\$0
TOTAL	\$0	\$13,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,659	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,751	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$140	\$0	\$0
Occupancy Costs	\$0	\$250	\$0	\$0
Inflationary Adjustment	\$0	\$1,421	\$0	\$0
TOTAL	\$0	\$15,221	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Winnebago Northwest Area Utility Improvements	1	GO	\$ 6,705	\$ 0	\$ 0
Total Project Requests			\$ 6,705	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 6,705	\$ 0	\$ 0

(\$ in thousands)

Winnebago Northwest Area Utility Improvements**AT A GLANCE****2018 Request Amount:** \$6,705**Priority Ranking:** 1

Project Summary: Request \$3,740,000 grant and \$3,130,000 low-interest loan for the Winnebago NW Area Utility Improvement. Total reconstruction of Water distribution, sanitary collection and storm water collection and treatment in a 25 block area originally constructed in the 40's and 50's. The project will alleviate health & safety concerns related to residential flooding, asbestos and lead in drinking water pipes, potential contamination of storm water runoff and overloading of municipal wastewater plant.

Project Description

Full project is \$6,870,000 Street and Utility reconstruction encompassing 25 City blocks. Funding request entails utilities, streets, 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 and impaired water. Downstream areas affected are MSA Mankato, Minnesota River watershed, MSA Minneapolis, St Paul and many Suburbs.

- 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

Project Timeline

Design completed 2017, Bids let late 2017. Construction 2018 and 2019 Calendar years.

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. MHI is approximately 55% of state average showing a high financial need.
- In its current state, the project will cause large increases in the City's operating 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.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Winnebago

Who will operate the facility?

City of Winnebago

Who will use or occupy the facility?

None

Public Purpose

Protect Public Health and Safety. Natural Resource preservation.

Description of Previous Appropriations

None

Project Contact Person

Chris Ziegler
City Administrator - Clerk - Treasurer
507-893-4774
cziegler@cityofwinnebago.com

(\$ in thousands)

Winnebago Northwest Area Utility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$6,705	\$0	\$0
Funds Already Committed				
City Funds	\$25	\$485	\$0	\$0
Pending Contributions				
TOTAL	\$25	\$7,190	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$25	\$0	\$0	\$0
Design Fees	\$0	\$1,046	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,824	\$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	\$320	\$0	\$0
TOTAL	\$25	\$7,190	\$0	\$0

STATUTORY REQUIREMENTS

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2018	2020	2022
Clarkfield School	1	GO	\$ 709	\$ 0	\$ 0
Total Project Requests			\$ 709	\$ 0	\$ 0
General Obligation Bonds (GO) Total			\$ 709	\$ 0	\$ 0

(\$ in thousands)

Clarkfield School

AT A GLANCE**2018 Request Amount:** \$709**Priority Ranking:** 1

Project Summary: \$709,000 in state funds is requested to partially demolish and rehabilitate an abandoned tax-forfeited former school building in the City of Clarkfield for community use.

Project Description**Demolition: SF 51,035**

• Pressure wash migration of black mold	\$ 900
• Asbestos testing/abatement/monitoring	200,000
• Disconnect electrical by power utility	
• Disconnect gas service by Great Plains	
• Disconnect & cap sanitary lines at street main	1,500
• Remove UG sanitary sewer	2,400
• Disconnect & cap water lines at street main	1,500
• Remove UG water lines	1,800
• Remove storm line	2,700
• Remove UG fuel tanks and buried fuel lines	3,000
• Building demolition and removal	756,551
• Import granular fill, place and compact	200,000
• Import 4" topsoil, spread and rake	20,000
• PBR landfill for structural materials	40,000
• Removal and landfill disposal of refuse in the building	<u>20,000</u>
	\$1,250,351

Renovations in salvaged section of building: SF 16,088

- Patch roof
- Re-wire electrical
- Refurbish HVAC

\$ 100,000

Total cost estimate for the demolition is approximately \$1,250,351 and renovations are \$100,000. A 5% project contingency of \$68,000 is included for a project total of \$1,417,869.

Remainder funding for the project will come from Yellow Medicine County. If state bond proceeds are not awarded, Yellow Medicine County would decide to leave the building as is (secured) or fund the project in its entirety.

Project Rationale

When the current Yellow Medicine East School District decided to no longer utilize the school building in Clarkfield, they made the decision to sell it. The building was purchased by a developer who, in turn, sold it to another individual from outside the country. The property owner initially occupied the building as a domicile and began various renovations to convert the property for business use. The property owner was unable to generate viable business revenues to pay property taxes, which ultimately went in to arrears.

The property owner eventually vacated the building without notice and abandoned the building. After a couple years of no attention and exposure to the elements (rain), the structure is now damaged to the point of being a hazardous site. There is black mold, and damaged ceilings and floors. Components of the electrical system were reconfigured and some interior structures were demolished. It is estimated that it would cost 2-3 times as much to clean and rehabilitate the structure as it would to demolish it. Due to water damage and exposure to elements, approximately 75% of this building is uninhabitable.

The building still contains items left from the school (desks, chairs, tables, etc.) in addition to items left by the occupant (beds, garbage, business items) that will need to be cleaned out and taken to an appropriate landfill. Most of this is in contaminated areas.

There is a gymnasium that the city wants to renovate to be used as a community center along with 2-3 classrooms that are salvageable. These classrooms would be used as areas to display past Clarkfield School items, as a gathering place, and a location for reunions.

Project Timeline

An RFP would be posted as soon as funding was secured to begin demolition and repair roof over salvageable area to abate further damage. Contingent on weather, this phase would be completed as soon as possible. Following demolition, renovations in the salvaged portion would begin. The entire project would be anticipated to commence by July 2018 for completion within 6-9 months.

Other Considerations

Situations such as this are not unique to Yellow Medicine County or the city of Clarkfield. The consolidation of our schools has resulted in numerous buildings being left with no purpose and unfortunately, as in Clarkfield, they have been left to deteriorate. While some communities have been able to repurpose their buildings, our situation was, through no fault of the citizens of the county, a failure. It is not right that they be asked to clean up the mess.

Impact on State Operating Subsidies

Who will own the facility?

The city of Clarkfield

Who will operate the facility?

The city of Clarkfield

Who will use or occupy the facility?

The citizens of Clarkfield and those in the surrounding area will be able to utilize the community center for events. Currently there is not a place available such as this would provide. More importantly, the alumni of Clarkfield School will have a place to gather to share memories, view artifacts from their

school days past and feel pride in what they had.

Public Purpose

This proposal will assure the structure is used for the public by having the city own and manage the facility. There is no intent to sell to a private business or developer.

Description of Previous Appropriations**Project Contact Person**

Peg Heglund
County Administrator
320-564-5841
Peg.Heglund@co.ym.mn.gov

(\$ in thousands)

Clarkfield School

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$0	\$709	\$0	\$0
Funds Already Committed				
Pending Contributions				
TOTAL	\$0	\$709	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
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	\$709	\$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	\$709	\$0	\$0

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A

STATUTORY REQUIREMENTS

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

Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes