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2024 Preliminary Local Government Capital Budget Requests

July 2023
\$ in Thousands

Page	Entity	Project Name	Rank	2024 Request Amount	2026 Request Amount	2028 Request Amount	Total Request Amount
1	Aitkin Public Utilities	Project Summary		2,400	0	0	2,400
2		Wastewater Treatment Facility Rehabilitation	1	2,400	0	0	2,400
6	Albert Lea, City of	Project Summary		47,500	0	0	47,500
7		Albert Lea Wastewater Treatment Facility Regulatory Updates	1	40,000	0	0	40,000
12		Blazing Star Landing Redevelopment Project	2	7,500	0	0	7,500
16	Alexandria, City of	Project Summary		7,200	0	0	7,200
17		City of Alexandria Runestone Community Center Expansion	1	7,200	0	0	7,200
22	Alpha, City of	Project Summary		14,500	0	0	14,500
23		Alpha Infrastructure Improvements	1	14,500	0	0	14,500
27	Anoka County	Project Summary		6,750	0	0	6,750
28		Rice Creek North Regional Trail - The Missing Link	1	6,750	0	0	6,750
34	Anoka, City of	Project Summary		5,975	0	0	5,975
35		Anoka Rum River Dam Reconstruction and Modification for Safety Improvements, Hydropower Generation, Lock and Enhanced Recreational Opportunities	1	5,975	0	0	5,975
44	Apple Valley, City of	Project Summary		6,000	0	0	6,000
45		Apple Valley Sports Arena	1	6,000	0	0	6,000
50	Arden Hills, City of	Project Summary		1,900	0	0	1,900
51		Forcemain Replacement	1	350	0	0	350
55		Old Highway 10 Trail	2	1,550	0	0	1,550
59	Arrowhead Regional Corrections	Project Summary		4,000	0	0	4,000
60		Northeast Regional Corrections Center Solar PV Array Project	1	4,000	0	0	4,000
65	Association of Metro Municipalities	Project Summary		15,000	0	0	15,000
66		Inflow-Infiltration Assistance	1	15,000	0	0	15,000
70	Aurora, City of	Project Summary		2,800	0	0	2,800
71		West 1st Ave North Rehabilitation	1	2,800	0	0	2,800
77	Baldwin Township	Project Summary		1,800	0	0	1,800
78		Replace Existing Wastewater Treatment Plant	1	1,800	0	0	1,800
82	Barnesville, City of	Project Summary		8,765	0	0	8,765
83		13th Street Reconstruction	1	2,365	0	0	2,365
88		Northwest Infrastructure Improvements (Water, Sewer, Storm Sewer)	2	6,400	0	0	6,400
92	Becker County	Project Summary		1,875	0	0	1,875
93		Heartland Trail: Moorhead to Hawley, Park Rapids to Osage, Detroit Lakes to Hawley, Frazee to Osage (Becker County, Clay County, Hubbard Count)	1	1,875	0	0	1,875
98	Becker, City of	Project Summary		3,848	44,137	0	47,985
99		US Highway 10 MN TH 25 Intersection Improvements	1	3,848	44,137	0	47,985
104	Belle Plaine, City of	Project Summary		12,175	0	0	12,175
105		City of Belle Plaine Public Safety Facilities	1	12,175	0	0	12,175
111	Beltrami County	Project Summary		50,000	0	0	50,000
112		Beltrami County Correctional Facility	1	50,000	0	0	50,000
119	Benton County	Project Summary		26,750	0	0	26,750
120		Benton County State-Aid Highway 1 Improvements	1	18,000	0	0	18,000
125		CSAH 29 Extension and Beltline Corridor	2	8,750	0	0	8,750

129	Big Lake, City of	Project Summary		19,000	0	0	19,000
130		Big Lake Wastewater Treatment Plant Improvements	1	19,000	0	0	19,000
134	Bingham Lake, City of	Project Summary		101	0	0	101
135		3rd Avenue Storm Sewer	1	101	0	0	101
140	Biwabik, City of	Project Summary		1,000	0	0	1,000
141		City of Biwabik Public Safety Center	1	1,000	0	0	1,000
145	Bloomington, City of	Project Summary		38,218	8,000	0	46,218
146		Normandale Trail Reconstruction	1	4,500	0	0	4,500
150		Regional Sports Fields Renovations	2	4,500	5,000	0	9,500
154		Fleet Maintenance Garage	3	12,558	0	0	12,558
158		Fire Station #2	4	6,150	0	0	6,150
162		BCA Renovation	5	3,000	3,000	0	6,000
166		Bryant Park Renovation	6	4,500	0	0	4,500
170		Animal Shelter	7	810	0	0	810
174		Lower Lyndale Roadway	8	1,200	0	0	1,200
178		Small Business Development Cener	9	1,000	0	0	1,000
182	Blue Earth, City of	Project Summary		8,603	0	0	8,603
183		Water Treatment Facility Improvements	1	8,603	0	0	8,603
187	Bois de Sioux Watershed District	Project Summary		4,125	0	0	4,125
188		Redpath Climate Resiliency Water Storage Impoundment	1	4,125	0	0	4,125
192	Brainerd, City of	Project Summary		18,572	0	0	18,572
193		Brainerd Public Utilities Water Treatment Facility	1	12,500	0	0	12,500
197		Pedestrian Bridge Crossing over TH 210	2	3,172	0	0	3,172
202		Cuyuna Lakes State Trail Extension	3	2,900	0	0	2,900
206	Breckenridge, City of	Project Summary		12,600	0	0	12,600
207		Infinity Center	1	12,600	0	0	12,600
213	Brooklyn Park, City of	Project Summary		16,725	0	0	16,725
214		Brooklyn Park Fire Station and Regional Training and Emergency Operations Facility	1	12,725	0	0	12,725
219		Renovation and Expansion of Youth and Teen Center	2	4,000	0	0	4,000
224	Browerville Public School District	Project Summary		8,000	0	0	8,000
225		ISD 787 Browerville Gymnasium Replacement	1	8,000	0	0	8,000
230	Brownton, City of	Project Summary		1,297	0	0	1,297
231		Brownton Trail and Park Infrastructure	1	1,297	0	0	1,297
236	Buffalo, City of	Project Summary		2,400	0	0	2,400
237		Lake Pulaski Water Filtration System	1	2,400	0	0	2,400
242	Buhl, City of	Project Summary		3,048	0	0	3,048
243		City of Buhl Capital Improvement Community Infrastructure Project	1	3,048	0	0	3,048
248	Burnsville, City of	Project Summary		7,750	0	0	7,750
249		Burnsville Water Treatment Plant Rehabilitation	1	7,750	0	0	7,750
256	Butterfield, City of	Project Summary		13,000	0	0	13,000
257		Butterfield Infrastructure Project	1	13,000	0	0	13,000
262	Carlos, City of	Project Summary		1,593	0	0	1,593
263		Carlos Fire Station	1	1,593	0	0	1,593
267	Carver County	Project Summary		3,264	0	0	3,264
268		Lake Waconia Regional Park Phase III	1	3,264	0	0	3,264
275	Carver, City of	Project Summary		3,350	0	0	3,350
276		Carver Levee	1	3,350	0	0	3,350
280	Chanhassen, City of	Project Summary		22,000	0	0	22,000
281		Chanhassen Bluffs Sport Complex	1	22,000	0	0	22,000
285	Chaska, City of	Project Summary		19,997	0	0	19,997
286		City Square West	1	19,997	0	0	19,997
293	Chisholm, City of	Project Summary		9,800	0	0	9,800
294		Northside Infrastructure Replacement Project	1	3,600	0	0	3,600

299		Chisholm Public Works Facility	2	2,200	0	0	2,200
303		New Housing Development infrastructure	3	4,000	0	0	4,000
307	Clara City, City of	Project Summary		2,000	0	0	2,000
308		New Library Building	1	2,000	0	0	2,000
312	Clarks Grove, City of	Project Summary		14,850	0	0	14,850
313		Sewer Water New WTP Road System Replacement	1	14,850	0	0	14,850
323	Cloquet Area Fire District	Project Summary		10,000	0	0	10,000
324		Ambulance and Fire Public Safety Facility	1	10,000	0	0	10,000
330	Cohasset, City of	Project Summary		16,000	0	0	16,000
331		Cohasset Athletic Community Center	1	16,000	0	0	16,000
336	Cokato, City of	Project Summary		419	0	0	419
337		City of Cokato to Dassel Cokato High School Watermain Extension	1	419	0	0	419
341	Cold Spring, City of	Project Summary		29,861	0	0	29,861
342		Wastewater Treatment Facility (WWTF) Improvements	1	29,861	0	0	29,861
347	Cologne, City of	Project Summary		13,940	0	0	13,940
348		Wastewater Treatment Facility	1	13,940	0	0	13,940
353	Columbia Heights, City of	Project Summary		12,000	0	0	12,000
354		Columbia Heights Public Works Facility	1	12,000	0	0	12,000
360	Cook County	Project Summary		10,700	0	0	10,700
361		Cook County Courthouse and Law Enforcement Center Renovations and Expansion	1	8,700	0	0	8,700
370		Cook County Transfer Station Facility	2	2,000	0	0	2,000
378	Coon Rapids, City of	Project Summary		23,000	0	0	23,000
379		Trunk Highway 610 and East River Road Interchange Improvement	1	23,000	0	0	23,000
383	Cottage Grove, City of	Project Summary		12,500	0	0	12,500
384		County Road 19A and 100th Street South Realignment Project	1	12,500	0	0	12,500
395	Cottonwood, City of	Project Summary		8,000	0	0	8,000
396		Cottonwood Infrastructure Project	1	8,000	0	0	8,000
401	Crosslake, City of	Project Summary		6,500	0	0	6,500
402		National Loon Center	1	6,500	0	0	6,500
407	Dakota County	Project Summary		117,244	0	0	117,244
408		Interstate 35 and County Road 50 Interchange Construction	1	64,144	0	0	64,144
413		County Road 46 Reconstruction	2	21,400	0	0	21,400
418		117th Street Reconstruction and Modernization	3	8,000	0	0	8,000
423		County Road 54 Highway Improvements and Trail Construction	4	15,000	0	0	15,000
429		North Creek Greenway Pedestrian Crossing	5	5,400	0	0	5,400
434		Mendota to Lebanon Hills Greenway Trunk Highway 55 Crossing	6	3,300	0	0	3,300
438	Dayton, City of	Project Summary		7,000	0	0	7,000
439		Wellhead Treatment Plant #2	1	5,000	0	0	5,000
443		Water Tower #2	2	2,000	0	0	2,000
447	Delano, City of	Project Summary		3,680	0	0	3,680
448		West Metro Business Park Expansion	1	3,680	0	0	3,680
453	Detroit Lakes, City of	Project Summary		1,650	0	0	1,650
454		Washington Ballfield and Grandstand Renovation	1	1,650	0	0	1,650
458	Dodge Center, City of	Project Summary		1,800	0	0	1,800
459		Northeast Improvement Project	1	1,800	0	0	1,800
463	Duluth Airport Authority	Project Summary		14,000	0	0	14,000
464		Air Traffic Control Tower Replacement	1	14,000	0	0	14,000
470	Duluth Entertainment and Convention Center Authority	Project Summary		5,510	0	0	5,510

471		2024 DECC Bonding Request: accessibility upgrades, energy conservation, and general repair	1	5,510	0	0	5,510
481	Duluth, City of	Project Summary		47,469	0	0	47,469
482		Duluth Multipurpose Regional Community Services Facility	1	37,000	0	0	37,000
487		Water Treatment Plant Improvements	2	6,719	0	0	6,719
493		Duluth Energy Systems Advancing Coal Retirement and Environmental Improvements	3	3,750	0	0	3,750
499	Eagle Lake, City of	Project Summary		14,153	0	0	14,153
500		Water Treatment Improvements	1	14,153	0	0	14,153
504	East Grand Forks, City of	Project Summary		7,379	0	0	7,379
505		East Grand Forks Recreation Facility Reinvestment	1	7,379	0	0	7,379
512	Edina, City of	Project Summary		5,300	0	0	5,300
513		TH100 at Vernon Ave 50th St Interchange Improvements	1	5,300	0	0	5,300
518	Elysian, City of	Project Summary		4,860	0	0	4,860
519		Elysian Water Improvement Project 2024	1	4,860	0	0	4,860
523	Eveleth, City of	Project Summary		10,566	0	0	10,566
524		Progress Parkway Utility Extensions	1	10,566	0	0	10,566
529	Excelsior, City of	Project Summary		21,619	0	0	21,619
530		Excelsior Infrastructure Projects	1	21,619	0	0	21,619
535	Fairmont, City of	Project Summary		10,000	0	0	10,000
536		Fairmont Community Center and Ice Arena	1	10,000	0	0	10,000
540	Falcon Heights, City of	Project Summary		1,000	0	0	1,000
541		City of Falcon Heights, Minnesota Bonding Request for Community Park	1	1,000	0	0	1,000
547	Faribault, City of	Project Summary		2,700	0	0	2,700
548		Faribault Downtown (Viaduct Area) Park	1	2,700	0	0	2,700
553	Flensburg, City of	Project Summary		6,200	0	0	6,200
554		Drinking Water and Sanitary Sewer Infrastructure Improvements	1	6,200	0	0	6,200
559	Floodwood, City of	Project Summary		2,000	0	0	2,000
560		City of Floodwood Development Infrastructure Improvements	1	2,000	0	0	2,000
564	Frazee, City of	Project Summary		1,850	0	0	1,850
565		North River Drive Loop	1	1,850	0	0	1,850
571	Fulda, City of	Project Summary		17,000	0	0	17,000
572		2025 Fulda Infrastructure Improvement Project	1	17,000	0	0	17,000
576	Gaylord, City of	Project Summary		2,650	0	0	2,650
577		County Road 21 Infrastructure Improvements	1	2,650	0	0	2,650
581	Gem Lake, City of	Project Summary		6,860	0	0	6,860
582		City of Gem Lake Municipal Water System	1	6,860	0	0	6,860
586	Gilbert, City of	Project Summary		1,000	0	0	1,000
587		Gilbert Community Center Renovations	1	1,000	0	0	1,000
591	Gilman, City of	Project Summary		5,200	0	0	5,200
592		Gilman Wastewater & Storm Sewer Infrastructure Repair	1	5,200	0	0	5,200
597	Gilmanton Township	Project Summary		350	0	0	350
598		85th Street Infrastructure Safety Upgrade	1	350	0	0	350
602	Golden Valley, City of	Project Summary		7,150	0	0	7,150
603		Phase 2: City of Golden Valley New Fire Station Construction Funding	1	7,150	0	0	7,150
608	Grand Rapids, City of	Project Summary		3,800	0	0	3,800
609		Historic Central School Rehabilitation	1	3,800	0	0	3,800
614	Greenfield, City of	Project Summary		1,326	0	0	1,326
615		Greenfield Road Improvements	1	1,326	0	0	1,326
620	Halstad, City of	Project Summary		9,250	0	0	9,250
621		West Central Regional Water District	1	9,250	0	0	9,250

626	Hanley Falls, City of	Project Summary		6,400	0	0	6,400
627		Drinking Water, Sanitary Sewer and Street Infrastructure Improvement	1	6,400	0	0	6,400
631	Hastings, City of	Project Summary		53,818	30,850	0	84,668
632		Hastings Civic Arena Improvements	1	2,250	0	0	2,250
637		PFAS Treatment & Water Lines	2	30,850	30,850	0	61,700
642		Trunk Highway 61 Improvements	3	20,718	0	0	20,718
647	Hennepin County	Project Summary		35,275	0	0	35,275
648		Hennepin Avenue Suspension Bridge	1	8,613	0	0	8,613
652		Avivo	2	26,662	0	0	26,662
657	Hibbing Public Utilities	Project Summary		11,837	0	0	11,837
658		Hibbing Public Infrastructure Improvements	1	11,837	0	0	11,837
663	Hill City, City of	Project Summary		4,800	0	0	4,800
664		Water Treatment Plant	1	4,800	0	0	4,800
669	Hilltop, City of	Project Summary		2,273	0	0	2,273
670		Emergency Shelter City Hall Community Center Multipurpose Building	1	2,273	0	0	2,273
675	Holdingford, City of	Project Summary		1,000	0	0	1,000
676		Holdingford Lift Station Replacement	1	1,000	0	0	1,000
680	Hopkins Housing and Redevelopment Authority	Project Summary		455	0	0	455
681		Dow Towers Sprinkler System	1	455	0	0	455
685	Hopkins, City of	Project Summary		4,956	0	0	4,956
686		Hopkins Recreation and Resilience Hubs	1	4,956	0	0	4,956
692	Hubbard County	Project Summary		61,500	0	0	61,500
693		NW Minnesota 9-County Regional Hub & Spoke Project	1	61,500	0	0	61,500
699	Hutchinson, City of	Project Summary		9,900	0	0	9,900
700		Campbell and Otter Lakes Restoration	1	3,500	0	0	3,500
704		Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)	1	6,400	0	0	6,400
709	International Falls, City of	Project Summary		11,885	0	0	11,885
710		Kerry Park Health & Wellness Center	1	11,885	0	0	11,885
715	Ironton, City of	Project Summary		1,445	0	0	1,445
716		Ironton Water Treatment Plant-New Construction	1	1,445	0	0	1,445
720	Isanti, City of	Project Summary		2,150	0	0	2,150
721		Isanti Hwy 65 Safe Pedestrian Crossing	1	2,150	0	0	2,150
726	Janesville, City of	Project Summary		16,262	0	0	16,262
727		Community and Daycare Center Project	1	16,262	0	0	16,262
732	Kensington, City of	Project Summary		1,800	0	0	1,800
733		Green Acres Infrastructure	1	1,800	0	0	1,800
737	Koochiching County	Project Summary		968	0	0	968
738		Capital Improvements	1	968	0	0	968
742	La Crescent, City of	Project Summary		3,200	0	0	3,200
743		Community Ice Arena - Ice System Replacement Solar Installation	1	1,150	0	0	1,150
749		Walnut Street Corridor Reimagining and Downtown Placemaking Project	2	2,050	0	0	2,050
755	Lafayette, City of	Project Summary		1,305	0	0	1,305
756		City of Lafayette Water System Improvement	1	1,305	0	0	1,305
760	Lake County	Project Summary		1,000	0	0	1,000
761		Kawishiwi River Snowmobile/ATV Bridge Replacement	1	1,000	0	0	1,000
765	Lake Crystal, City of	Project Summary		750	0	0	750
766		Lake Crystal Area Recreation Center Expansion	1	750	0	0	750
770	Lake Lillian, City Of	Project Summary		3,500	0	0	3,500
771		Phase 4 Infrastructure Improvements	1	3,500	0	0	3,500
776	Lakes Area Police Department	Project Summary		3,600	0	0	3,600

777		City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center	1	3,600	0	0	3,600
782	Lamberton, City of	Project Summary		10,500	0	0	10,500
783		Citywide Infrastructure Improvements	1	7,500	0	0	7,500
788		Senior Housing Development	2	3,000	0	0	3,000
794	Le Sueur County	Project Summary		300	600	300	1,200
795		The Upper Cannon River Watershed Drainage Systems Flood Risk Reduction Project	1	300	600	300	1,200
800	Le Sueur, City of	Project Summary		31,000	0	0	31,000
801		Le Sueur Community & Recreation Center Redevelopment	1	31,000	0	0	31,000
807	Lewiston, City of	Project Summary		3,000	0	0	3,000
808		Lewiston Public Safety and Government Center	1	3,000	0	0	3,000
814	Lewisville, City of	Project Summary		9,000	0	0	9,000
815		Sewer water road system replacement	1	9,000	0	0	9,000
823	Lincoln-Pipestone Rural Water System JPB	Project Summary		14,000	0	0	14,000
824		Supplemental Funding for Lincoln-Pipestone Rural Water System North Water Source Development Project	1	14,000	0	0	14,000
830	Lino Lakes, City of	Project Summary		750	0	0	750
831		Lino Lakes Inclusive Playground	1	750	0	0	750
835	Litchfield, City of	Project Summary		3,750	0	0	3,750
836		Litchfield Wastewater Treatment Sewer Separation Project	1	3,750	0	0	3,750
840	Little Falls, City of	Project Summary		3,200	0	0	3,200
841		Rail Grade Separation - Hwy 27 Memorial Bridge	1	3,200	0	0	3,200
845	Little Fork, City of	Project Summary		2,500	0	0	2,500
846		Littlefork Public RV Campground	1	2,500	0	0	2,500
850	Lone Pine Township	Project Summary		5,000	0	0	5,000
851		East Itasca Joint Sewer Board Phase 2 Lone Pine Township Wastewater Collection System	1	5,000	0	0	5,000
856	Madison, City of	Project Summary		4,472	0	0	4,472
857		Madison Water Treatment Plant Rehab	1	4,472	0	0	4,472
863	Mahnomen County	Project Summary		35,000	0	0	35,000
864		Mahnomen Health Center	1	35,000	0	0	35,000
870	Mankato, City of	Project Summary		1,800	0	0	1,800
871		Riverfront Park Regional Access Renewal	1	1,800	0	0	1,800
877	Maple Grove, City of	Project Summary		16,500	0	0	16,500
878		Maple Grove Community Center Renovation and Expansion	1	16,500	0	0	16,500
884	Marshall, City of	Project Summary		3,000	0	0	3,000
885		MERIT Center Public Safety Training Structure with Live Burn Room	1	3,000	0	0	3,000
890	Martin County	Project Summary		12,750	0	0	12,750
891		Martin County Regional Public Safety Center	1	12,750	0	0	12,750
900	McKinley, City of	Project Summary		649	0	0	649
901		McKinley Public Infrastructure Replacement Project	1	649	0	0	649
905	Mendota Heights, City of	Project Summary		11,000	0	0	11,000
906		City of Mendota Heights Police Department City Hall Renovation and Expansion	1	11,000	0	0	11,000
912	Mendota, City of	Project Summary		5,138	0	0	5,138
913		Watermain Looping and Pressure Reduction Project	1	5,138	0	0	5,138
918	Minneapolis Park and Recreation Board	Project Summary		65,300	0	0	65,300
919		North Commons Regional Vision	1	12,000	0	0	12,000
923		Grand Rounds Missing Link Implementation	2	6,800	0	0	6,800
927		Water Works Park	3	5,000	0	0	5,000

930		Green Infrastructure and Habitat Improvement in Minneapolis Creeks	4	12,000	0	0	12,000
936		Minneapolis Green Parkways as a Path to Climate Resilience	5	13,000	0	0	13,000
941		New Cedar Riverside Recreation Center	6	16,500	0	0	16,500
945	Minneapolis, City of	Project Summary		66,478	0	0	66,478
946		Nicollet Avenue Bridge over Minnehaha Creek	1	44,560	0	0	44,560
951		Structural Renewal of 36-inch Water Main	2	13,018	0	0	13,018
956		Bossen Terrace Sanitary Sewer Reconstruction	3	3,900	0	0	3,900
961		ADA Transition – Pedestrian Access and Safety Improvements	4	5,000	0	0	5,000
966	Minnesota Valley Regional Rail Authority	Project Summary		18,044	0	0	18,044
967		2024 Rail Modernization Project Fairfax - Morton	1	18,044	0	0	18,044
972	Minnetonka Beach, City of the Village of	Project Summary		4,839	0	0	4,839
973		Water Main Improvements	1	4,839	0	0	4,839
977	Minnetonka, City of	Project Summary		30,000	0	0	30,000
978		Opus Public Space	1	15,000	0	0	15,000
983		The Marsh	2	15,000	0	0	15,000
988	Minnetrista, City of	Project Summary		18,423	0	0	18,423
989		Minnetrista Water Supply and Treatment Project	1	18,423	0	0	18,423
993	Monticello, City of	Project Summary		16,000	0	0	16,000
994		Public Works Facility	1	16,000	0	0	16,000
998	Moorhead, City of	Project Summary		19,715	0	0	19,715
999		City of Moorhead Flood Mitigation Improvements - Continuation	1	14,715	0	0	14,715
1004		Moorhead Cultural Mall	2	5,000	0	0	5,000
1012	Moose Lake, City of	Project Summary		1,500	0	0	1,500
1013		Moose Lake Inflow & Infiltration Reduction Project	1	1,500	0	0	1,500
1018	Morristown, City of	Project Summary		1,000	0	0	1,000
1019		Morristown Infrastructure Improvements - Phase 2	1	1,000	0	0	1,000
1023	Mound, City of	Project Summary		25,656	0	0	25,656
1024		Water Treatment Improvements – Manganese Removal	1	25,656	0	0	25,656
1028	Mounds View, City of	Project Summary		16,500	0	0	16,500
1029		Mounds View Regional Sports and Recreation Center	1	16,500	0	0	16,500
1034	Mountain Lake, City of	Project Summary		35,900	0	0	35,900
1035		Street and Infrastructure Improvements	1	35,900	0	0	35,900
1039	Murray County	Project Summary		8,500	0	0	8,500
1040		Highway Department Maintenance Facility	1	8,500	0	0	8,500
1045	New Auburn, City of	Project Summary		9,000	0	0	9,000
1046		City of New Auburn Water and Wastewater Improvements Project	1	9,000	0	0	9,000
1051	New Brighton, City of	Project Summary		600	0	0	600
1052		Hansen Park All-Abilities Inclusive Playground and Challenge Course	1	600	0	0	600
1058	New Germany, City of	Project Summary		8,900	0	0	8,900
1059		New Germany Wastewater Treatment Project	1	8,900	0	0	8,900
1063	New Ulm Public Utilities Commission	Project Summary		2,011	0	0	2,011
1064		New Ulm Gravity Sewer & Water Main Replacement Project	1	2,011	0	0	2,011
1069	Newport, City of	Project Summary		12,965	0	0	12,965
1070		North Newport Infrastructure Improvement	1	7,511	0	0	7,511
1074		South Newport Infrastructure Improvements	2	5,454	0	0	5,454
1078	North Branch, City of	Project Summary		4,500	0	0	4,500

1079		I-35 and 400th Street Interchange Project Design	1	4,500	0	0	4,500
1083	North Mankato, City of	Project Summary		12,750	0	0	12,750
1084		Caswell Park Improvements - Phase 2	1	12,750	0	0	12,750
1090	North St. Paul, City of	Project Summary		5,000	0	0	5,000
1091		Silver Lake Trail Corridor	1	5,000	0	0	5,000
1095	North Zumbro Sanitary Sewer District	Project Summary		44,800	0	0	44,800
1096		North Zumbro Sanitary Sewer District - Phase 2	1	44,800	0	0	44,800
1100	Oak Park Heights, City of	Project Summary		16,082	0	0	16,082
1101		Allen S. King Plant Decommissioning and Redevelopment - Utilities and Redevelopment	1	16,082	0	0	16,082
1108	Olivia, City of	Project Summary		2,600	0	0	2,600
1109		City of Oliva Water Treatment Plant Centralized Softening (RO)	1	2,600	0	0	2,600
1114	Olmsted County	Project Summary		78,681	0	0	78,681
1115		Proposed Interchange at CSAH 44 and TH 14	1	37,100	0	0	37,100
1120		Resource Recovery and Carbon Capture	2	17,393	0	0	17,393
1127		Graham Commons	3	20,897	0	0	20,897
1132		Regional Public Safety Equipment and Maintenance Facility	4	2,185	0	0	2,185
1136		Lake Zumbro Park Improvements	5	1,106	0	0	1,106
1141	Otter Tail County	Project Summary		745	0	0	745
1142		Transitional Workforce Housing	1	745	0	0	745
1146	Paynesville, City of	Project Summary		3,992	0	0	3,992
1147		Paynesville Fire Station and Emergency Services Center	1	3,992	0	0	3,992
1151	Pierz, City of	Project Summary		1,000	0	0	1,000
1152		Centennial Drive	1	1,000	0	0	1,000
1157	Pine City, City of	Project Summary		7,000	0	0	7,000
1158		Wastewater Treatment Pond System Update	1	7,000	0	0	7,000
1162	Pine County	Project Summary		3,500	0	0	3,500
1163		Pine County Jail Remodel Project	1	3,500	0	0	3,500
1170	Plymouth, City of	Project Summary		32,000	0	0	32,000
1171		City Center Redevelopment and Revitalization Project	1	32,000	0	0	32,000
1177	Prior Lake-Spring Lake Watershed District	Project Summary		2,168	0	0	2,168
1178		Prior Lake Outlet Pipe Lining Project	1	2,168	0	0	2,168
1186	Proctor, City of	Project Summary		34,057	0	0	34,057
1187		I-35 Commercial Development - Utility extensions and upgrades	1	3,500	0	0	3,500
1192		Northern Minnesota Athletic Facility	2	27,000	0	0	27,000
1196		Munger Trail - Proctor Spur	3	3,500	0	0	3,500
1200		South St. Louis County Fairgrounds Upgrade	4	57	0	0	57
1204	Ramsey County	Project Summary		89,335	0	0	89,335
1205		Rice Creek Commons Public Infrastructure	1	25,000	0	0	25,000
1210		Park at RiversEdge	2	20,000	0	0	20,000
1215		Aldrich Arena & Community Event Center	3	12,835	0	0	12,835
1219		Saint Paul-Ramsey County Public Health Facility	4	10,500	0	0	10,500
1224		Rice Creek North Regional Trail	5	5,000	0	0	5,000
1228		Youth Detention Facility	6	16,000	0	0	16,000
1233	Ranier, City of	Project Summary		100	0	0	100
1234		City of Ranier Public Works Maintenance Building	1	100	0	0	100
1238	Raymond, City of	Project Summary		6,000	0	0	6,000
1239		Infrastructure Improvements	1	4,000	0	0	4,000
1244		Raymond Community Facility	2	2,000	0	0	2,000
1249	Red Lake County	Project Summary		2,000	0	0	2,000

1250		Red Lake County Courthouse Project	1	2,000	0	0	2,000
1254	Red Lake Falls, City of	Project Summary		7,000	0	0	7,000
1255		2025 Infrastructure Rehabilitation Project	1	7,000	0	0	7,000
1261	Red Wing, City of	Project Summary		6,845	0	0	6,845
1262		Upper Harbor-Bay Point Phase II	1	5,095	0	0	5,095
1268		Drinking Water System Improvements	2	1,750	0	0	1,750
1273	Redwood Falls, City of	Project Summary		4,386	0	0	4,386
1274		Redwood Falls Public Library Expansion	1	1,000	0	0	1,000
1279		Redwood Falls Municipal Airport Runway and Lighting Replacement	2	3,386	0	0	3,386
1284	Renville County	Project Summary		12,000	0	0	12,000
1285		Wellness Center	1	12,000	0	0	12,000
1290	Revere, City of	Project Summary		4,650	0	0	4,650
1291		Revere Storm Water Infrastructure Repair and Street Reconstruction	1	4,650	0	0	4,650
1295	Rice County	Project Summary		2,000	0	0	2,000
1296		Rice & Steele 911 Center Expansion Project	1	2,000	0	0	2,000
1301	Rice Lake, City of	Project Summary		5,792	0	0	5,792
1302		Public Safety Building	1	5,792	0	0	5,792
1306	Richfield, City of	Project Summary		15,250	0	0	15,250
1307		Nicollet Avenue Reconstruction	1	10,000	0	0	10,000
1312		73rd Street Pedestrian Bridge	2	5,250	0	0	5,250
1317	Rochester, City of	Project Summary		29,531	0	0	29,531
1318		Regional Park and Ride Parking Facility	1	6,000	0	0	6,000
1322		Airport Solar Array Parking and Electric Vehicle Charging Station	2	3,000	0	0	3,000
1326		Riverfront Public Realm and Redevelopment	3	20,531	0	0	20,531
1331	Rogers, City of	Project Summary		12,500	0	0	12,500
1332		Public Safety Training Wellness Emergency Operations Facility	1	8,000	0	0	8,000
1337		Main Street (CSAH 150) Reconstruction	2	4,500	0	0	4,500
1341	Roseau, City of	Project Summary		5,750	0	0	5,750
1342		Roseau Community & Wellness Center	1	5,750	0	0	5,750
1348	Roseville, City of	Project Summary		967	0	0	967
1349		Guidant John Rose Minnesota OVAL	1	967	0	0	967
1355	Russell, City of	Project Summary		4,000	0	0	4,000
1356		Phase 2 Utilities Project	1	4,000	0	0	4,000
1361	Ruthton, City of	Project Summary		2,500	0	0	2,500
1362		Utilities Project	1	2,500	0	0	2,500
1367	Sacred Heart, City of	Project Summary		1,500	0	0	1,500
1368		Phase 3 Infrastructure Improvements	1	1,500	0	0	1,500
1372	Sandstone, City of	Project Summary		1,123	0	0	1,123
1373		Sandstone History and Art Center	1	1,123	0	0	1,123
1380	Sartell, City of	Project Summary		22,750	0	0	22,750
1381		Central Minnesota Healthcare Hub (Sartell)	1	22,750	0	0	22,750
1385	Sauk Rapids, City of	Project Summary		14,600	0	0	14,600
1386		PFAS Abatement and Mitigation	1	3,600	0	0	3,600
1390		Mayhew Regional Sports Complex	2	11,000	0	0	11,000
1394	Savage, City of	Project Summary		6,638	0	0	6,638
1395		Quentin Avenue Railroad Bridge Replacements and Roadway Expansion	1	6,638	0	0	6,638
1400	Scandia, City of	Project Summary		1,600	0	0	1,600
1401		Bliss Collector Wastewater Treatment Facility Improvements	1	1,600	0	0	1,600
1406	Scott County	Project Summary		7,267	0	0	7,267
1407		Louisville Regional Trail Corridor	1	7,267	0	0	7,267
1413	Sherburne County	Project Summary		15,000	0	0	15,000
1414		U.S. Highway 169 CR 4 Rural Safety and Mobility Interchange Project	1	15,000	0	0	15,000
1421	Shorewood Park Sanitary District	Project Summary		2,300	0	0	2,300

1422		Shorewood Park Sanitary District Sewer Expansion	1	2,300	0	0	2,300
1427	Shorewood, City of	Project Summary		2,050	0	0	2,050
1428		Mill Street Trail and Watermain	1	2,050	0	0	2,050
1433	Silver Bay, City of	Project Summary		6,343	6,343	6,343	19,029
1434		Road & Utility Improvement Project - Phase 1	1	6,343	6,343	6,343	19,029
1440	Silver Lake, City of	Project Summary		9,221	0	0	9,221
1441		Silver Lake 2024 Water Wastewater Improvements	1	9,221	0	0	9,221
1446	Slayton, City of	Project Summary		2,500	0	0	2,500
1447		34th Street Reconstruction	1	2,500	0	0	2,500
1451	South Haven, City of	Project Summary		2,100	0	0	2,100
1452		Phase 2 Utilities Project	1	2,100	0	0	2,100
1457	South St. Paul, City of	Project Summary		13,500	0	0	13,500
1458		Public Works Facility	1	13,500	0	0	13,500
1464	Spicer, City of	Project Summary		4,550	0	0	4,550
1465		Spicer Infrastructure project	1	3,000	0	0	3,000
1469		Spicer Lift Station	2	1,550	0	0	1,550
1473	Spring Park, City of	Project Summary		3,678	0	0	3,678
1474		Sunset Drive Utility Upgrades	1	3,078	0	0	3,078
1479		Water Tower Reconditioning	2	600	0	0	600
1483	St. Augusta, City of	Project Summary		11,000	0	0	11,000
1484		Water System Improvements	1	11,000	0	0	11,000
1489	St. Cloud, City of	Project Summary		112,930	0	0	112,930
1490		Downtown St. Cloud Catalyst Infrastructure and Reinvestment Improvements	1	100,000	0	0	100,000
1499		CentraCare St. Cloud Medical School Campus	2	12,930	0	0	12,930
1504	St. Joseph, City of	Project Summary		15,700	0	0	15,700
1505		Co Rd 2 Sewer Extension Project	1	5,700	0	0	5,700
1509		St. Joseph Community Center	2	10,000	0	0	10,000
1513	St. Louis & Lake Counties Regional Railroad Authority	Project Summary		2,300	0	0	2,300
1514		Mesabi Trail - Aurora to Hoyt Lakes Spur	1	2,300	0	0	2,300
1518	St. Louis County	Project Summary		17,658	0	0	17,658
1519		Integrated Solid Waste Management Campus - Phase 2	1	6,000	0	0	6,000
1525		St. Louis County Heritage and Arts Center Asset Renovation	2	4,658	0	0	4,658
1531		Waste Water Treatment and Collection System	3	7,000	0	0	7,000
1536	St. Louis Park, City of	Project Summary		12,413	0	0	12,413
1537		Oxford & Louisiana Area Infrastructure Investment	1	6,913	0	0	6,913
1546		TH100 Service Road Loop Investments	2	5,500	0	0	5,500
1553	St. Paul, City of	Project Summary		285,856	0	0	285,856
1554		Mississippi River Learning Center	1	22,638	0	0	22,638
1559		Como Zoo and Conservatory - Big Cat Habitat	2	25,659	0	0	25,659
1563		River Balcony	3	24,902	0	0	24,902
1568		Urban Tennis - Cemstone Site	4	9,401	0	0	9,401
1572		Bruce Vento Bridge	5	27,679	0	0	27,679
1576		Regional Sports Facility	6	35,637	0	0	35,637
1580		Lowertown Flood Mitigation	7	3,173	0	0	3,173
1584		Eastbound Kellogg RiverCentre Bridge	8	39,612	0	0	39,612
1589		Phalen Lakeside Center	9	11,189	0	0	11,189
1593		Riverview Library	10	5,731	0	0	5,731
1599		Como Lakeside Pavilion	11	34,989	0	0	34,989
1603		Hayden Heights Library	12	3,500	0	0	3,500
1609		Dale Street Public Works Campus	13	807	0	0	807
1614		Fire Station 7	14	4,328	0	0	4,328
1619		Robert Street South Corridor	15	4,665	0	0	4,665

1624		Battle Creek Park Field Improvements	16	2,894	0	0	2,894
1628		Belvidere Park Improvements	17	2,894	0	0	2,894
1632		Baker Park Improvements	18	3,473	0	0	3,473
1636		Randolph Avenue Bridge	19	13,699	0	0	13,699
1640		Pedro Park Revitalization	20	8,986	0	0	8,986
1644	Stewartville, City of	Project Summary		1,500	0	0	1,500
1645		15th Avenue NE Paving & Storm Drainage Improvements	1	1,500	0	0	1,500
1650	Stillwater, City of	Project Summary		29,919	0	0	29,919
1651		Myrtle Street Reconstruction	1	1,927	0	0	1,927
1655		Washington Avenue Intersection	2	1,268	0	0	1,268
1659		Historic Downtown Stillwater Street Lighting	3	1,928	0	0	1,928
1663		Recreation Center Expansion	4	24,796	0	0	24,796
1667	Thief River Falls Regional Airport Authority	Project Summary		17,644	0	0	17,644
1668		Airport Terminal Construction	1	9,000	0	0	9,000
1672		Runway Extension	2	8,644	0	0	8,644
1676	Three Rivers Park District	Project Summary		33,038	0	0	33,038
1677		Greater Minneapolis Active Transportation Network: Phase 1, Regional Trail Network Safety, Stewardship, and Expansion Project	1	24,400	0	0	24,400
1682		Greater Minneapolis Active Transportation Network: Phase 2, Regional Trail Network Safety, Stewardship and Expansion Project	2	8,638	0	0	8,638
1687	Tonka Bay, City of	Project Summary		3,160	0	0	3,160
1688		2024 Street and Utility Infrastructure Project	1	3,160	0	0	3,160
1692	Tower, City of	Project Summary		3,000	0	0	3,000
1693		Water Treatment Facility Improvement	1	3,000	0	0	3,000
1697	Traverse County	Project Summary		8,500	0	0	8,500
1698		County Courthouse	1	8,500	0	0	8,500
1702	Trimont, City of	Project Summary		25,000	0	0	25,000
1703		Trimont Infrastructure Improvements	1	25,000	0	0	25,000
1708	Two Rivers Watershed District	Project Summary		16,100	0	0	16,100
1709		Klondike Clean Water Retention Project	1	16,100	0	0	16,100
1714	Virginia, City of	Project Summary		1,701	0	0	1,701
1715		Virginia City Hall HVAC and Window Improvements	1	1,701	0	0	1,701
1720	Wabasha, City of	Project Summary		4,893	0	0	4,893
1721		Highway 60 Re-Route	1	4,893	0	0	4,893
1726	Waconia, City of	Project Summary		9,600	0	0	9,600
1727		Trunk Highway 5 Phase 2 Reconstruction	1	9,600	0	0	9,600
1737	Waite Park, City of	Project Summary		5,539	0	0	5,539
1738		The Ledge Amphitheater Park Project	1	5,539	0	0	5,539
1743	Waldorf, City of	Project Summary		9,741	0	0	9,741
1744		Phase 2 Infrastructure Capital Improvement Project	1	3,774	0	0	3,774
1749		Fire, Rescue, Public Safety and City Hall Facility Project	2	5,967	0	0	5,967
1753	Warroad Public School District	Project Summary		1,747	0	0	1,747
1754		Athletic Complex	1	1,747	0	0	1,747
1758	Waseca, City of	Project Summary		9,813	0	0	9,813
1759		Sanitary Sewer Clean Water Inflow and Infiltration Reduction Project	1	5,427	0	0	5,427
1767		Waseca 1.0 million Gallon Water Tower	2	4,386	0	0	4,386
1773	Washington County	Project Summary		7,000	7,000	5,000	19,000
1774		TH 36 and TH 120 Study and Concept Design	1	3,000	0	0	3,000
1779		CSAH 5 (Stonebridge Trail) and Brown's Creek State Trail Connection	2	3,000	0	0	3,000
1783		Hardwood Creek Regional Trail Extension	3	1,000	0	0	1,000
1788		Cottage Grove Ravine Regional Park Trail Lighting and Improvements	4	0	2,000	0	2,000

1792		Washington County South Public Works and Environmental Center Campus	5	0	5,000	5,000	10,000	
1796	Wayzata, City of	Project Summary		11,698	0	0	11,698	
1797		Downtown Wayzata Lakefront Park Improvements	1	11,698	0	0	11,698	
1802	West St. Paul, City of	Project Summary		1,114	0	0	1,114	
1803		Sanitary Sewer Rehabilitation	1	1,114	0	0	1,114	
1807	White Bear Township	Project Summary		7,733	0	0	7,733	
1808		White Bear Township Inflow and Infiltration	1	1,500	0	0	1,500	
1812		Collector Streets	2	1,000	0	0	1,000	
1816		Otter Lake Trail	3	200	0	0	200	
1820		H2 Trail	4	250	0	0	250	
1824		South Shore Trail Lighting	5	150	0	0	150	
1828		Public Works Building Remodel	6	1,608	0	0	1,608	
1832		South East Bald Eagle Improvements	7	1,400	0	0	1,400	
1836		Mallard Ponds	8	1,625	0	0	1,625	
1840	Wilder, City of	Project Summary		4,200	0	0	4,200	
1841		Wilder Sewer Project	1	4,200	0	0	4,200	
1846	Willmar, City of	Project Summary		30,000	0	0	30,000	
1847		Community Center	1	10,000	0	0	10,000	
1851		Street Improvement Projects	2	20,000	0	0	20,000	
1856	Windom, City of	Project Summary		501	0	0	501	
1857		Red Leaf Court Storm Sewer	1	501	0	0	501	
1861	Winona, City of	Project Summary		26,500	0	0	26,500	
1862		Winona Regional Public Safety Facility	1	13,500	0	0	13,500	
1867		City of Winona Waste Water Treatment Project	2	8,500	0	0	8,500	
1872		City of Winona Community Center	3	4,500	0	0	4,500	
1877	Woodbury, City of	Project Summary		7,408	0	0	7,408	
1878		Water Tower Project	1	7,408	0	0	7,408	
1883	Wright Technical Center	Project Summary		9,840	0	0	9,840	
1884		Wright Technical Center Maintenance and Modernization	1	9,840	0	0	9,840	
1889	Wyoming, City of	Project Summary		8,000	0	0	8,000	
1890		City of Wyoming Public Safety Building	1	8,000	0	0	8,000	
Total Local Government Requests					3,037,683	96,930	11,643	3,146,256

Aitkin Public Utilities

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wastewater Treatment Facility Rehabilitation	1	GO	2,400	0	0	0	0	0
Total Project Requests			2,400	0	0	0	0	0
General Obligation Bonds (GO) Total			2,400	0	0	0	0	0

Wastewater Treatment Facility Rehabilitation

AT A GLANCE

2024 Request Amount:	\$2,400
Priority Ranking:	1
Project Summary:	Construction of preliminary treatment, aeration management, secondary clarification, biosolids management facilities, and miscellaneous electrical improvements. Designed to maintain protection of the waters of the state and in conformance of the NPDES permit and maintain community affordability. Aitkin is committed to protecting and preserving the Mississippi River and restoring the robust and reliability standard necessary at wastewater treatment facilities.

Project Description

Aitkin Public Utilities (PUC) is pursuing a total project of \$4.8M to rehabilitate the wastewater treatment facility. Aitkin PUC is requesting \$2.4M from the state of Minnesota in order to deliver this project and maintain affordable users rates associated with wastewater treatment.

Replacing aging infrastructure to improve performance and restore the redundancy necessary to move the wastewater through the treatment process, effectively and efficiently treat the wastewater, and properly manage the biosolids produced at the facility as soil amendment material. Replace influent lift station Replace grit removal equipment Rehabilitate aeration equipment Modify aeration piping to ensure requirement treatment standard are met Add redundant secondary clarifier to replace decommissioned rectangular clarifiers Rehabilitate existing secondary clarifier Rehabilitate disinfection system Add dewatered biosolids storage system to facilitate proper land application.

Project Rationale

This project is necessary in order to replace infrastructure that has failed or is poised to fail in the near future. Operating the Aitkin Wastewater Treatment Facility is on the razor edge due one functioning clarifier and biosolids management that is subject to the weather in order to be successful and conform with 503 biosolids regulations. The rehabilitation project will improve the resiliency of the liquid phase treatment. The project also provides 2 years of covered storage for dewatered solids. This provides flexibility to land application schedules and allows the PUC to partner with area landowner to get as much benefit as possible.

Project Timeline

Initiate Planning	March 2016
Facility Plan Complete	March 2020
Funding Pursuit	March 2020 - March 2023
Project Re-scope	March 2023 - June 2023

Project Design	June 2023 - December 2023
Agency Review	January 2024 - March 2024
Commission Authorizes Bid	April 2024
Commission Authorizes Award	May 2024
Begin Construction	June 2024
Substantial Completion	December 2025
Final Completion	June 2026
Project Close Out	August 2026

Other Considerations

Design of the project is underway as equipment at the facility is failing. The project needs to proceed as quickly as possible to order to maintain required effluent water quality.

Impact on State Operating Subsidies

Who will own the facility?

Aitkin Public Utilities

Who will operate the facility?

Aitkin Public Utilitites and the necessary licensed operations staff

Who will use or occupy the facility?

The residents and businesses of Aitkin will contribute wastewater to the collection system that flows onto the wastewater treatment plant. Aitkin Public Utilities will control access for the safety of the public and protection of the Mississippi River.

Public Purpose

Protection of the waters of the state and maintain reliability and resiliency for the Aitkin Wastewater Treatment Facility.
 Provide affordable wastewater treatment service to visitors, residents, and businesses in the Aitkin area.

Description of Previous Appropriations

Project Contact Person

David Cluff
 Manager of Utilities
 218-927-3222
 dcluff@aitkinutilities.com

(\$ in thousands)

Wastewater Treatment Facility Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,400	\$0	\$0
State Funds Pending				
Other State Funds		\$2,400	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$4,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$800	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,800	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Albert Lea Wastewater Treatment Facility Regulatory Updates	1	GO	40,000	0	0	0	0	0
Blazing Star Landing Redevelopment Project	2	GO	7,500	0	0	0	0	0
Total Project Requests			47,500	0	0	0	0	0
General Obligation Bonds (GO) Total			47,500	0	0	0	0	0

Albert Lea Wastewater Treatment Facility Regulatory Updates

AT A GLANCE

2024 Request Amount: \$40,000

Priority Ranking: 1

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

Project Description

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

Project Rationale

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

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

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

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

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

Project Timeline

- 2022- Facility Plan complete
- 2023- \$6.2 million upgrade to grit building and pretreatment process underway.
- 2023- Request for Capital Budget Funding for project
- 2024- Bonding received
- 2025-WWTF improvement plans and specifications approved by June 30
- 2025- Application for PSIG and CWRP funding by July 31
- 2026- Construction begins by June 30
- 2027- Operational Facility meeting permit requirements by December 31

Other Considerations

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

Support area industries and economic development.

Improve the environment by removing phosphorus from the Shell Rock River.

Replace aging infrastructure to continue to protect the environment and meet the Community's and State's high regard for water quality.

The community has committed to this project and has invested over \$1,000,000 thus far in planning and preliminary design and will continue to push forward to develop a shovel ready project over the next year.

The facility also supports the area community of Manchester and will continue to provide them with an economically feasible solution for wastewater treatment.

The Department of Natural Resources is also planning a project which would connect the Myre-Big Island State Park to the City of Albert Lea Wastewater Treatment Plant. This would allow the State to eliminate a lagoon system that they are currently operating.

As of June 2023, the city has been visited by a large manufacturer who is interested in locating to

Minnesota instead of Wisconsin. Their inability to create an accurate cost model is casting serious doubt on whether to locate here. If Albert Lea could say they have assurances of funding in certain amounts to lower the rate, then there would be less doubt about their location selection.

Impact on State Operating Subsidies

Albert Lea has not identified any new or additional state operating dollars that will be requested for this project beyond the funding request. Providing resources to complete this vital work will ensure economic growth and environmental gains are continued into the future.

Who will own the facility?

The City of Albert Lea

Who will operate the facility?

The City of Albert Lea

Who will use or occupy the facility?

The City of Albert Lea

Public Purpose

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

Description of Previous Appropriations

The City of Albert Lea has previously received \$2 million in State Appropriations for the Wastewater Treatment Facility in 2023.

Project Contact Person

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

(\$ in thousands)

Albert Lea Wastewater Treatment Facility Regulatory Updates

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$40,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$2,675	\$40,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$2,675	\$80,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$675	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$2,000	\$80,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$2,675	\$80,000	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Blazing Star Landing Redevelopment Project

AT A GLANCE

2024 Request Amount: \$7,500

Priority Ranking: 2

Project Summary: The site known today as Blazing Star Landing was developed as a meat packing facility from the late 1800s through 2001 when a devastating fire destroyed the facility. In preparation for additional commercial development on approximately 31 acres of property on the large parcel of the Blazing Star Landing, the city is asking for 7.5 million of Capital Budget Funding. The City wishes to remediate and prepare this property for site development.

Project Description

The work will include remediation of the site footprint to ready the site for subdivision of lots and construction. The work also includes construction of the development access road, sanitary sewer, storm sewer, including stormwater pond system, water main, sidewalks and associated infrastructure.

Project Rationale

The former meat packing facility was among Albert Leas largest employers for decades, and the city has worked diligently through several remediation and cleanup projects to prepare the property for future development. Recent residential development on the southern edge of the site has set the stage for revitalization of the property, and this vital piece of funding will enable the city to complete a two-decade long recovery effort. The significant investment made in site evaluation and cleanup will begin to realize a return on the investment once commercial and recreational opportunities are realized.

Traditional grants through DEED for site remediation are often limited to \$1 – \$1.5M. Breaking the project into 4 or 5 phases over multiple years conflicts with the City’s ability to use a soil tax increment district to pay for the local portion, typically 25% of remediation costs. The city may need full development of the site by year 3 or 4 of the 20-year TID in order to pay for this portion, leaving no time for repeated grant requests and multiple phases.

The installation of infrastructure requires significant amounts of remediation prior to or during installation. This infrastructure project is not easily broken into phases given its size and if broken up would be far more expensive long term. Unless traditional grants sources cover the gap up to \$7.5 million, special legislation is necessary.

Project Timeline

2022- geotechnical and environmental site assessments completed
2023- investigation report completed
2023- Preliminary designs and developer commitments
2024- Bonding received
2024- Site design and layout finalized
2025- Bidding- February 28
2025- Construction- spring, summer and fall
2026- Ready for commercial development

Other Considerations

We are removing a stigma within the community seeing an abandoned site that used to employ so many in the community. We have interested developers with willing timetables of constructing on site in 2025 if the site is remediated timely. Funding this project will help with many state priorities such as housing, transportation and environmental improvement.

Impact on State Operating Subsidies

The sunk costs of cleanup and mitigation will be realized with redevelopment and rejuvenation of this former industrial area. The increased commercial and recreational opportunities will improve the revenues and quality of life for Albert Lea. No further state funding to the City would be needed for this site if funded in full.

Who will own the facility?

City of Albert Lea

Who will operate the facility?

City of Albert Lea

Who will use or occupy the facility?

City of Albert Lea, the public and commercial developments

Public Purpose

Description of Previous Appropriations

None Received

Project Contact Person

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

(\$ in thousands)

Blazing Star Landing Redevelopment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$2,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$9,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$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	\$0	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Alexandria Runestone Community Center Expansion	1	GO	7,200	0	0	0	0	0
Total Project Requests			7,200	0	0	0	0	0
General Obligation Bonds (GO) Total			7,200	0	0	0	0	0

City of Alexandria Runestone Community Center Expansion

AT A GLANCE

2024 Request Amount: \$7,200

Priority Ranking: 1

Project Summary: The City of Alexandria is requesting \$7,200,000 in state funds in order to design, construct, furnish, and equip a renovation and expansion of the Runestone Community Center.

Project Description

The proposed expansion of the Runestone Community Center (RCC) will add approximately 81,600 square feet to the existing facility. The total cost of the expansion is estimated to be approximately \$25.6 million at the time of proposed construction. The expansion will consist of a new floor area that will accommodate both dry floor and ice events. Other new space includes lobby areas, viewing areas, community meeting rooms, walking track, wellness/training areas, administrative space, locker rooms, restrooms, and an elevator to improve accessibility throughout the site. 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 new floor for the West Rink, new roof for the 1978 main building, 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. In 2018, the City reconstructed and paved a portion of the parking lot for the RCC and the adjacent Douglas County Fairgrounds. This partnership between the City and the Douglas County Agricultural Association improved site drainage in addition to providing well-defined and safe parking areas.

The City previously received an appropriation from the State through the October 2020 bonding bill in the amount of \$5.6 million. The City commenced full pre-design work following the approval of the bonding bill. Through that work, adjustments were made to the preliminary concept to improve circulation through the building and add lobby space. An upper level connection from the original building to the addition was created. The pre-design was approved by the Department of Administration May 11, 2022. The significant cost increases following the pandemic and the scope changes have contributed to an increased cost for the project. The request is for the State to fund 50% of the project cost. The 50% local share of the project cost will consist of both 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 of all ages 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 annually attend dry floor events at the RCC, drawing visitors from throughout the region. Dry floor events include a vendor show for a local company, home and garden expo, Alexandria Technical and Community College graduation, music concerts, and more. Thousands more attend 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 have a \$71,800 positive impact to the tax capacity of the area. A needs assessment completed in 2014 showed that ice user groups could increase their programming if the facility expanded. The need has only continued to grow since 2014. The high demand for facility time has made it difficult to expand existing events and add new dry floor events. In 2021, the economic impact of additional ice events was estimated at \$4 to \$5 million annually.

This project will significantly increase accessibility to all users through the construction of an elevator that will access multiple levels of the facility. The renovation and addition to the existing building will provide efficiencies that could not be obtained if a new building was constructed on a separate site.

Project Timeline

June 2024-October 2024 - Preparation of Design and Construction Documents

November 2024-October 2025 - 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 (DCAA) completed work in 2017 on a Fairgrounds Master Plan, which provided a future blueprint 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. Since 2017, a task force consisting of City and DCAA representatives have continued to meet regularly. The task force is currently working on platting the entire fairgrounds site, which is the next step in the future redevelopment of the site. State investment in the expansion of the RCC could assist in leveraging additional redevelopment of the fairgrounds.

Impact on State Operating Subsidies

The City will not be requesting any state operating dollars for the project. The City will continue to operate the Runestone Community Center as a department of the City.

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 facility 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 a home and garden expo, 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 offer greater opportunities for recreational, civic, and social activities for residents of West Central Minnesota. The City of Alexandria believes strongly in its "Why" statement, which is "To Make Alexandria the Place You Choose". The future success of the community will be determined in large part through leadership by the City in providing a welcoming environment where families can raise their children.

Description of Previous Appropriations

The City of Alexandria submitted a request for \$5.6 million in funding for the RCC Expansion Project for the 2020 Capital Budget. The project was recommended by the Governor and was included in the 2020 bonding bill that was signed in October 2020.

Project Contact Person

Martin Schultz
City Administrator
320-759-3629
mschultz@alexandriamn.city

(\$ in thousands)

City of Alexandria Runestone Community Center Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$5,600	\$7,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$5,600	\$0	\$0
Other Funding	\$0	\$7,200	\$0	\$0
TOTAL	\$5,600	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,320	\$1,320	\$0	\$0
Project Management	\$0	\$424	\$0	\$0
Construction	\$4,280	\$18,086	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$170	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$5,600	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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?	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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Alpha Infrastructure Improvements	1	GO	14,500	0	0	0	0	0
Total Project Requests			14,500	0	0	0	0	0
General Obligation Bonds (GO) Total			14,500	0	0	0	0	0

Alpha Infrastructure Improvements

AT A GLANCE**2024 Request Amount:** \$14,500**Priority Ranking:** 1**Project Summary:** The City of Alpha is requesting \$14,500,000 in funding for design and construction of infrastructure improvements including a wastewater treatment facilities and collection, water treatment facilities and water distribution, and associated street reconstruction.**Project Description**

The project includes design and construction of a water treatment plant, a water distribution system, wastewater treatment ponds, a wastewater treatment collection system, and the associated street reconstruction in Alpha. This project helps to ensure that residents have safe and adequate drinking water, along with reliable wastewater treatment. This project protects groundwater and surface water. The current wastewater system has been deemed an imminent threat to public health and safety due to collapsing septic tanks. The current infrastructure isn't sustainable from an operations standpoint and needs frequent attention. Alpha is a small, rural community and needs assistance with infrastructure costs to make the project feasible and affordable for residents. Funding for this infrastructure project will help to keep housing affordable in Alpha, which is a huge need in our area and helps to support businesses in nearby Jackson.

Project Rationale

This project is a critical need given the risk of failure of the existing wastewater infrastructure and need for all Minnesotans to have access to safe and reliable drinking water.

Project Timeline

Design - July 2024

Bid - February 2025

Construction starts - May 2025

Construction completed - November 2026

Other Considerations**Impact on State Operating Subsidies**

N/A

Who will own the facility?

City of Alpha

Who will operate the facility?

City of Alpha

Who will use or occupy the facility?

City of Alpha

Public Purpose

Safe and reliable drinking water and wastewater treatment.

Description of Previous Appropriations

N/A

Project Contact Person

Cassie Westfall

City Clerk

507-847-3557

cityofalphamn@gmail.com

(\$ in thousands)

Alpha Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$14,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$14,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,600	\$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	\$14,500	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Rice Creek North Regional Trail - The Missing Link	1	GO	6,750	0	0	0	0	0
Total Project Requests			6,750	0	0	0	0	0
General Obligation Bonds (GO) Total			6,750	0	0	0	0	0

Rice Creek North Regional Trail - The Missing Link

AT A GLANCE

2024 Request Amount: \$6,750

Priority Ranking: 1

Project Summary: A \$6,750,000 request in state funds to construct the last remaining 1.75-mile gap in the Rice Creek Regional Trail system. This important trail links Lino Lakes, Circle Pines, Blaine, Shoreview, Mounds View, New Brighton and Fridley to Minneapolis and the metro area via the Rice Creek Regional Trail system. The trail provides alternate transportation for commuters, scenic recreation for passive users, and better access to the surrounding resources in the the community.

Project Description

The primary objective of this funding request is to complete the last remaining 1.75 mile gap in the Rice Creek Regional Trail System. The Rice Creek Regional Trail System provides multi-modal off-road access to local parks and trails, regional parks and trails, such as Rice Creek Chain of Lakes Park Reserve and Long Lake Regional Park and East Anoka County and Central Anoka County Regional Trails and it provides access the the Mississippi River Trail, a state trail and a nationally recognized US Bike Route 45. It also provides access to the Mississippi National River Recreation Area, a 72 mile recreation corridor following the Mississippi River from the cities of Ramsey and Dayton south to Hastings.

History of the trail dates back to the early 1980's, when a partnership with Anoka and Ramsey counties developed the first 5 miles of the 28 mile Rice Creek Trail Corridor. This trail traverses along the Rice Creek from the Mississippi River in the City of Fridley to Long Lake Regional Park, in the City of New Brighton. Since that time, Anoka and Ramsey counties have been working to construct the rest of the trail. Anoka County has been successful in developing all but 1.75 miles of the trail in Anoka County. The trail within Anoka County provides access to two elementary schools, housing and businesses, the Rice Creek Chain of Lakes Park Reserve and Lino Lakes City Hall and Rookery Activities Center.

This project proposes to complete the last remaining section of trail, which is 1.75 miles within the City of Circle Pine. Current use of the trail is limited due to this gap. The Rice Creek is a limiting factor in access between Circle Pines and Lino Lakes. This segment is important for the connections it will make over Rice Creek and the increased access it will provide. Once constructed, the Rice Creek North Regional Trail within Anoka County will be complete and available to the public in the local and regional metro area.

According to the Metropolitan Council's Regional Parks Equity Tool, within three miles of the proposed trail, more than 18% of the population are under the age of 15. Younger children are often

dependent on trails to be able to travel safely between home and school, parks or other activities. More than 15% of the population are Black, Indigenous, Asian or People of Color and more than 14% of people within 3 miles of the trail are below 185% of the poverty line; these populations are often underserved and face additional barriers. The new trail will help provide better access to the resources within their community.

The new multi-modal off-road trail will be 1.75 miles long and constructed to a 10 foot width. It will include two bridges for crossing Rice Creek, approximately 1300 feet of boardwalk to minimize wetland impacts and about 7400 feet of paved trail in the upland areas. Since the trail can be used as a commuter trail, solar lighting is proposed in strategic locations along the trail to improve visibility during darker hours. In addition, the County will partner with the local Tribal Historic Preservation Officers, the Minnesota Indian Affairs Council, the State Historic Preservation Office and the Office of the State Archaeologist to develop interpretive stations along the trail to enhance the overall understanding of the cultural and historic significance of the Rice Creek Corridor.

The County of Anoka will own and operate the trail upon completion of construction. The County is requesting \$6,750,000 in a one-time funding request for this project. The nature of the construction of the trail and the potential impacts to the creek and surrounding wetlands are not conducive to construction phasing. The County has already conducted design and engineering for the trail. The project is shovel ready.

Project Rationale

The rationale for completing the last 1.75 mile gap of the Rice Creek North Regional Trail would be to complete the trail system to provide multi-modal off-road access to a variety of local, regional, state and national destinations. Regional facilities include Rice Creek Chain of Lakes Park Reserve and Long Lake Regional Park and East Anoka County and Central Anoka County Regional Trails. It provides access to the the Mississippi River Trail, a state trail and a nationally recognized US Bike Route 45. It also provides access to the Mississippi National River Recreation Area, a 72 mile recreation corridor following the Mississippi River from the cities of Ramsey and Dayton south to Hastings.

History of the trail dates back to the early 1980's, when a partnership with Anoka and Ramsey counties developed the first 5 miles of the 28 mile Rice Creek Trail Corridor. This trail traverses along the Rice Creek from the Mississippi River in the City of Fridley to Long Lake Regional Park, in the City of New Brighton. From Long Lake the trail travels through Ramsey County's Rice Creek North Regional Trail Corridor north to Anoka County's Rice Creek North Regional Trail Corridor and Rice Creek Chain of Lakes Park Reserve. The Rice Creek and the 1.75 mile trail gap is a significant barrier to accessing the resources with the communities. This segment is important for the connections it will make over Rice Creek and the increased access it will provide.

According to the Metropolitan Council's Regional Parks Equity Tool, within three miles of the proposed trail, more than 18% of the population are under the age of 15. Younger children are often dependent on trails to be able to travel safely between home and school, parks or other activities. More than 15% of the population are Black, Indigenous, Asian or People of Color and more than 14% of people within 3 miles of the trail are below 185% of the poverty line; these populations are often underserved and face additional barriers. The new trail will help provide better access to the resources within their community. Filling the trail gap will reduce access barriers and make it easier to access housing, parks, schools and the natural resources in the area for those underserved population groups.

The State has previously provided funding for the design of the trail and it will be shovel ready at the time of funding appropriation.

Project Timeline

Upon appropriation, the following timeline is anticipated:

Funding Appropriation - July 2024
Design & Engineering - Already completed
Construction Bid Documents - July 2024
Construction Bid Letting - August - October 2024
Construction Contracts - November/December 2024
Construction start - January 2025
Construction substantial completion - December 2025
Project Closeout - June 2026

The above schedule assumes there will be no delays with materials and supply's.

Other Considerations

Impact on State Operating Subsidies

The County currently receives operating funds through the Metropolitan Council's Operations and Maintenance Grant for the Regional Parks and Trails System. There will be no new or additional state operating dollars that will be requested for this project.

Who will own the facility?

Anoka County will own and operate the trail upon completion.

Who will operate the facility?

Anoka County will own and operate the trail upon completion.

Who will use or occupy the facility?

The trail will be open to the public for use upon completion of the project.

Public Purpose

This regional trail serves the public by being open and available for use and by providing access to housing, schools, parks, businesses and other resources in the area.

Description of Previous Appropriations

\$500,000 for design and engineering of the project in FY21; \$200,000 for design in 2023.

Project Contact Person

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(\$ in thousands)

Rice Creek North Regional Trail - The Missing Link

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$700	\$6,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$700	\$6,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$700	\$550	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,200	\$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	\$700	\$6,750	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Anoka Rum River Dam Reconstruction and Modification for Safety Improvements, Hydropower Generation, Lock and Enhanced Recreational Opportunities	1	GO	5,975	0	0	0	0	0
Total Project Requests			5,975	0	0	0	0	0
General Obligation Bonds (GO) Total			5,975	0	0	0	0	0

(\$ in thousands)

Anoka Rum River Dam Reconstruction and Modification for Safety Improvements, Hydropower Generation, Lock and Enhanced Recreational Opportunities

AT A GLANCE

2024 Request Amount: \$5,975

Priority Ranking: 1

Project Summary: The City of Anoka is requesting financial support the modification and reconstruction of the Rum River Dam for safety improvements, hydropower generation, a lock or lift to traverse the dam, and recreational opportunities based the feasibility study. 2024 funding request is for Pre-design, Engineering, Design, Permitting, Construction, Utility Infrastructure and Relocation, and Public Engagement for the proposed improvements. This project is for public purpose and is publicly owned.

Project Description

Anoka Rum River Dam Reconstruction and Modification for Safety Improvements, Hydropower Generation, Lock and Enhanced Recreational Opportunities project is based on the results of the feasibility study funded by Climate and Energy Finance in 2023. The 2023 funding appropriation includes grant funding for the following studies: (1) a study to assess the feasibility of adding a lock or other means for boats to traverse the dam to navigate between the lower Rum River and upper Rum River; (2) a study to assess the feasibility of constructing the dam in a manner that would facilitate recreational river surfing at the dam site; and (3) a study to assess the feasibility of constructing the dam in a manner to generate hydroelectric power.

Safety Enhancement and Operation Improvements

Safety enhancement and operation improvements are the City of Anoka’s top priority. The flashboard system is antiquated and does not function or fail as it is intended for flood control. In addition, the process to install and remove the flashboards puts city crews and equipment at risk. The river’s water level must be low enough to fully bypass the dam when the tainter gate is opened so that the deck can be fully exposed, dried, and free of debris. Crew members manually cart every timber out onto the deck of the dam to be set into place by a mini-excavator. Boards are stacked 3 high and held in place by iron I-beams. Because this work is dependent on the river water level, board installation is often delayed due to spring melt and heavy rains. Board removal occurs late fall to ensure as lengthy a recreational season as possible above the dam. As a result, removal often occurs under harsh temperatures creating an even more treacherous working condition for city crews.

Automated crest gates would allow for predictive water level management to aid in mitigating spring flooding markedly reducing upstream riverbank erosion, thus reducing impairments to water quality, damage to aquatic habitat, impacts to infrastructure, decreased property values, and disruptions to riparian wildlife corridors.

A maintenance platform spanning the width of the dam will be required for proper crest gate maintenance and to provide access for crews to removed the trees and other debris that collects on the upstream side of the dam. Currently this activity occurs during the flashboard installation or removal process. Tree debris and trash will impede the operation of automated crest gates if not removed. The maintenance platform will also serve as a pedestrian walkway to cross the river. Several of the historic wooden Rum River dams included similar platforms utilized for maintenance and crossing the river. The maintenance platform will enhance the city park and trail system by establishing a connection to the new west Rum River trail. The first section of this trail will be constructed in 2023 and is partially funded by the MN DNR Local Trail Connections Grant Program.

Hydroelectric Power

Hydroelectric Power Generation is not a new concept for the Anoka Rum River Dam. In the 1880's, the Anoka dam included five turbines on the east bank of the river that powered operations at the Lincoln Flour Mill and several other businesses along the riverfront. The historic dam produced approximately 540kW of power with unrestricted flows. Technological advancements for power generation equipment and the global focus on renewable energy initiatives have improved hydroelectric generation capabilities for low head dams. Preliminary research indicates that a hydroelectric power plant could produce in the range of 550-600kW with the annual generation expected to be around 2.5GWH without creating adverse environmental impacts. The Anoka project would benefit local residents by reducing the peak electric use across the entire grid system.

The City of Anoka has operated an electric utility since 1909. The citizens of Anoka chose to create the electric utility as a means to provide economical, reliable power to its citizens with local control of an essential service. The Anoka Municipal Utility (AMU) is a community-owned, not-for-profit, electric supplier/distributor to Anoka, and to portions of the cities of Ramsey, Coon Rapids, Champlin, and Dayton. In 1992, AMU and seven (7) other municipalities joined together to form the Minnesota Municipal Power Agency (MMPA) consortium. Today, MMPA has 12 member cities. AMU currently serves 10,909 residential properties and 16 industrial customers including Vista Outdoor/Federal Cartridge and nVent.

Implementation of hydropower generation would require a "Use Contract" lease agreement with MMPA. City of Anoka would retain ownership the hydropower equipment and would be the power supplier/distributor. MMPA would operate the hydropower equipment as the power generating company. Power generation at the dam would require infrastructure upgrades to transfer the power to the existing grid. In addition, the implementation of hydroelectric power generation aligns with the State of Minnesota's ultimate goal of producing 100% of its electricity from green energy sources by the year 2040.

Boat Lock

The 1940's historic dam included a conveyor system for small watercraft to portage the dam. Modification of the existing spillway into a lock will offer passage to pontoons and other watercraft, creating access from above the dam to the lower Rum River channel and the recreational pool of the Mississippi River. The dam creates a segmentation and disconnection for residents living along the upper Rum River from the lower Rum and Mississippi Rivers. Additional benefits of a lock include transfer of fish from the lower pool to above the dam aiding in native fish spawning; the water could be drawn down for dam inspections and maintenance; and the lock could be opened to assist with the release of floodwaters in the spring.

Fish Passage

A fish passage or fish ladder supports the spawning needs of native fishes and would improve the quality of the fishery along the entire Rum River. A fish passage allows fish to swim up & downstream in a designated channel while leaping a variety of low steps allowing access to the waters on either side of the dam. A fish passage would help improve the habitat of native fish and increase their spawning area resulting in effectively restocking the Rum River with a variety of native fish species. Eventually, many of those fish would return to the Mississippi River bolstering the fisheries of both the Rum and Mississippi Rivers. Native fishes would benefit from access to an expanded environment and spawning grounds that extend from Lake Mille Lacs to the Mississippi River. Fish passage construction would emulate the river environment with a 'nature-inspired' design integrating it into the riverbank landscape. The fish ladder would also serve as an educational feature of the park providing park goers with a basic understanding of river ecology and fish spawning. An integrated gate system and pump will be used to adjust the flow of water and allow for the passage to be closed for maintenance, seasonal flooding, and to control aquatic invasive species.

River surfing

River Surfing is a revolutionary new sport that is growing in popularity in the western United States. It provides an inland option for surfers to hang ten – surfers, paddle boarders, and kayakers can catch a ride on a wave that either occurs naturally in a riverbed or is engineered. Either way, a standing wave is created by the underlying rock formations and specific river water level and flow rate. The best waves are caused by a high volume of water flowing over rock formations to create a single wave and not a series of rapids. The ideal wave allows the rider to feel like they are traveling fast over the water allowing for a side to side motion without forward movement. River surfing on the Rum River would put Anoka on the map as a unique river recreation and tourism destination with the first river surfing location east of the Mississippi River.

Lighting and Infrastructure Upgrades

High-water and ice impacts over the past 50 years has eroded conduits, broken off light fixtures, and corroded wiring for the dam lighting located under the headwalls of the dam. Lighting with the headwalls would be upgraded and additional security lighting would be added to the exterior of the dam. Capital maintenance repairs to the stilling basin, ice breaker teeth, and spillway tainter gate will be required with future dam modification.

Project Rationale

Anoka's Rum River Dam has played a vital role in Anoka's history as a source of industry and development along the river front. For the past 80 years the dam has served Anoka not only as an attraction, tourist destination, highly valued fishing location and source of river recreation, but also as a continued source of economic growth. Thousands of people visit Anoka's riverfront every week – there is magic in the water. The ability to utilize the river and the dam as a means to continue to invest and support the community of Anoka is impetus of this project.

Safety Improvements are the city of Anoka's top priority with regard to the modification and reconstruction of the Rum River Dam project. The Anoka Rum River Dam was constructed in 1969 and in order to extend the useful life of the dam modifications are required. The dam is described as a buttress type structure, also known as, a "low-head" dam. Water level control is provided by a 20-foot wide tainter gate, 60-foot long spillway, and flashboard system, which is 236-feet across. The

flashboards are used to create the elevated pool above the dam to improve the recreational use of the river. The upper recreational pool extends from the dam to north of 169th/161st Streets in cities of Andover and Ramsey or approximately 5 miles of river.

There are several issues with the design and application of flashboard system. Flashboard installation requires specific water conditions. The system does not 'fail' as designed to do under flood conditions. The 80 flashboards have to be replaced every 4-5 years. And finally, they are labor intensive and require manually installation. Flashboards are an antiquated, outdated method of water control and must be modernized to ensure the longevity and optimal operation of the dam. A new dam would not be constructed with this method of operation today.

The installation and removal of the flashboard system requires the river's water level to be low enough to fully bypass the deck of the dam when the tainter gate in the spillway is opened. Ideally, spring flashboard installation should occur in time for the fishing opener in Mid-May, but environmental impacts, such as, winter snow levels, depth of the ice on the river, ice out on Mille Lacs Lake, and spring rain events often delays it. Fall flashboard removal in preparation for winter is also dependent on river water levels and precipitation events. There have been years when removal has been delayed into December, and the city crew has had to deal with ice buildup on the boards and the dam platform adding a whole other level of hazard to the process.

A major issue with flashboards is that they are designed to fail under excessive flows or from the force of debris coming down stream, but dam engineers will confirm that historically, flashboard systems do not fail as they are intended. The boards swell during the season, which causes them to 'lock into place' and doesn't allow them to fail. A flashboard system also does not allow for prescription or responsive flood control, they cannot be removed until the water level is low enough elevation to bypass the dam with the spillway gate is open.

The installation and removal of the flashboard system requires manual installation and places city staff in a hazardous situation biannually. The installation and removal process requires a crew of 7 individuals, a mini-excavator on tracks small enough to fit on the dam platform, a large boom truck, front end loader, and twenty-three sets of timbers measuring 4 inches thick, 12 inches wide and 10 foot long. These timbers are stacked three high to create a 236' long by 36" tall wall that holds back the water to create the upper recreational pool. To ensure crew safety, the deck must be dry and free of debris. Before beginning board installation, the crew will clear the dam of dead fall trees, tires, timber and other items that get hung up on the back side of the dam. With the assistance of a small excavator that is lowered down on the dam platform, the crew members stack the large timbers 3 boards high between steel stanchions to build the flashboard wall. Each steel stanchion is held in place by a tethering cable attached to the dam. Flashboard removal puts crew members directly on the dam platform under a variety of conditions including freezing temperatures, winds, or ice accumulation on the platform, boards, and tainter gate posing a greater risk to the staff.

Replacing the antiquated flashboard system with an automated crest gate system and maintenance platform eliminates the need for staff to traverse the dam for seasonal maintenance and reduce the cost to the tax payers for the cost of annual maintenance. This would allow for predictive water level management to reduce spring flooding, upstream riverbank erosion, and impacts to infrastructure and damage to aquatic habitat.

In general, Rum River Dam upgrades would enable the City of Anoka, in consultation with the MN DNR, to actively and effectively manage water levels for multiple benefits. Whether it's flood control

in the face of mounting precipitation extremes, or actions that benefit target species, the proposed dam improvements provide the ability to manage adaptively and precisely based on the best available science and climate forecasts. This ability will be paramount in the coming decades.

Proposed modifications and improvements will help mitigate negative environmental impacts attributed to dams and will highlight the positive impacts of dams, such as, obstructing the erratic and rapid flows of water to stop flooding, the creation of leisure opportunities in the recreational pool above them, and creation of energy from water which is a sustainable source.

Hydropower energy generation is free of hazardous fumes, free of carbon or greenhouse emissions, and produces no waste or hazardous byproducts. The incorporation of hydro-power generation makes the Rum River Dam an essential, functioning piece of infrastructure within the City of Anoka.

The City of Anoka's Municipal Utility provides economical, reliable power to its citizens as a community-owned, not-for-profit, electric supplier/distributor. Service area includes Anoka, and to portions of the cities of Ramsey, Coon Rapids, Champlin, and Dayton serving more nearly 11,000 residential properties. Implementation of hydropower generation aligns with the State of Minnesota's ultimate goal of producing 100% of its electricity from green energy sources by the year 2040.

Modification of the dam to include lock or lift will offer passage to 1000's of watercraft operators annually from the Mississippi River to the Upper Rum River. Residents living above the dam will have access to the recreational pool of the Mississippi River. The dam creates a segmentation and disconnection for all boaters.

Thousands of people visit the Rum River Dam every year to fish. Construction of a fish passage would help improve the habitat of native fish and increase their spawning area. bolstering the fisheries of both the Rum and Mississippi Rivers. Native fishes would benefit from access to an expanded environment and spawning grounds that extend from Lake Mille Lacs to the Mississippi River. The fish ladder would also serve as an educational feature of the park providing the public with a basic understanding of river ecology and fish spawning. An integrated gate system and pump will be used to adjust the flow of water and allow for the passage to be closed for maintenance, seasonal flooding, and to control aquatic invasive species preserving the health of the Rum River and Mille Lacs Lake.

Project Timeline

2024	Pre-Design, Design Public engagement and plan review Permitting
2025	Finalize Design, Competitive Bidding Process
2026	Construction
2027	midpoint of project Construction Continues Infrastructure for power grid installation Construction of operation center for hydropower, crest gate, and lock
2028	Complete Construction and Finalize project

Other Considerations

This project has regional significance because the installation of crest gates will allow for responsive and predictive water level management to aid in mitigating spring flooding markedly reducing upstream riverbank erosion, thus reducing impairments to water quality, damage to aquatic habitat, impacts to infrastructure, decreased property values, and disruptions to riparian wildlife corridors.

Expanded recreational opportunities for the cities of Ramsey, Andover, Coon Rapids, Champlin, Dayton, and portions of Brooklyn Park. Residents above the dam would have access to more than 5 miles of recreational waters of the Mississippi River. Residents and boaters on the Mississippi would have the opportunity to experience the tranquility of the scenic Rum River. River surfing will be a regional draw for participation in this unique river sport.

A lock would also aid in the passage of native fish species for spawning by increasing their habitat and effectively restocking the Rum River with a variety of species. Eventually, many of those fish would return to the Mississippi River bolstering the fishery of the big river, benefiting both rivers. Native fishes would benefit from access to an expanded environment and spawning grounds that extend from Lake Mille Lacs to the Mississippi River.

Hydropower generation will benefit the service area of Anoka Municipal Utility, specifically, Anoka, parts of Coon Rapids, Champlin, Dayton and Ramsey as a direct benefactor of green power generation.

The maintenance platform will allow for added fishing opportunities and a safety barrier to boaters to keep from getting too close to the dam. A secondary benefit is the pedestrian river crossing, which will enhance the city's local and regional trail system.

The City's current tax base consists of 47% residential homesteaded property, 36% commercial/industrial and residential non-homesteaded properties, and 17% exempt properties. Anoka has a population of 17,749 people, approximately 19% of the population identifies as non-white; the median household income in (2021 dollars) is \$66,160, which is more than \$22,000 below the median income of Anoka County household; 8% of the population in the city of Anoka is reported living below the poverty line.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Anoka is the owner of the project. And will be responsible for the future maintenance of the facility and infrastructure.

Who will operate the facility?

City of Anoka will operate the crest gates and control operations on the dam.

A 'Use Contract' lease will be required with Minnesota Municipal Power Association (MMPA) for the generation of the hydropower equipment/operation. The City of Anoka will be the distributor of the power.

A 'Use Contract' lease with the Army Corp of Engineers is anticipated for the operation of the lock.

Who will use or occupy the facility?

The Citizens of Anoka, and surrounding communities of Andover, Ramsey, Coon Rapids, Brooklyn Park, Champlin, Dayton, Anoka County and Hennepin County will be users of the reconstructed dam.

Public Purpose

Hydropower generation will benefit the service area of Anoka Municipal Utility, specifically, Anoka, parts of Coon Rapids, Champlin, Dayton and Ramsey as a direct benefactor of green power generation and helps meet green energy goals of the State of MN.

Anoka's Rum River Dam has played a vital role in Anoka's history as a source of industry and development along the river front. For the past 80 years the dam has served Anoka not only as an attraction, tourist destination, highly valued fishing location and source of river recreation but as a continued source of economic growth. Thousands of people visit Anoka's riverfront every week—there is magic in the water. The ability to utilize the river and the dam as a means to continue to invest and support the community of Anoka is what the impetus of this project.

Description of Previous Appropriations

\$500,000 State Appropriation 2023

Chapter 60 - MN Laws 2023, Item U, Chapter 10

\$500,000 the first year is for a grant to the city of Anoka for feasibility studies as described in this paragraph and design, engineering, and environmental analysis related to the repair and reconstruction of the Rum River Dam. Findings from the feasibility studies must be incorporated into the design and engineering funded by this appropriation. This appropriation is onetime and is available until June 30, 2027. This appropriation includes money for the following studies: (1) a study to assess the feasibility of adding a lock or other means for boats to traverse the dam to navigate between the lower Rum River and upper Rum River; (2) a study to assess the feasibility of constructing the dam in a manner that would facilitate recreational river surfing at the dam site; and (3) a study to assess the feasibility of constructing the dam in a manner to generate hydroelectric power

Project Contact Person

Greg Lee

City Manager

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(\$ in thousands)

Anoka Rum River Dam Reconstruction and Modification for Safety Improvements, Hydropower Generation, Lock and Enhanced Recreational Opportunities

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$500	\$5,975	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$5,975	\$0	\$0
TOTAL	\$500	\$11,950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$500	\$910	\$0	\$0
Design Fees	\$0	\$950	\$0	\$0
Project Management	\$0	\$1,050	\$0	\$0
Construction	\$0	\$9,010	\$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	\$0	\$0	\$0
TOTAL	\$500	\$11,950	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Apple Valley Sports Arena	1	GO	6,000	0	0	0	0	0
Total Project Requests			6,000	0	0	0	0	0
General Obligation Bonds (GO) Total			6,000	0	0	0	0	0

Apple Valley Sports Arena

AT A GLANCE

2024 Request Amount: \$6,000

Priority Ranking: 1

Project Summary: The City of Apple Valley and the Eagan-Apple Valley-Rosemount School District 196 are planning a major renovation of the existing Apple Valley Sports Arena, which was built in 1976. Plans include updates to the administrative offices, public lobby, public restrooms, and community locker rooms; the addition of high school locker rooms to address gender privacy and equity concerns; and upgrades to safety and security features base on the fact that the Arena connects to Apple Valley High School.

Project Description

The Eagan-Apple Valley-Rosemount School District 196 (ISD 196) are planning a major renovation of the existing Apple Valley Sports Arena (AVSA), which was built in 1976. Renovation plans include major updates to the existing administrative office area, public lobby, public restrooms, and community locker rooms. This project also includes a proposed addition of high school locker rooms to help address gender privacy and equity concerns while also updating the safety and security of the facility. Since the original construction, no significant investments have been made to these support spaces. These improvements will address ADA requirements, building code deficiencies, energy efficiency, gender privacy and equity, and safety and security issues that are present in the facility for both students and adults. The anticipated project cost is \$15,000,000. The City of Apple Valley and ISD 196 are planning an investment of \$9,000,000 with the remaining balance of the project funding coming from the Capital Budget request of \$6,000,000. In 2019, the City and District invested \$2,600,000 to replace the R-22 refrigeration system, thereby ensuring the facility's ability to provide ice for Apple Valley and the surrounding communities for the next 35+ years.

Project Rationale

The AVSA provides approximately 2,000 hours of ice time from October through March annually for two separate high schools (Apple Valley and Eastview) and two separate youth hockey associations (Apple Valley and Eastview). The AVSA also provides ice time for the ISD 196 Icettes figure skating team, Learn to Skate program, open skating and open hockey, and Apple Valley High School gym classes. When the ice is not installed, the AVSA hosts dry floor events such as tennis practices and matches, consignment sales, craft shows, youth sports practices, and Apple Valley High School gym classes. The AVSA was built in 1976 and is now 48 years old. No significant investments have been made to the facility to address ADA requirements, building code deficiencies, energy efficiencies, gender privacy and equity, and safety and security issues. The AVSA provides space for so many different community uses, and it is incredibly important for us to make these necessary updates so we may continue to provide for our community.

Project Timeline

May 2024 - Capital Budget request approved and signed into law
May/June 2024 - Sign grant agreement with State of MN
June - December 2024 - Complete design of project, plans, specifications, contract documents
January/February 2025 - Bid project
March 2025 - Award contract
April - September 2025 - Construction
October 2025 - Project complete

This schedule will fit well with the primary use of the Apple Valley Sports Arena, which is to provide indoor ice for hockey and ice skating activities during the months of October through March.

Other Considerations

N/A

Impact on State Operating Subsidies

There are no operational impacts to the State for this project now or in the future.

Who will own the facility?

The Apple Valley Sports Arena (AVSA) is located at 14452 Hayes Road on property owned by the Egan-Apple Valley-Rosemount School District 196. The AVSA is the property of ISD 196.

Who will operate the facility?

The City of Apple Valley and the Egan-Apple Valley-Rosemount School District 196 have a Joint Powers Agreement (JPA) that outlines the responsibilities of each entity. In the JPA, the City takes the lead on the daily operations of the AVSA, prepares and administers an operating budget, and plans for and executes the capital needs of the AVSA. The City of Apple Valley and ISD 196 share the financial obligations of the facility on an equal basis.

Who will use or occupy the facility?

The City of Apple Valley and ISD 196 will continue to operate the building. The AVSA is mainly used for ice hockey and figure skating programs: the facility supports the hockey teams from Apple Valley High School and Eastview High School (both boys' and girls') and Apple Valley's two youth hockey associations (Apple Valley Hockey Association and Eastview Hockey Association). The City administers a Learn to Skate program that attracts participants from Burnsville, Egan, Apple Valley, Rosemount, Lakeville, and other surrounding communities. The AVSA hosts open skating, open hockey, adult hockey, and many dry land events during the year. The facility also supports physical education classes of Apple Valley High School and the Apple Valley High School tennis program during the non-skating season. It is estimated that 75,000 people visit the arena annually.

Public Purpose

The Apple Valley Sports Arena (AVSA) provides public access to indoor skating, ice hockey, and dry land events. The AVSA hosts local high school hockey, youth hockey, Learn to Skate, public open skate, open hockey, open tennis, high school tennis, and many dry land events during the calendar

year.

Description of Previous Appropriations

N/A

Project Contact Person

Eric B Carlson
Parks and Recreation Director
952-953-2310
eric.carlson@applevalleymn.gov

(\$ in thousands)

Apple Valley Sports Arena

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$9,000	\$0	\$0
TOTAL	\$0	\$15,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$75	\$0	\$0
Design Fees	\$0	\$863	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$12,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,262	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$15,000	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Forcemain Replacement	1	GO	350	0	0	0	0	0
Old Highway 10 Trail	2	GO	1,550	0	0	0	0	0
Total Project Requests			1,900	0	0	0	0	0
General Obligation Bonds (GO) Total			1,900	0	0	0	0	0

Forcemain Replacement

AT A GLANCE

2024 Request Amount:	\$350
Priority Ranking:	1
Project Summary:	\$350,000 in State Funds is being requested for construction and replacement of a failing sanitary sewer lift station 10-inch forcemain. The main services local educational institutions and residents making it a vital piece of infrastructure.

Project Description

The existing forcemain is 3,250-feet in length, is made of cast iron pipe (CIP) and was installed in 1960. The route of the existing forcemain is located within residential properties, it runs under residential streets and extends to the border to the City of New Brighton. The main will be re-routed by directional drilling new 10-inch PVC along the Elmer Anderson Memorial Trail from County Rd E to Stowe Ave. Locating the main along the trail will shorten the length to 2,400-feet, the reduced length will make future repairs and replacement simpler and more cost-effective since streets and residential properties will not need to be excavated for maintenance.

Project Rationale

Recent imaging and videotaping show the 63 year-old forcemain is unexpectedly failing, and is in need of replacement before the end of its typical useful life. Failure of this infrastructure would disrupt service to Valentine Hills Elementary, Mounds View High School, Bethel University, approximately 640 homes and could potentially damage these properties by causing sinkholes, sewer back-ups, or the loss of sanitary sewer service resulting in potential school closures and disruptions to residential service. The new line will also safeguard against inflow and infiltration as result of breaks or leaks, thus helping to protect local bodies of water. Improving this infrastructure would extend the service life for approximately 100 years by using PVC material.

Project Timeline

- Spring 2024 – Acquire Funding
- Summer 2024 Bid and Award Construction Contract
- Summer/Fall 2024 – Begin Construction
- Fall 2024 – Substantial Completion
- Summer 2025 – Final Punchlist and 100% Completion

Other Considerations

This sanitary sewer infrastructure improvement project will help ensure educational institutions and Arden Hills residents will have reliable and consistent public utility service while also protecting damage to property.

Impact on State Operating Subsidies

Who will own the facility?

The City of Arden Hills

Who will operate the facility?

City of Arden Hills

Who will use or occupy the facility?

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

Public Purpose

Infrastructure Rehabilitation

Description of Previous Appropriations

Project Contact Person

Dave Perrault
City Administrator
651-792-7824
dperrault@cityofardenhills.org

(\$ in thousands)

Forcemain Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$350	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$350	\$0	\$0
TOTAL	\$0	\$700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$70	\$0	\$0
Construction	\$0	\$630	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Old Highway 10 Trail

AT A GLANCE

2024 Request Amount:	\$1,550
Priority Ranking:	2
Project Summary:	\$1.55 million in state funds is being requested for easement acquisition and construction for a pedestrian and bicycle trail along Old Highway 10 from Lake Valentine Road to Lakeshore Place tying into the existing regional trail along County Highway 96.

Project Description

The City of Arden Hills would like to construct a 1.27 mile trail from Lake Valentine Road north to Lakeshore Place along Old Highway 10, which will connect into the existing regional trail along County Highway 96. This trail will run along the western side of Old Highway 10 providing a vital connection for elementary school, high-school, and university students, and the general public, especially those living north of County Highway 96. Design will have been completed by the end of 2023, and will be shovel ready pending funding becoming available.

Project Rationale

This project will create a vital north-south regional link for pedestrians and bicycles in the north metro. Old Highway 10 is a major point of ingress and egress for Valentine Hills Elementary (enrollment 887), Mounds View High School (enrollment 1,925), and Bethel University (enrollment 4,700). This trail project will provide safe and direct access for the City's 271 unit manufactured home community, Arden Manor, to the nearby schools providing for more equitable access to education for a group that has limited transit and transportation options. The manufactured home community is currently surrounded by Highway 10, Highway 35W, and County Highway 96, and does not have safe access for pedestrians and bicycles. Today, pedestrians and bicycles traveling between County Highway 96 and Lake Valentine Road along Old Highway 10 must travel in the dirt shoulder or ditch adjacent to vehicular traffic with no barrier in-between. The trail will also provide access to the entire north metro regional trail system; for example, users of the trail will be able to connect to the west to the Long Lake Regional Park or head east to the White Bear Lake Regional Park.

The City has already spent \$2.76 million on a trail from County Road E north to Lake Valentine Road along Old Highway 10. The remaining trail segment north to County Highway 96 is a priority for the City, but will require outside funding to assist in the construction. The City has completed a feasibility report, and will have the design finalized by the end of 2023 to have a shovel ready project contingent upon being able to fund the project.

Project Timeline

- End of 2023 - Completed Design
- Spring 2024 - Acquire Funding

Spring 2025 - Bid and Award the Trail Project
Summer 2025 - Begin Construction
Fall 2025 - Substantial Completion of Trail Project
Fall 2026 - Final Punchlist and 100% Completion

Other Considerations

This trail project is providing direct and equitable access to education, recreation and other opportunities for residents of the manufactured home community in Arden Hills, which has been a traditionally underserved community with limited access to transit and transportation options.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Arden Hills

Who will operate the facility?

City of Arden Hills

Who will use or occupy the facility?

The primary users of the project will be the manufactured home community, Valentine Hills Elementary students, Mounds View High School students, Bethel University students and the general public.

Public Purpose

To provide a safe trail access to the north metro regional trail system.

Description of Previous Appropriations

None

Project Contact Person

Dave Perrault
City Administrator
651-792-7824
dperrault@cityofardenhills.org

(\$ in thousands)

Old Highway 10 Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,550	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$254	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$1,296	\$0	\$0
TOTAL	\$254	\$2,846	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$300	\$0	\$0
Predesign Fees	\$24	\$0	\$0	\$0
Design Fees	\$230	\$0	\$0	\$0
Project Management	\$0	\$422	\$0	\$0
Construction	\$0	\$2,124	\$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	\$0	\$0	\$0
TOTAL	\$254	\$2,846	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Arrowhead Regional Corrections

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Northeast Regional Corrections Center Solar PV Array Project	1	GO	4,000	0	0	0	0	0
Total Project Requests			4,000	0	0	0	0	0
General Obligation Bonds (GO) Total			4,000	0	0	0	0	0

(\$ in thousands)

Northeast Regional Corrections Center Solar PV Array Project

AT A GLANCE

2024 Request Amount: \$4,000

Priority Ranking: 1

Project Summary: Install a one megawatt Photovoltaic (PV) Solar Array on a 10-acre parcel of land currently used as a hayfield. The solar PV array will provide electricity to more than 40 NERCC buildings, including a 30,000 sq. ft. administration / residential building, meat processing plant, shops, garages, boilers, greenhouses, barns and more than 15 storage buildings / sheds.

Project Description

The array was sized based upon the energy usage at NERCC over the preceding 12 months (1,081,400 kWh), plus a factor of 20%, the maximum allowed if grid interconnection and net metering are pursued. The cost of the solar PV system is estimated at \$4,000,000. Annual energy production is estimated at 1,193,084 kWh with an annual energy value of \$155,100. Annual cost savings will be used to stabilize operational costs, make further "green energy" improvements, and expand resident programming.

Project Rationale

Electrical utility bills at NERCC continue to rise, despite numerous energy efficiency lighting and HVAC system measures implemented over the past few years. In 2022, NERCC's electricity bills totaled \$130,355, compared to \$73,853 in 2014. Energy costs need to be stabilized as the cost of incarcerating prisoners continues to rise (the U.S. average is more than \$31,000 per year). Energy savings could be used to stabilize costs, make further energy improvements, and expand resident programming. NERCC is committed to increasing renewable energy; it has reduced its "carbon footprint" by raising its own food and recycling waste for compost. Last year NERCC raised nearly 60,000 pounds of produce which was harvested and stored in a root cellar or frozen to last throughout the year. Excess food was donated to area food shelves. Residents raised and process nearly 4,000 chickens & turkeys.

Project Timeline

Within 30 days of the grant award: The Director of ARC and Division Director of NERCC will prepare agreements and seek approvals from the ARC Board, submit an interconnection study application to MN Power & Lake County Power. Within 4 months, a professional engineering firm will assist in design, bid specifications & construction management. Project design will be coordinated with one of the two power companies listed above. St. Louis County Purchasing will prepare/issue RFPs for equipment & contractor services. Within five months, SLC Purchasing will solicit/review bids with contractor(s) selected & contracts prepared with ARC Board approval. Within one year, one of the

above power companies will ensure the net meter utility is interconnected.15 NERCC residents will assist in clearing the 10-acre site. At least 30 residents will be given an opportunity to observe the solar PV installation.

Other Considerations

The NERCC site is approximately 8 miles away from the nearest MN Power substation, though we are exploring options with Lake Country Power as well. Initial assessment of the interconnection indicates that there will be upgrade costs associated with the interconnection of the PVC system to upgrade the regulator bank controls on the distribution feeder and possible voltage support upgrades due to the distance from the substation.

Impact on State Operating Subsidies

We are requesting \$4,000,000 in state bonding dollars for this project. Once the panels are installed, and are connected to the grid, there will be little if any annual costs associated with this project. NERCC residents will maintain the site that the panels will be placed on.

Who will own the facility?

Arrowhead Regional Corrections provides community corrections services for Carlton, Cook, Koochiching, Lake, and St. Louis Counties through a joint powers agreement and will own the project.

Who will operate the facility?

Arrowhead Regional Corrections will operate the project under the direction of the Division Director at NERCC.

Who will use or occupy the facility?

NERCC is a 144 bed, working farm, on 3,200 acres, serving 592 men in 2022 and will continue to provide services during and after the project is complete.

Public Purpose

NERCC is Minnesota's only correctional work farm, dating back to the 1930's. They provide substance use disorder treatment, mental health treatment, treatment for men who sexually abused, Domestic Abuse Intervention Project groups, cognitive programming, education & vocational work opportunities in farming, animal care, maintenance, mechanics, food service meat cutting & horticulture. Residents will observe & learn how solar panels are installed.

Description of Previous Appropriations

The 2012 Capital Budget allocated \$737,000 for a new pellet boiler at 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, education 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.
The 2021 Capital Budget allocation of \$3.25M for renovation, remodeling, and completion of other capital improvements to buildings that support vocational, educational, and farm work programming

and experiences at the Northeast Regional Corrections Center.

Project Contact Person

Wally Kosticvh
Executive Director
218-471-7572
kostichw@arcmn5.org

Arrowhead Regional Corrections

Project Detail

(\$ in thousands)

Northeast Regional Corrections Center Solar PV Array Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Inflow-Infiltration Assistance	1	GO	15,000	0	0	0	0	0
Total Project Requests			15,000	0	0	0	0	0
General Obligation Bonds (GO) Total			15,000	0	0	0	0	0

(\$ in thousands)

Inflow-Infiltration Assistance

AT A GLANCE

2024 Request Amount: \$15,000

Priority Ranking: 1

Project Summary: The Association of Metropolitan Municipalities is requesting \$15 million in state capital funding to assist cities in the metropolitan area with inflow-infiltration mitigation in municipal wastewater collection systems.

Project Description

The Association of Metropolitan Municipalities seeks \$15 million in capital funding to assist metro area cities in mitigating inflow and infiltration (I/I) in municipal wastewater systems. I/I are terms for the ways clear water (ground and storm) enter sanitary sewer pipes. This water is then treated, unnecessarily, at regional wastewater plants. I/I enters the system through cracks, leaking pipe joints, deteriorated manholes, and through storm water that enters the system through rain leaders or illegal foundation drains or sump pumps. Correcting the problem of excess I/I at the local level helps alleviate the need for additional regional wastewater capacity. These funds would assist in corrections that help avoid potentially significant public health/safety and environmental consequences associated with excess I/I, including sanitary sewer overflows. Local communities have undertaken mitigation at local sources, but corrections continue to need to be made to public systems.

Project Rationale

Many cities in the metropolitan area are identified by the Metropolitan Council as contributing excess levels of I/I into the regional wastewater system. This water does not need to be treated, and uses regional wastewater capacity intended for wastewater treatment, with systems designed to accommodate population growth. The Metropolitan Council implemented an I/I 'surcharge' program in 20076 that compels cities to correct for this issue locally. The problem of excess I/I is significant regionally and has potential health, safety and environmental implications. This funding would provide assistance to cities required to undertake local mitigation.

Project Timeline

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

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 2010, \$4 million in 2012, \$2 million in 2014, \$3.7 million in 2017, \$12.5 million in 2023.

Project Contact Person

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

(\$ in thousands)

Inflow-Infiltration Assistance

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$15,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$13,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$15,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
West 1st Ave North Rehabilitation	1	GO	2,800	0	0	0	0	0
Total Project Requests			2,800	0	0	0	0	0
General Obligation Bonds (GO) Total			2,800	0	0	0	0	0

West 1st Ave North Rehabilitation

AT A GLANCE**2024 Request Amount:** \$2,800**Priority Ranking:** 1

Project Summary: The City of Aurora requests \$3.0 million dollars in state bond funds for the design, construction, and rehabilitation of aged public infrastructure along the West 1st Ave North corridor between Main Street (CSAH 100) & Pine Grove Park. This includes street surfacing, curb & gutter, sidewalk, storm and sanitary sewers, and leaded water mains and service lines. The project is estimated to be completed by 2025 and is identified as top priority in our Capital Improvement Plan.

Project Description

The City of Aurora has recently completed and adopted its Capital Improvement Plan (CIP) which it intends to use as the framework for initiating the needed capital improvements to community infrastructure. The West 1st Avenue North rehabilitation project was rated as the top priority project in the CIP due to its crumbling infrastructure and proximity to nearby projects. The project is the final piece to create a corridor from the downtown business district to the City's recreation hub.

The West 1st Avenue North corridor is approximately four blocks in length and stretches through one of Aurora's oldest neighborhoods. It was designed and built in 1907 and includes water and sewer utilities. The roadway is approximately 32 ft in width; creating a narrow feel for vehicle traffic. The existing bituminous surfacing has not been redone in 50+years and is among the lowest grade throughout the city. Numerous sections of curb & gutter are missing, heaved, or sunken, creating frequent drainage issues. The sidewalks are not compliant with Americans with Disability Act (ADA) requirements due to narrow width, missing panels, and deficient ramps. The existing watermain is composed of cast iron and lead joints. There are approximately 36 lead service water lines which are predominately composed of lead piping. The existing sanitary sewer line consists of failed clay pipe that is a major contributor to the city's burdening Inflow & Infiltration (I/I) problem.

The proposed reconstruction project will include reconstructing the street surfacing, curb & gutter, sidewalk, storm sewer, and city utilities. The project will widen the roadway to meet current design standards to allow for safer parking and adequate snow storage. City utilities and storm sewer will be replaced with modern materials that meet current design standards. Street lighting will be incorporated to enhance driver and pedestrian safety and visual acuity.

The project is a unique opportunity to replace 116-year-old infrastructure while building on the momentum of nearby projects and creating a revitalized corridor in the heart of Aurora. Pine Grove Park is the city's main community recreation area that features a splash pad, hockey rink, walking trails, a softball field, disc golf course, and playground structures (see attached image of project

location and impacts). The City is currently in phase two of a four phase plan to modernize and update the park amenities.

Immediately adjacent to the project corridor is the City Community Center, fire hall and planned redevelopment area. The Community Center has recently underwent a \$1 million restoration, which included modernization updates to the overall facility. The proposed project will improve both vehicle and pedestrian access to the community center facility and fire hall. There is a vacant 2-acre lot that is served by the 1st Avenue corridor that is planned for redevelopment by the City of Aurora. The City is in the initial stages and the overall vision is to create a commercial property that is serviced from Main Street by the 1st Avenue corridor.

The east end of the 1st Avenue project will connect with Main Street (County State Aid Highway 100). The project is currently scheduled for full reconstruction by Saint Louis County in 2025 and 2026. The project is expected to include beautification improvements to the downtown district which will directly benefit existing businesses.

Project Rationale

The City of Aurora is requesting \$3.0M in state bond funds for the design, construction, and rehabilitation of aging public infrastructure in both its residential and commercial districts of the community.

Capital budget allocation will allow us to resolve critical infrastructure issues, remove lead water supply infrastructure, connect the downtown business district with our newly renovated recreation area and adequately serve existing and future commercial areas. Aurora is approximately four square miles and landlocked by the Town of White. This creates obvious challenges for growth for businesses and housing; requiring the community to re-purpose and rebuild what we have. The allocation of funds will remedy these capital challenges and beautify a long blighted area, and enhance access to the Pine Grove Park area, its community center, and its downtown businesses.

Sanitary mains are well past their useful life. Old brick manholes and vitrified clay pipe are contributing large amounts of I/I which compound issues by having to be treated at the mechanical treatment facility. This project will convert all of the failed pipe to today's standard of PVC and cast concrete manholes.

Water mains are installed in the same trench as the sanitary sewer and run through manholes limiting access of personnel for maintenance and creating safety hazards. Today's installation does not permit close proximity of this critical infrastructure. In addition, leaded joints, goose-necks, and service lines would be targeted, removed, and replaced.

This project will see full surface restoration of pavement, curb, and gutter. Current conditions of the road surface do not allow for crack sealing, seal coating, or patching. Routine street sweeping is no longer performed on this street as it cannot support the weight of the machine, and it frequently picks up pieces of blacktop, creating additional traffic hazards.

Project inclusion in the capital budget process will assist Aurora in its struggling city tax capacity on its residents. Currently Aurora is at 147.5% and assessments on its residents for this project would further pressure residents in this low income community. In addition, most other sources of local funding options have been directed at its aged water treatment facility which is scheduled to cost

\$27M and will be bid summer of 2023.

Project Timeline

The preliminary schedule is below with milestones and approximate dates:

- 1) Council Authorize Design June 2023
- 2) Preliminary Design Complete September 2023
- 3) Final Design Complete February 2024
- 4) Advertise for Bids March 2024
- 5) Bid Opening April 2024
- 6) Award Contract April 2024
- 7) Begin Construction June 2024
- 8) Substantial Completion October 2024
- 9) Final Completion June 2025

Other Considerations

The City of Aurora is currently letting for bids on a \$27M drinking water facility. Additionally, it is designing a \$15M Mercury removal upgrade at its wastewater treatment facility to meet regulations placed on it from the MPCA. Increasing user rates are already hurting a community with a median income of \$34,262 which is 127% below the state average of \$77,720.

The last major road renovations in town were in 2015 to 2016 where approximately 5M was spent on road rehabilitations including aged water and sewer infrastructure. Aurora's debt obligations are out into 2036 on those further hampering cash flow resources for current and future needs.

Impact on State Operating Subsidies

The project will have no impact on State Operating Subsidies

Who will own the facility?

The project is currently owned, and will be owned after completion by the City of Aurora.

Who will operate the facility?

The City of Aurora along with city contracted engineer, Bolton and Menk.

Who will use or occupy the facility?

The City of Aurora, 100% Public Use

Public Purpose

The project vision is to create a corridor from the downtown business district to the cities recreation hub. This broad view looks at the County Highway 100 renovation (\$7M), the Community Center upgrades (\$1M), and the Pine Grove Park improvements (.75M) and connects them, benefiting both residential and business areas in the community. Critical infrastructure improvement (water, storm, and sanitary sewer) are all over 100 years old needing to be replaced decades ago. Public health will be enhanced through the removal of leaded drinking water infrastructure, as well as the removal of Inflow and Infiltration which tax the waste treatment facility and cause overflow events. Finally, this will help keep costs down to an already heavily taxed community in a low income community, where

the closure of LTV steel in the 1990's and the delayed startup of Polymet has not given relief.

Description of Previous Appropriations

2023 Bonding Bill Aurora Community Center \$630,000

Project Contact Person

Lucas Heikkila
City Administrator
218-229-2614
lucash@ci.aurora.mn.us

(\$ in thousands)

West 1st Ave North Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$200	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$200	\$2,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$200	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$300	\$0	\$0
Construction	\$0	\$2,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$200	\$2,800	\$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?	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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Replace Existing Wastewater Treatment Plant	1	GO	1,800	0	0	0	0	0
Total Project Requests			1,800	0	0	0	0	0
General Obligation Bonds (GO) Total			1,800	0	0	0	0	0

(\$ in thousands)

Replace Existing Wastewater Treatment Plant

AT A GLANCE

2024 Request Amount: \$1,800

Priority Ranking: 1

Project Summary: For environmental purposes, the residents and Township are proposing to replace their existing WWTP with a new treatment plant to avoid any untreated wastewater from entering the adjacent waterbodies and/or groundwater. Therefore, we are proposing to design and implement a new WWTP to serve these residents that would ensure the local waterbodies, groundwater, and environment are safe from any contamination.

Project Description

The township has an existing wastewater treatment plant that is failing and potentially allowing untreated sewage to flow downstream and into our water bodies and groundwater. This project proposes to replace the WWTP and a new WWTP to serve the residents within part of Baldwin Township, and assist in protecting our streams, rivers, lakes and ground water including the Rum River.

Project Rationale

This project would allow the existing the future residents a means to safely convey and treat the wastewater from a portion of Baldwin Township. Without the project, this system would continue to fail and potentially cause harm to the local water bodies and ground water. The project will also allow for future homes to be built and connected to the new WWTP.

Project Timeline

Project Schedule

Project Task	Start Date	Ending Date
I. FUNDING		
Obtain grant/loan dollars for project	Ongoing	
II. DESIGN		
30% Plan Submittal	August 2024	October 2024
60% Plan Submittal	October 2024	November 2024
90% Plan Submittal	November 2024	December 2024

Other Considerations

This project would allow the existing and future residents a means to safely convey and treat the wastewater from a portion of Baldwin Township. Without the project, this system would continue to

fail and potentially cause harm to the local water bodies and groundwater. The project will also allow for future homes to be built and connected to the new WWTP.

Impact on State Operating Subsidies

None

Who will own the facility?

Baldwin Township

Who will operate the facility?

Baldwin Township

Who will use or occupy the facility?

Baldwin Township

Public Purpose

For human health safety, life and wellbeing

Description of Previous Appropriations

None

Project Contact Person

Joan Heinen
Clerk/Treasurer
763-389-8931
Town.Clerk@baldwintwpmn.com

(\$ in thousands)

Replace Existing Wastewater Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$200	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$470	\$0	\$0
Project Management	\$0	\$30	\$0	\$0
Construction	\$0	\$1,450	\$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	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
13th Street Reconstruction	1	GO	2,365	0	0	0	0	0
Northwest Infrastructure Improvements (Water, Sewer, Storm Sewer)	2	GO	6,400	0	0	0	0	0
Total Project Requests			8,765	0	0	0	0	0
General Obligation Bonds (GO) Total			8,765	0	0	0	0	0

13th Street Reconstruction

AT A GLANCE

2024 Request Amount: \$2,365

Priority Ranking: 1

Project Summary: The request is for 2.365 million dollars to reconstruct 13th Ave from State Hwy 34 to 9th Ave SE in Barnesville. The full cost is roughly 2.55 million dollars with 185,000 received in the 2023 MN Legislative session

Project Description

13th Street- Reconstruct a 10-ton roadway from Hwy 34 to 4th Ave NE to allow for increase in use of the City of Barnesville Commercial Zoning District

13th Street- Overlay existing pavement from 4th Ave NE to 2nd Ave SE

13th Street- Pave the gravel road from 2nd Ave SE to 9th Ave SE

Barnesville is a thriving and rapidly growing community in south-central Clay County. The city's current population of 2,759 residents represents a 33% increase since 1990. The strength of this vibrant community centers on its convenient location and its reputation as a family and business friendly place.

Barnesville is located along Interstate 94 approximately halfway between Fergus Falls and Moorhead, MN. While both of these regional and economic hubs are just 30 minutes away, Barnesville services as a "bedroom community" for the Fargo/Moorhead workforce in particular. Youth professionals have eagerly embraced the opportunity to pursue exciting career goals raising children in a community that is known for safety, small class sizes, and numerous parks.

Barnesville local economy has also had a steady growth and is poised to make significant gains. The city's 47 acre Commercial Park is currently home to eleven businesses that operate from 15 commercial and industrial buildings. To catalyze continued economic growth, the Economic Development Authority plans to expand the Commercial Park by developing an additional 6 acres.

In order to sustain this reputation as a family and business friendly community, and in order to accommodate both existing and future growth, the city hopes to complete a long overdue upgrade to 13th Street.

13th Street consists of 5,200 lineal feet between Hwy 34 to the North and 9th Ave to the South. Crucially, it provides one of only two north-south collector streets for accessing Hwy 34 and I-94.

The southern section is a gravel roadway. During the Spring and Fall, frost heaves create significant rutting that yields unpleasant and hazardous driving conditions. During dry summer months, dust clouds and even gravel debris threaten pedestrians and cyclists who use the adjacent path.

The significance of the route increased dramatically about 20 years ago, when Barnesville completed new developments immediately east of 13th Street and at its southern terminus. The developments currently provide about 200 homes to 500 residents. Moreover, over the last several years, the city has developed approximately 70 additional lots east of 13th Street. These lots hold the potential of housing many more residents. While young families are clearly enthusiastic about these expanded housing opportunities, they have also expressed serious concern over the safety of 13th Street.

The northern half is a paved section that connects the Commercial Park to Hwy 34 and ultimately to I-

94. This section is reaching the end of its serviceable life and now needs to be reconstructed into a 10-ton roadway. This reconstruction is vital for meeting the city's economic objectives, as the absence of a 10-ton roadway has deterred multiple businesses from establishing locations in the Commercial Park.

13th Street- Reconstruct a 10-ton roadway from Hwy 34 to 4th Ave NE to allow for increase in use of the City of Barnesville Commercial Zoning District

13th Street- Overlay existing pavement from 4th Ave NE to 2nd Ave SE

13th Street- Pave the gravel road from 2nd Ave SE to 9th Ave SE

Project Rationale

The significance of the route increased dramatically about 20 years ago, when Barnesville completed new developments immediately east of 13th Street and at its southern terminus. The developments currently provide about 200 homes to 500 residents. Moreover, over the last several years, the city has developed approximately 70 additional lots east of 13th Street. These lots hold the potential of housing many more residents. While young families are clearly enthusiastic about these expanded housing opportunities, they have also expressed serious concern over the safety of 13th Street. Barnesville local economy has also had a steady growth and is poised to make significant gains. The city's 47 acre Commercial Park is currently home to eleven businesses that operate from 15 commercial and industrial buildings. To catalyze continued economic growth, the Economic Development Authority plans to expand the Commercial Park by developing an additional 6 acres. In order to sustain this reputation as a family and business friendly community, and in order to accommodate both existing and future growth, the city hopes to complete a long overdue upgrade to 13th Street.

Project Timeline

The project just needs funding to get the construction and completion of project done. All design has been accomplished or is relively close to finalization. Estimated start and end dates for the project, if funded, would be 5/15/2024 to 9/30/2024.

Other Considerations

Please note that the City of Barnesville has not asked for funding through the bond process other than this project during the 2023 legislative session, in which we only received 185,000 dollars out of the 2.55 million requested. Due to a small town with tight budgets, the City of Barnesville is unable to afford this high cost construction project.

Impact on State Operating Subsidies

Who will own the facility?

City of Barnesville

Who will operate the facility?

City of Barnesville

Who will use or occupy the facility?

N/A

Public Purpose

Public roadway improvement project

Description of Previous Appropriations

The City of Barnesville had two bills for this appropriations submitted in the 2023 legislative session but only received 185,000 for the need of 2.55 million.

Project Contact Person

Jeremy Cossette
City Administrator
218-354-2722
cityadministrator@barnesvillemn.com

(\$ in thousands)

13th Street Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,365	\$0	\$0
General Fund Cash	\$185	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$185	\$2,365	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$185	\$2,236	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$129	\$0	\$0
TOTAL	\$185	\$2,365	\$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?	
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?	

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?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Northwest Infrastructure Improvements (Water, Sewer, Storm Sewer)

AT A GLANCE

2024 Request Amount:	\$6,400
Priority Ranking:	2
Project Summary:	The request is for 6.4million dollars to completely replace watermains, sanitary sewer, and storm sewer in the oldest part of Barnesville known as the Northwest Improvement area of Barnesville.

Project Description

Barnesville is a thriving and rapidly growing community in south-central Clay County. The city's current population of 2,759 residents represents a 33% increase since 1990. The strength of this vibrant community centers on its convenient location and its reputation as a family and business friendly place.

Barnesville is located along Interstate 94 approximately halfway between Fergus Falls and Moorhead, MN. While both of these regional and economic hubs are just 30 minutes away, Barnesville services as a "bedroom community" for the Fargo/Moorhead workforce in particular. Youth professionals have eagerly embraced the opportunity to pursue exciting career goals raising children in a community that is known for safety, small class sizes, and numerous parks.

In order to accommodate current and future growth, the city plans to perform critical infrastructure improvements within an area that holds clear promise for redevelopment and additional housing.

The Northwest Improvement Area contains the oldest homes and infrastructure within Barnesville. The homes in this area are occupied primarily by elderly residents who live on low, fixed income. The vast majority of the infrastructure was installed in the 1930s and requires immediate repair or replacement. Given the scale of necessary improvements and the demographics of the area, rate increases and other local cost-share strategies would place too great a burden on residents.

In recent years, Barnesville has successfully purchased and redeveloped many dilapidated properties. The Northwest Area presents an opportunity to build upon the proven track record, particularly because the lot sizes are sufficiently large to accommodate additional homes. The city now plans to perform much needed infrastructure improvements, which are urgently necessary and maybe leveraged for future redevelopment.

The watermain in this area consists of cast-iron and asbestos concrete pipe. The area experiences costly watermain breaks every year because of the pipe's age and material. Moreover, because the pipe's diameter is undersized for providing fire flow, it represents a significant safety hazard. In the event that a fire truck is needed to pump from this system, the pipe would like cavitate and provide insufficient flow.

The sanitary sewer in the area consists of pre-1970s clay tile pipe that is well beyond its design life. This brittle material is highly susceptible to inflow and infiltration. This reality is compounded by the high water table in the area, resulting in a 200-300 percent flow increase every sprint. The existing pipes are unable to handle this volume of flow, which only increases as new homes are connected to the system. Ultimately, the system's age necessitates regular, costly repairs while also restraining the

potential for community growth. By replacing the sanitary sewer system, the city will also extend the life of its wastewater treatment facility and ultimately help improve water quality in Whiskey Creek, the impaired water that serves as a discharge site for the system. The storm sewer system in the area consists of original, small diameter pipe. While the material composition is undocumented, its age and vintage clearly indicate that the pipe is well beyond its design life.

Project Rationale

Having old pipes that have pre-1970s clay tile and asbestos concrete piping is very dangerous. Having old cast-iron piping that has lives past it's intended use is cumbersome. The system's age, costly repairs needed, and living past the extended life span is the reason for this money.

Project Timeline

Construction could happen as soon as an allocation of money is received. Constuction would be roughly form 5/15/2024 to 11/1/2024

Other Considerations

There is lead and cast-iron asbestos piping in this area that is very dangerous. Getting money for this clean water revolving fund is essential for keeping services going in this area.

Impact on State Operating Subsidies

Who will own the facility?

City of Barnesville

Who will operate the facility?

City of Barnesville

Who will use or occupy the facility?

N/A

Public Purpose

Clean water project to include clean water, sewer, and storm water

Description of Previous Appropriations

N/A

Project Contact Person

Jeremy Cossette
City Administrator
218-354-2722
cityadministrator@barnesvillemn.com

(\$ in thousands)

Northwest Infrastructure Improvements (Water, Sewer, Storm Sewer)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$6,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,050	\$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	\$350	\$0	\$0
TOTAL	\$0	\$6,400	\$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.	Yes

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Heartland Trail: Moorhead to Hawley, Park Rapids to Osage, Detroit Lakes to Hawley, Frazee to Osage (Becker County, Clay County, Hubbard Count)	1	GO	1,875	0	0	0	0	0
Total Project Requests			1,875	0	0	0	0	0
General Obligation Bonds (GO) Total			1,875	0	0	0	0	0

(\$ in thousands)

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

AT A GLANCE

2024 Request Amount: \$1,875

Priority Ranking: 1

Project Summary: Our request is for \$1.875 million in bonding funds for:

- Preliminary engineering, final design, land acquisition and construction between Moorhead and Hawley; and
- Preliminary engineering, final design, land acquisition and construction between Park Rapids and Osage; and
- Preliminary alignment design from Osage to Frazee and from Detroit Lakes to Hawley

Project Description

- Preliminary engineering, final design, land acquisition, and initial construction between Moorhead and Hawley (\$825,000)

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

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

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

- Preliminary engineering, final design, land acquisition, and initial construction between Park Rapids and Osage (\$825,000)

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

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

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

- Preliminary engineering, design and alignment selection from Osage to Frazee and from Detroit Lakes to Hawley (\$225,000)

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

Project Rationale

1. Over 5 miles of the Heartland east of Detroit Lakes has been complete and open for public use. An additional 2.1 miles of trail is ready for construction with funding fully secured, the anticipated start date is spring 2024. - So there is some State Trail in Becker County.

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

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

Project Timeline

1. Preliminary engineering, final design, land acquisition and/or construction between Moorhead and Hawley would take place from August 2024 through Dec. 31, 2028,
2. Preliminary engineering, final design, land acquisition and/or construction between Park Rapids and Osage would take place from August 2024 through Dec. 31, 2028,
3. Preliminary alignment design from Osage to Frazee and from Detroit Lakes to Hawley would take place from August 2024 through Dec. 31, 2028.

For the segments listed in 1 and 2 above, it is anticipated that preliminary engineering, design and land acquisition will take 2-1/2 years and be completed by December of 2026. Construction would take place in the years of 2027- 2028.

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

Other Considerations

Trail planning and implementation efforts have been ongoing prior to the first appropriation provided by the State in 2006. The State has invested \$10 million to-date. Local monetary contributions have also assisted with trail development efforts.

Impact on State Operating Subsidies

No local requests for operating costs anticipated.

Who will own the facility?

The State of Minnesota, DNR Division

Who will operate the facility?

The State of Minnesota, DNR Division

Who will use or occupy the facility?

The Public.

Public Purpose

The trail is to be developed specifically for public use and enjoyment.

Description of Previous Appropriations

(2008) - \$1.50 Million appropriated for Heartland Trail for land acquisition, planning, and to construct tunnel under Hwy 10.

(2014) - \$2.6846 Million and (2017) \$3.3 million appropriated for the Heartland Trail for Engineering, planning, design, acquisitions, and construction of Trail from Detroit Lakes to Frazee.

(2019) \$2 Million appropriated for the Heartland Trail for construction for overpass (CSAH 10), preliminary design and engineering from CSAH 10 to TH87 and partial construction.

(2023) \$550,000 appropriated for the Heartland Trail to fulling fund the construction of Trail from Detroit Lakes to Frazee.

Project Contact Person

Jim Olson

County Engineer

218-847-4463

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(\$ in thousands)

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

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,875	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$1,875	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$225	\$0	\$0
Design Fees	\$0	\$350	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,875	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
US Highway 10 MN TH 25 Intersection Improvements	1	THB	3,848	44,137	0	0	0	0
Total Project Requests			3,848	44,137	0	0	0	0
Trunk Highway Bonds (THB) Total			3,848	44,137	0	0	0	0

US Highway 10 | MN TH 25 Intersection Improvements

AT A GLANCE

2024 Request Amount: \$3,848

Priority Ranking: 1

Project Summary: Prepare final design, right-of-way acquisition, and construction work for interchange improvements at Trunk Highways US 10 and MN 25, County State Aid Highway 8, Sherburne County 52, Edgewood Street SE and First Street.

Project Description

US Highway 10, MN Trunk Highway, Sherburne County Road 52, Edgewood Street SE, and First Street all intersect in this area. Highway 10 is a four-lane divided highway and a thru road, while all other roads have stop signs at Highway 10. MN Highway 25 is a North-South corridor, Edgewood and First Street are collector roads in the City of Becker, and Country Road 52 is the west entrance to the city’s industrial park, with up to 200 semi-trucks per day entering and leaving. A further complicating factor is the Burlington Northern Santa Fe rail line is directly south of Highway 10, and that dual track line (with a spur immediately east of this intersection, carries approximately 30 full unit trains per day.

The posted speed on Highway 10 is 65, while all traffic entering Highway 10 must stop before entering. This enormous discrepancy is a very dangerous situation for all travelers. In the latest year of traffic counts, here are the volumes for the roads at this intersection:

- Highway 10 – 17,541 (2021)
- Highway 25 – 3,650 (2016)
- CR 52 -430 (2018)

Preliminary design work has been completed in this area, and the work group with members from the MN Department of Transportation, Sherburne County, the City of Becker, and Becker Township have met and evaluated various design options. The preferred option would eliminate four at-grade Highway 10 intersections/crossings and a dual rail line crossing.

In Becker, Highway 10 serves as a physical barrier, splitting the city with the industrial park on the south side, and all residential properties on the north side of the Highway. Xcel and the City have been working cooperatively to develop a city park along the Mississippi River, approximately three miles south of the residential areas. Unfortunately, there is no way for a pedestrian or bicyclist to cross Highway 10 except at grade, with the only stop light being on the far east end of the city – making access to the park impractical. The proposed bridge crossing would have pedestrian/bike features that would allow for safe pedestrian access to those recreation opportunities.

Project Rationale

There are several rationale that support construction of this project:

1. **Public safety.** As stated in the previous response, this intersection is very dangerous due to both the number of intersections in this area as well as the difference in speed between traffic on Highway 10 and all other intersections – complicated by the location of the rail road immediately south of, and parallel to Highway 10. These speed difference and number of intersections create an inherently dangerous situation.

2. **Pedestrian/bike access.** Highway 10 currently presents a barrier for pedestrians and bicyclists to cross Highway 10 and access recreational opportunities at the city park along the Mississippi River. A bridge crossing of Highway 10 and the BNSF railroad will provide a safe, convenient access to the south side of Highway 10.

3. **Economic Development Opportunities.** The Sherco Power Plant is located in Becker and is the 16th largest plant in the United States. The plant is slated to close it’s three units between 2024 and 2030. This will result in a loss of approximately 70 percent of the city’s tax base, along with over 200 jobs. The City is working to develop land that surrounds the power plan, and County Road 52 is an existing access for trucks and vehicles entering the west side of the city’s industrial park. That road will become critical as the industrial park develops, and a safe intersection is going to be a significant piece that will allow the development to occur. Investment in this intersection is going to be critical to support the city and Xcel’s effort to attract businesses and develop land to offset the loss of the power plant.

4. **County Support.** Sherburne County is very supportive of this project and identifies a project at this intersection to be among their top priorities.

Project Timeline

2020-2023 Preliminary design work. **Completed.**
2024 - Final design work, Right of Way acquisition. This work to be done as part of this project.
2025-26 - Construction and substantial completion.
2027 - Project close out.

Other Considerations

The planning group has evaluated multiple design options for this intersection. The Final Project Summary Report can be found here:

- US 10 at Hwy 25 and CR 52 Improvement Project Summary Report.pdf

Impact on State Operating Subsidies

There are no operating subsidies related to this request.

Who will own the facility?

Because this intersection has connections from different roadway authorities, there will be shared ownership. The MN DOT, Sherburne County, and the City of Becker will all have ownership of their respective rights-of-way in the project area.

Who will operate the facility?

Due to shared ownership, the roadway authorities mentioned above will be responsible for the operation of their respective roadways.

Who will use or occupy the facility?

This project will be used by the traveling public, transportation companies, the rail road, and pedestrians.

Public Purpose

To improve the safety and mobility of the users of the state's transportation system, and to eliminate existing dangerous conflicts between vehicles, trucks, rail, and pedestrian traffic. The proposed interchange improves safety by eliminating at-grade traffic conflict, reduces the number of accesses to Highway 10, and eliminates an at-grade rail road crossing by providing a bridge over Highway 10 and the existing rail lines - all are priorities for for the MN Department of Transportation and Burlington Northern Rail Road.

Description of Previous Appropriations

The first phase of this project was funded through a \$500,000 DEED and Community Energy Transition Grant to Sherburne County in 2020. Since that time the City, County, Township, representatives from the MN Department of Transportation, and consultant staff have been meeting regularly to complete the environmental and preliminary design work. The impetus for this project is the decommissioning of the Sherco Power Plant and the anticipated development of over 1,000 acres for industrial businesses and the impact that will have on the safety and adequacy of this intersection.

Project Contact Person

Greg Lerud
City Administrator
763-200-4244
glerud@ci.becker.mn.us

(\$ in thousands)

US Highway 10 | MN TH 25 Intersection Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
Trunk Highway Bonds	\$0	\$3,848	\$44,137	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$3,848	\$44,137	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$1,500	\$0	\$0
Predesign Fees	\$0	\$500	\$0	\$0
Design Fees	\$0	\$1,412	\$0	\$0
Project Management	\$0	\$0	\$6,500	\$0
Construction	\$0	\$0	\$32,639	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$436	\$4,998	\$0
TOTAL	\$0	\$3,848	\$44,137	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Belle Plaine Public Safety Facilities	1	GO	12,175	0	0	0	0	0
Total Project Requests			12,175	0	0	0	0	0
General Obligation Bonds (GO) Total			12,175	0	0	0	0	0

City of Belle Plaine Public Safety Facilities

AT A GLANCE

2024 Request Amount: \$12,175

Priority Ranking: 1

Project Summary: The City of Belle Plaine is requesting \$12,175,000, half of a \$24,350,000 project that consists of design, site preparation, demolition of existing structures, construction, furnishing and equipping a new public safety facility that will support the police department and ambulance on land owned by the City. The requested project also includes design, site preparation and construction of an addition onto the existing fire station.

Project Description

The Project addresses significant police, ambulance and fire facility needs in the City of Belle Plaine. The project includes constructing a 32,000 square foot public safety joint facility for the police and ambulance services at an expected cost of \$20,000,000. The project also includes a 4,200 square foot addition to an existing Fire Station at a cost of approximately \$4,350,000. Plans are expected to meet future growth needs for the year 2040.

The proposed joint police and ambulance service will include space for office, training, equipment storage, processing, evidence control, improved security area, fenced outdoor parking and indoor vehicle fleet storage. The proposed construction to the fire station addition will address ADA accessibility deficiencies, decontamination control, accommodate a non-gender specific locker room area and provide garage space to accommodate a ladder truck.

The new facility will be a 28,000 sq. ft. dedicated to police and 4,000 sq. ft. dedicated to the ambulance service to meet function, mandated requirements, safety, future needs and energy efficiency. The proposed facility will have 3,000 sq. ft. dedicated to police administration and records; 3,500 sq. ft. to Patrol Officers and investigation space; 5,000 sq. ft. to support staff area including locker area, armory, and training room; 3,000 sq. ft. to evidence storage and processing space; 2,000 sq. ft. to Emergency command space; 4,000 sq. ft. to the Ambulance staff and approximately 12,000 sq. ft. for fleet and equipment storage.

The proposed project includes a 4,500 sq. ft. addition onto the current fire building to establish a decontamination area, wash area, elevator, upgrades to the current apparatus bay allowing room for the City to add a ladder truck, and a non-gender specific locker area.

Project cost is estimated to be \$24,350,000 including design, site preparation, construction, project management, fixtures, furnishing and technology as well as demolition of the current police facility. The City owns the land for the new facility.

Key funding source will be a property taxes levy on the residents of Belle Plaine. The City is diligently looking for other funding sources to minimize the tax burden on the property owners, therefore the

request for state funding. The City has been budgeting for capital improvements to help support the Project. The City is working with its financial adviser to structure and time a bond issue to help accommodate the Project. The City is also investigating other potential funding sources.

For the past several decades, Belle Plaine has been prioritizing necessary public street and underground utility infrastructure improvements. While this focus has addressed critical infrastructure needs and repaired streets that were past their useful life, it has delayed investment in public safety infrastructure.

Project Rationale

Police and ambulance personnel are currently housed in a 9,500 square foot structure built in 1975 as a City Hall Building. In 2006 when the building was dedicated solely to be a public safety facility police staffing level was at seven and call volume was 340 calls per month. Since then police staffing has doubled and average call volume is 860 calls per month. Staffing and calls (volume of work) have more than doubled in the last 17 years and is expected to continue increasing as the population increases and there is inadequate capacity in the current police facility.

In 2021, the City completed a comprehensive facility study to evaluate current space and future needs. Currently, evidence storage is at capacity and there is not proper space for handling and processing of evidence, there is no room to store tactical equipment, office space is at capacity and there is no separation of public spaces from staff spaces causing issues with confidentiality. There is no holding area for officers to detain suspects and no interview space for investigative work. Garage space is limited and squads are left outside idling in order to protect critical electronic equipment. Security and IT needs are limited due to facility space issues. The facility has undergone multiple renovations to maximize space and functions. The garage has structural issues and the foundation of the current public safety facility has water mitigation hazards that are continually monitored to protect police evidence. Attempts to correct the foundation have failed. The ambulance service has office space only; 24 hour EMT/ALS staff have no space for downtime.

The Fire Hall lacks a decontamination area for the safety of fire fighters, it has poor ventilation, it doesn't accommodate locker rooms, there is no garage space to accommodate a ladder truck as needed in our community and it lacks ADA compliance.

Both aging facilities are at their capacity and no longer meet the needs and best practices for police and fire operations. The facilities cannot meet many mandated policies and processes for evidence handling and processing, security separation of the public and police operational spaces. It was the consensus that the most cost effective manner to correct these multiple deficiencies is to construct a new joint public safety facility and to build an addition to the fire hall.

The proposed plan will support the growing needs and demands of the police, fire and ambulance services providing energy efficiencies, operational improvements and will improve the health and wellness of our public safety staff that serve the community as well as improving the overall health and safety of the community that is served. The plan also supports best practices for firefighter health and wellness with decontamination space for cancer prevention. Additionally, neither facility for the police department nor the fire department meet current state code requirements for accessibility, ventilation, and energy performance.

The proposed project will allow for full compliance to security requirements, improve staff safety, and training needs. The Fire Hall addition will correct current deficiencies in the building for staff's health and well-being, equipment storage and safety concerns.

It is the consensus of city leadership that this is the most cost-effective, efficient way to ensure the City of Belle Plaine is able to provide critical police, ambulance and fire service to thousands of residents.

Project Timeline

The City completed a facility needs assessment in July 2021. City Council approved to proceed with the Schematic Design Phase of the project based on the demonstrated long-term needs of the City. Schematic Design Completed January 2022

Design and Construction Documents prepare May 2024 to November 2024

Bidding & Award January 2025

Construction Begins March 2025

Construction Completed March 2026

Other Considerations

Belle Plaine has a limited tax base. The City has a primary residential tax base, the cost for the new joint facility will create hardship on the property owners as the estimated tax impact is \$400 annual increase on a median value household if the project is only funded by local tax levy. The City recognizes the impact and is searching for necessary outside funding.

Belle Plaine residents may also see a large tax impact from the school district. The school needs to pass a referendum to meet their needs. The residents cannot bear the burden of the tax impact from the City and the school at the same time. In 2020 the Belle Plaine individual resident had a median income level of \$40,822, which was lower than the MN State average. Additionally, the City provides a police officer in the schools with no cost participation from the school district.

The City of Belle Plaine is a regional transportation hub, Highway 169 and Highway 25 traverse Belle Plaine meaning a fair amount of calls are related to traffic flow and accidents. The Minnesota River is also included in our service areas with calls to address watercraft and personal safety in a river setting leading to past investment in corresponding equipment and fleet operations. The Belle Plaine Fire District is large, spanning portions of four counties and seven townships. The rural service area includes several agricultural operations necessitating past investment in specialized rescue equipment and fire apparatus.

Impact on State Operating Subsidies

No impact on State Operating Subsidies. The City will not be requesting additional state funds for operations of the facilities.

Who will own the facility?

The City of Belle Plaine.

Who will operate the facility?

The City of Belle Plaine.

Who will use or occupy the facility?

The City of Belle Plaine Police Department, Fire Department and contracted ambulance service.

Public Purpose

This project is entirely for the benefit of the public within the region. The Belle Plaine Police Department provides services to the citizens of Belle Plaine but also responds to calls in the surrounding area, supporting county and state law enforcement. The Belle Plaine Ambulance service covers approximately 140 square miles, including nine townships in portions of four counties - Scott, Carver, Sibley and Le Sueur. Belle Plaine Fire Department also has a large district supporting seven townships in portions of four counties.

Description of Previous Appropriations

Non Applicable

Project Contact Person

Amy Jirik
Finance Director
952-873-5553
ajirik@belleplainemn.gov

(\$ in thousands)

City of Belle Plaine Public Safety Facilities

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,175	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$12,175	\$0	\$0
TOTAL	\$0	\$24,350	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$15	\$0	\$0
Design Fees	\$0	\$1,150	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$18,450	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$4,685	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$24,350	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Beltrami County Correctional Facility	1	GO	50,000	0	0	0	0	0
Total Project Requests			50,000	0	0	0	0	0
General Obligation Bonds (GO) Total			50,000	0	0	0	0	0

Beltrami County Correctional Facility

AT A GLANCE

2024 Request Amount: \$50,000

Priority Ranking: 1

Project Summary: Construct a regionally significant, 242-bed, state-of-the-art correctional facility designed to serve as a state model for embracing cultural differences, addressing and undoing historical and systemic disparities and inequities with focus on race and gender, breaking the cycles of recidivism, and addressing life and safety issues by providing extensive and innovative, culturally responsive, and nurturing re-entry and correctional programming and safety enhancing facility improvements.

Project Description

The Minnesota Department of Corrections (DOC) has threatened to shut down the Beltrami County Correctional Facility unless the County makes significant efforts to improve the current correctional facility or construct a new facility. Beltrami County has been working diligently on addressing the DOC's concerns as well as the many challenges it is facing at the County Correctional Facility. The challenges faced include severe housing capacity limitations, an inability for the correctional facility to meet Department of Corrections correctional facility design standards, an increase in needs for mental health and chemical dependency resources, correctional facility staff recruiting and retention impediments due to current layout and working conditions, elevated movement and safety liabilities due to current design limitations, and an outdated and aging building infrastructure. Safety of inmates and staff has been a paramount concern. The Beltrami County Correctional Facility ranks 2nd in the State for assaults on staff, largely due to the types of inmates housed and the design of the current facility. This has severely hampered our efforts to retain and recruit staff. In November of 2022, the Board of County Commissioners, after reviewing several reports and gathering input from community surveys, committed to building a new 242-bed County Correctional Facility. But this will be exceptionally difficult for our County.

Beltrami County is the 3rd largest county in Minnesota with a large service area and a small tax base (only 1/3 of properties in the County are taxable). Beltrami County is the 2nd poorest county in the State with a poverty rate of 20%. The County contains 2 Indian Reservations with Native Americans making up about 65% of the Correctional Facility population. Beltrami County has exceptionally high mental health and chemical dependency numbers. For example, the County's overdose death rate is 4 times higher than the State rate but the Native American overdose death rate in the County is 15 times higher than the State rate. This has strained the County's resources and limited our capacity to raise funds to construct a much-needed new facility.

Beltrami County includes 2 Native American Sovereign Nations. The County is looking for assistance to help design and construct a new correctional facility which will focus on providing cultural,

spiritual, mental health, chemical dependency treatment and transitional programming to reduce recidivism and break the incarceration cycle, particularly among the Native American population. Focusing efforts on these initiatives are proven to be effective. Within the first year of the County's new and innovative RESET program focused on these efforts, we reduced recidivism by 30%. We also received a Statewide Award from the Association of Minnesota Counties for these efforts. But the current correctional facility lacks adequate space and resources to continue this and other important transformative programs. Keeping inmates close to families and resources and offering intervention programming while improving safety, security, dignity, and cultural heritage is a major focus on breaking the incarceration cycle.

In the Fall of 2022, the County conducted a 2-month, countywide survey of its citizens. 68% of respondents supported building a new correctional facility with another 14% neutral on the subject. The County Board has also passed several resolutions supporting and committing to the project. In addition, Beltrami County has received overwhelming support from our regional partners for the design and construction of a new correctional facility via formal letters of support. These partners include:

- Cass County Board of Commissioners; Walker, MN
- Clearwater County Sheriff Darin Halverson; Bagley, MN
- Red Lake Nation Director of Public Safety Mike Burns; Red Lake, MN
- Mahnomen County Board of Commissioners; Mahnomen, MN
- Itasca County Sheriff Victor Williams; Grand Rapids, MN
- Minnesota Department of Corrections District Supervisor Trisha Hansen; Bemidji, MN
- Red Lake Band of Chippewa Indians Tribal Chairman Darrell Seki; Red Lake, MN
- Hubbard County Sheriff Cory Aukes; Park Rapids, MN
- EMBER Program Director Becky Secore; Bemidji, MN

Additional information can be found on our public portal project site: https://www.co.beltrami.mn.us/Departments/Law%20enforcement/Jail_Project.html

Project Rationale

The Beltrami County Correctional Facility was built in 1989 and is operated by the Beltrami County Sheriff's Office in Bemidji, Minnesota. The Correctional Facility has design and operational limitations that have resulted in constrained capacity. Moreover, due to increased average length of stays, increased court processing times, county population growth and other factors, the Correctional Facility's population is projected to continue to increase.

The current state of the Beltrami County Correctional Facility lacks staging areas (new intake space), proper classification and recreation areas, treatment and programming areas and a formal booking area. It is unable to meet current separation requirements per Minnesota standards nor does it provide the correct number of cells per classification requirements. Additionally, it lacks detox recovery facilities. Over the years, the current Correctional Facility has been continuously modified, expanded, patched, repaired, and many repair items are hard to find with wait times being more than

a year due to the Correctional Facility's age. In 2019, the Minnesota Department of Corrections (DOC) and Beltrami County agreed to begin a process to methodically address the future needs of the Beltrami County Correctional Facility. The language from the report (Appendix A, page 6) reads: Several inspection reports have documented a recommendation for long-term planning, which incorporates renovations and expansion or a new facility to meet the detention and public safety needs of the County. Because of the age and condition of the facility a written plan is now required to be submitted to the D.O.C.

On August 24, 2022, Beltrami County Commissioners received the Correctional Facility Needs Assessment from Justice Planners, LLC. (Appendix B). The assessment evaluated 7 options to meet the projected Correctional Facility inmate bed space needs for Beltrami County over the next 30 years including the total cost of each option. Justice Planners recommended that the County move forward with the option to build a new Correctional Facility as it reduces the number of inmates housed out of the county, addresses the health, safety, and cultural needs of the inmate population, and provides needed training space for staff and programming.

In the time since the Correctional Facility Needs Assessment was presented, Beltrami County has conducted extensive community outreach, held 4 town hall meetings and 2 public hearings, and has presented the findings to regional city councils, tribal councils, service groups, non-profits, and the business community. A survey to gather public input was developed and received 448 responses with the results overwhelmingly in favor of building a new Correctional Facility.

The current plan is to construct a new 242-bed correctional facility. The design will be purposely planned for the projected number of inmates, the types of inmates that would be housed and required services based upon their risks and needs, the desired operational philosophy, the desired housing unit sizes and configurations, and have program spaces that meet the cultural needs of all inmates.

Beltrami County will continue work together with the DOC to ensure the project is designed to meet our current inmate housing population needs as well as the projected needs for years to come. Likewise we have worked diligently to include all regional stakeholders in the planning process and will continue to do so moving forward.

Project Timeline

Feb-Aug 2022 Needs Assessment/Feasibility Study
Aug-Nov 2022 Public Surveys & Involvement
November 2022 Decision to Build New Facility
Nov 2022-April 2023 Site Selection Process
May 2023 Property Purchase Agreement
June-August 2023 Local Government Property Approvals
August 2023 Property Acquisition/Closing
June-October 2023 Preliminary Design
November 2023 Local Sales Tax Referendum
October-April 2024 Schematic Design
April-June 2024 Final Design
June-July 2024 Bidding
August 2024 Construction Start
July 2026 Construction Completion
Aug-Sept 2026 Commissioning
October 2026 Opening

Other Considerations

As mentioned, Beltrami County is the 2nd poorest county in the State with a poverty rate of 20% and the 3rd largest county in Minnesota with a large service area and a very small net tax capacity (only 1/3 of properties in the County are taxable). This project constitutes the largest capital construction investment in the County's history. While the County intends to utilize additional taxing (sales tax via referendum or property tax) to create new revenue to finance the facility, without significant state assistance this will be an incredible hardship for our county. Therefore, and as allowed under M.S. 16A.86, subd 4: "The state share may be more than half the total cost of a project if the project is deemed needed as a result of a disaster or to prevent a disaster or is located in a political subdivision with a very low average net tax capacity.

Impact on State Operating Subsidies

None anticipated.

Who will own the facility?

Beltrami County will own the project.

Who will operate the facility?

Beltrami County will operate the project.

Who will use or occupy the facility?

As a regionally significant facility located in the largest urban center between East Grand Forks and Duluth, Beltrami County's Correctional Facility currently is and will continue to serve the surrounding area. The facility will primarily serve Beltrami County, the City of Bemidji, and Red Lake Nation. However, the facility will also be able to accommodate inmates from a variety of neighboring counties including Hubbard, Cass, Clearwater, Pennington, Koochiching, Lake of the Woods, Roseau, Marshall, Polk, and Red Lake as well as others at further distances. It will also be able to accommodate MN DOC, BCA, US Marshals, and FBI inmate holds.

Public Purpose

The Beltrami County Correctional Facility will specifically and unequivocally provide facilities and services for the benefit of the public in connection with, but not limited to, public health and safety, public welfare and wellbeing, corrective, recidivism and re-entry programming and all such activities of which will serve as a benefit to the community and which, at the same time, are directly related to the functions of government.

Description of Previous Appropriations

None

Project Contact Person

Tom Barry
County Administrator

218-333-4109

tom.barry@co.beltrami.mn.us

(\$ in thousands)

Beltrami County Correctional Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$50,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$1,000	\$0	\$0	\$0
Non-State Funds Pending				
County Funds	\$0	\$30,000	\$0	\$0
TOTAL	\$1,000	\$80,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$600	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$100	\$5,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$300	\$72,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$3,000	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,000	\$80,000	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Benton County State-Aid Highway 1 Improvements	1	GO	18,000	0	0	0	0	0
CSAH 29 Extension and Beltline Corridor	2	GO	8,750	0	0	0	0	0
Total Project Requests			26,750	0	0	0	0	0
General Obligation Bonds (GO) Total			26,750	0	0	0	0	0

Benton County State-Aid Highway 1 Improvements

AT A GLANCE

2024 Request Amount:	\$18,000
Priority Ranking:	1
Project Summary:	\$18 million in state funds is requested to reconstruct and improve Mayhew Lake Rd in Sauk Rapids.

Project Description

Mayhew Lake Road is a primary north-south route carrying traffic to Sauk Rapids-Rice High School and newer residential developments. The corridor contains a large number of closely spaced intersections; a majority of which have above average crash rates. A St. Cloud APO study recommended transforming the current two-lane road into a four-lane urbanized section with roundabouts and the dangerous intersections. The funding we are requesting will go towards the construction of a roundabout at 1 of the dangerous intersections.

Project Rationale

The Mayhew Lake Road Corridor is 3 miles long with a posted speed limit of 55 miles per hour. Near the entrance to the High School and “School Zone” speed limit is posted as 45 miles per hour. The Annual Average Daily Traffic Ranges from 3,300 vehicles per day to over 5,800 vehicles per day. Future traffic volumes are projected to be as high as 32,000 vpd.

There are 8 primary intersections along the corridor and the distance between intersections is less than what is recommended to maintain a safe and well-functioning roadway. The recommended spacing for these types of intersections is 0.5 miles apart, whereas some intersections are as close as 300 feet apart. In addition, there are 9 secondary intersections that do not meet the recommended spacing of 0.25 miles. The close spacing of the intersections reduces safety along the corridor.

Five of the eight afore-mentioned intersections have crash rates above the “critical crash rate,” meaning that the intersections see a higher number of crashes than average of other, similar intersections. There is an immediate need to address and correct these safety deficiencies. One of the intersections is the entrance to the Sauk Rapids-Rice High School.

The current 2 lane, rural road, cannot safely or efficiently accommodate the projected traffic volumes. The road needs to be reconstructed to add additional traffic lanes, and pedestrian/bikeway facilities.

Project Timeline

Other Considerations

The project will benefit the community because it will correct immediate safety concerns. The safety concerns make it a priority for the community of Sauk Rapids and the entire Benton County. The proximity of the project to the Sauk Rapids-Rice High School prioritizes this project over others. The

safety of children and students is paramount and cannot be ignored.

This project will construct a roundabout at a dangerous intersection. This project will greatly improve safety in the immediate area of the intersection. It will also help to lower speeds along the corridor and past the Sauk Rapids-Rice High School.

Additionally, the city of Sauk Rapids is developing a large regional park adjacent to the project, and next to the high school. The park development plan includes adding baseball fields, several multi-purpose fields, an ice arena, and an aquatic center. Once completed, this park development has the potential to bring thousands of additional visitors and additional traffic through dangerous intersections.

Impact on State Operating Subsidies

None. This corridor is already designated as a County State-Aid Highway and will remain so after improvements. The project will be constructed to meet all statutes and Administrative rules specified in Rules 8820.

Who will own the facility?

Benton County

Who will operate the facility?

Benton County

Who will use or occupy the facility?

Pedestrians/residents of Sauk Rapids, and motorists traveling through Benton County

Public Purpose

This project fulfills a public purpose because it will improve the safety of thousands of traveling motorists almost immediately once constructed. The project will be constructed such that safety is maintained throughout the life of the improvement while accommodating the large increases in traffic volume predicted. The project would also allow for the addition of pedestrian and bicycle facilities along the corridor. This is something the community has asked for during public input sessions. People living in the near vicinity would like to walk and bicycle more, especially to travel to the high school and the new regional park. Improving safety and adding capacity to the corridor for additional vehicle traffic and pedestrians will improve the quality of life for existing residents. Construction of this project could make adjacent undeveloped lands more desirable for economic development.

Description of Previous Appropriations

None

Project Contact Person

Chris Byrd
County Highway Engineer
320-968-5054

cbyrd@co.benton.mn.us

(\$ in thousands)

Benton County State-Aid Highway 1 Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$18,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$18,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$18,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$18,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

CSAH 29 Extension and Beltline Corridor

AT A GLANCE

2024 Request Amount:	\$8,750
Priority Ranking:	2
Project Summary:	Benton County is requesting \$8.75 million in state funds to construct the extension of County State Aid Highway 29 and begin the beltline corridor.

Project Description

The proposed County State Aid Highway (CSAH) 29 extension project consists of a proposed new roadway connection between CSAH 1 and CSAH 3. Beyond CSAH 3 the project consists of reconstructing an existing roadway to meet current roadway standards and accommodate the projected traffic volumes. The CSAH 29 new alignment is an important segment of a transportation corridor known within the St. Cloud Area Planning Organization as the “Beltline Corridor.” The project will provide an efficient and vital connection between TH 10 and Th 23. The proposed corridor connection will utilize a combination of existing roadways and the proposed new roadway alignment. An important goal of the project is to connect Minnesota Highways 15 and 10 in Sartell to the St. Cloud Regional Airport.

Project Rationale

The proposed CSAH 29 extension project consists of a proposed new roadway connection between CSAH 1 and CSAH 3. Beyond CSAH 3 the project consists of reconstructing an existing roadway to meet current roadway standards and accommodate the projected traffic volumes. The CSAH 29 new alignment is an important segment of a transportation corridor known within the St. Cloud Area Planning Organization members as the “Beltline Corridor.” The project will provide an efficient and vital connection between TH 10 and TH 23. The proposed corridor connection will utilize a combination of existing roadways and the proposed new roadway alignment. An important goal of the project is to connect TH 15/TH 10 in Sartell to the St. Cloud Airport complex and reconnect to TH 10 in Sherburne County.

A Corridor Study for the proposed new alignment portion of this corridor is complete along with an Environmental Assessment (EA). An extensive public involvement process included all affected jurisdictions as well as public informational meetings. All necessary public hearings and informational meetings were held. This project is eligible for Federal Funding and received a finding of no significant impact (FONSI) issued by the FHWA. The local participation in this project has included providing local matching funds for the corridor study and EA. To date, local funds have been used for right-of-way purchases in the amount of \$1,250,000. With this local funding we have all the right of way needed to construct the new alignment and reconstruct the existing roadway.

Project Timeline

Other Considerations

This project is an important and regionally significant project. Construction of this project will provide a circuitous route, known as the Beltline Corridor, around a rapidly developing area of the St. Cloud APO Region. This beltline corridor will provide a continuous roadway through western Benton County, linking metro growth centers with major residential, commercial, industrial and airport sites. The proposed roadway conforms to and serves urban growth plans approved at the city, county and regional levels.

This beltline corridor will provide a crucial arterial route in western Benton County. This route will provide better system connectivity by being a link between TH 10 and TH 23. This link will enhance mobility by reducing congestion along TH 10 through Sauk Rapids and east St. Cloud. It will promote economic development and accommodate existing urban growth by providing additional access to industrial development and opening new development opportunities.

The NEPA process has been completed with the conclusion of Environmental Assessment (EA). A preferred alternate was chosen, and this was submitted along with the EA to MNDOT and Federal Highway Administration for approval. A letter Finding No Significant Impact (FONSI) from FHWA was received February of 2007. This gave approval to begin acquiring right-of-way and subsequent construction when funding becomes available.

Impact on State Operating Subsidies

None.

Who will own the facility?

Benton County

Who will operate the facility?

Benton County

Who will use or occupy the facility?

The traveling public.

Public Purpose

Description of Previous Appropriations

Project Contact Person

Chris Byrd
County Highway Engineer
320-968-5051
cbyrd@co.benton.mn.us

(\$ in thousands)

CSAH 29 Extension and Beltline Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$8,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,750	\$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	\$8,750	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Big Lake Wastewater Treatment Plant Improvements	1	GO	19,000	0	0	0	0	0
Total Project Requests			19,000	0	0	0	0	0
General Obligation Bonds (GO) Total			19,000	0	0	0	0	0

Big Lake Wastewater Treatment Plant Improvements

AT A GLANCE

2024 Request Amount:	\$19,000
Priority Ranking:	1
Project Summary:	The City of Big Lake is requesting \$17,000,000 in funding for the design and construction of wastewater treatment facility improvements.

Project Description

The City of Big Lake is in need of improvements at their Wastewater Treatment Facility to address future growth in the City and aging infrastructure issues. The recommended improvements provide the most cost-effective treatment alternative which puts the facility in the best position to meet future wastewater flow and load demand while reliably meeting effluent water quality limits. This is both environmentally responsible, fiscally informed, and operable by the facility staff. The recommended improvements also provide facilities and equipment which are user-friendly, align with the facility staffing level, and are responsive to the amount of staffing time required. The recommended alternative includes:

- Modifications to secondary treatment to increase treatment capacity within existing infrastructure and improve biological phosphorus removal capabilities
- Rehabilitation of existing chemical feed and storage
- Add sludge thickening to reduce volume of solids requiring treatment
- Adding more aerobic digester capacity to provide adequate sludge treatment, biosolids storage, and operational flexibility
- Improving aeration and mixing for biosolids processes
- Other condition, capacity, and age-related improvements throughout the facility

Project Rationale

This project will address infrastructure issues related to age and condition as some of the existing structures and equipment are in great need of repair or replacement. The project will also accommodate future growth within the City of Big Lake, including workforce housing, and allowing for both the expansion of existing businesses and for new industry to locate within the community. There are existing businesses in Big Lake who are planning on expanding and without the necessary improvements to the Wastewater Treatment Facility, the community is at risk of losing these businesses. The upgrades to the infrastructure will improve the natural and economic environment of the Big Lake community.

Project Timeline

- Design - October 2023
- Bid - December 2024
- Construction starts - April 2025
- Construction complete - September 2027

Other Considerations**Impact on State Operating Subsidies**

n/a

Who will own the facility?

City of Big Lake

Who will operate the facility?

City of Big Lake

Who will use or occupy the facility?

City of Big Lake

Public Purpose

Ensures current and future regulatory compliance and accommodates future growth.

Description of Previous Appropriations**Project Contact Person**

Deb Wegeleben
Finance Director
763-251-2974
dwegeleben@biglakemn.org

(\$ in thousands)

Big Lake Wastewater Treatment Plant Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$19,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$19,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$38,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$6,080	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$31,920	\$0	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
3rd Avenue Storm Sewer	1	GO	101	0	0	0	0	0
Total Project Requests			101	0	0	0	0	0
General Obligation Bonds (GO) Total			101	0	0	0	0	0

3rd Avenue Storm Sewer

AT A GLANCE

2024 Request Amount:	\$101
Priority Ranking:	1
Project Summary:	The City of Bingham Lake is requesting \$101,000 for the installation of 3rd Avenue Storm Sewer System.

Project Description

Installation of 1,250 ft. of pipe, 3 catch basins and 2 manholes to existing streets, ditches and culverts to direct storm water out of the residential and business areas towards property that has been acquired for a natural retention pond. This would allow the water to be held in the retention pond until the County tile is emptied and can accept the water runoff from Bingham Lake.

The City of Bingham Lake sits in a wetland area that has a high water table. The water runoff from spring snowpack melting and significant rain events creates flooding that damages public infrastructure (streets, ditches, culverts), creates infiltration into the wastewater system, and damages homes and businesses. The City's tile system is at the end of Cottonwood County's tile system. Due to this situation and the volume of water drainage through Cottonwood County's tile system, Bingham Lake's water runoff is the last water that can enter the tile system. The City Engineer has determined that a temporary water retainage area would help collect the runoff until the tile system can accept the water. A new storm sewer/tile system would be needed to direct the runoff to this retainage area. The new storm sewer/tile system will drain approximately 78 acres and benefit the entire City.

The City has been working on this project for several years. In 2021, the City purchased property for the retainage pond and also secured 40-foot-wide drainage easements along the proposed storm sewer route.

The plans and specs for the project have been completed. The proposed storm sewer system will begin at the retention pond purchased in 2021. A 24" perforated high density polyethylene (HDPE) dual wall pipe will be installed west along the easements purchased in 2021 to the intersection of 3rd Avenue and 11th Street. There will be several catch basins located at this intersection. The storm sewer will then extend south along 11th Street to the intersection of 11th Street and 2nd Avenue where there will be another catch basin. This will intercept the original tile system that crossed over south of 2nd Avenue. The line that crosses over 2nd Avenue will then be plugged and the north side of the tile system will be disconnected from the south side. One other tie-in of the north system to the south will be plugged at 9th Street and 2nd Avenue. The north system will then drain the proposed new storm sewer to the retention pond. This is phase 1 of the project. Phase 1 will disconnect the north from the south tile system. Refer to attached plans for storm sewer system. Phase 2 of the project will be to extend the storm sewer west along 3rd Avenue to the alley between 8th and 9th Street. This phase will provide access to the storm sewer for the additional homeowners

to connect their perimeter tile drains to the proposed storm sewer. The storm water that is discharged into the retention pond will slowly release into the tile that runs under county Road 2 to the ditch east of Bingham Lake. This slow release will provide relief to the entire original tile system.

Project Rationale

Each year property owners suffer property damage and financial losses due to an insufficient storm sewer system. Completion of this project would eliminate or greatly reduce damage to residential and business properties and costs associated with this damage and damage to the City's infrastructure. Completion of this project would also reduce costs incurred by the City for unnecessary treatment of storm water that infiltrates the City's wastewater system and is processed by the City of Windom's wastewater treatment plant.

Insufficient capacity in the existing storm sewer system causes water infiltration into the wastewater treatment plant. This, in turn, causes sanitary sewer backups in homes and businesses creating unsanitary conditions and the potential for serious health issues. This insufficient capacity also increases the concentration in the water table and creates undue hydrostatic pressure on basement walls of residential and business properties which can cause failure of foundation walls and buckling of floors.

Insufficient capacity in the existing storm sewer system also impacts Windom's wastewater treatment plant. The City of Bingham Lake contracts with the City of Windom for wastewater treatment. The City experiences extreme increases in wastewater treatment costs each year from snow melt and large rain events. The reduction of storm water infiltration into the City's sanitary sewer will reduce the costs of unnecessary wastewater treatment and also allow Windom's plant more capacity for future wastewater treatment needs.

Project Timeline

- 2021 - Property Acquisition for Retention Area
- 2021- Property Drainage Easements
- August 2022 - Predesign/Design
- December 2022 - Plans and Specs
- June 2023 - Bonding Request
- February 2024 - Project Bidding
- April 2024 - Bid Award
- June-July 2024 Project Construction and Completion

Other Considerations

Impact on State Operating Subsidies

None. Project is a one-time local government construction project.

Who will own the facility?

City of Bingham Lake

Who will operate the facility?

City of Bingham Lake will be responsible for operation and maintenance.

Who will use or occupy the facility?

Storm water infrastructure will drain approximately 78 acres of property within the watershed around the City of Bingham Lake. The drainage area that is affected by the back-ups within the city limits of the City of Bingham Lake is approximately 19 acres.

Public Purpose

Mitigate damage to public infrastructure (streets, ditches and culverts), reduce water infiltration into the wastewater treatment plant thus reducing flow to the plant and unnecessary treatment and associated costs, eliminate or reduce damage to business and residential properties, and alleviate unnecessary treatment of storm water impacting Windom's wastewater treatment plant during high water events.

Description of Previous Appropriations

No previous requests or funding awards have been made for the 3rd Ave Storm Sewer Project.

Project Contact Person

Denise Nichols
City Clerk
507-831-1844
Cityofbinghamlake@gmail.com

(\$ in thousands)

3rd Avenue Storm Sewer

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$101	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$10	\$102	\$0	\$0
Non-State Funds Pending				
TOTAL	\$10	\$203	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$4	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$6	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$193	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$10	\$0	\$0
TOTAL	\$10	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Biwabik Public Safety Center	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

City of Biwabik Public Safety Center

AT A GLANCE

2024 Request Amount: \$1,000

Priority Ranking: 1

Project Summary: The City of Biwabik is requesting \$1 Million in state funds for site selection, predesign, and design of a multi-department public safety building.

Project Description

The building will house the City of Biwabik Fire Department, City of Biwabik Ambulance Department, and City of Gilbert Police Department which provides law enforcement services on a contract basis.

The building will house Fire Department apparatus and equipment, ambulances and related equipment, and law enforcement vehicles.

The building will include training and meeting spaces, as well as space for personnel who are on call as part of our 24/7 ambulance service.

Project Rationale

The current facility is aging, undersized and poorly located. The current public safety building is over 100 years old. It does not provide adequate space for modern equipment. The building has poor ingress and egress due to its location in a busy section of the business district and narrow streets and alleys.

Project Timeline

If funded, the project predesign/design would begin in Fall 2024 and complete in Fall 2025.

Other Considerations

Since 2014, the City of Biwabik has had to replace a large proportion of infrastructure and resurface most streets and alleys in town due to substandard conditions. The resulting debt has created a large financial burden on the taxpayers and residents of Biwabik.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Biwabik

Who will operate the facility?

City of Biwabik

Who will use or occupy the facility?

City of Biwabik Fire Department City of Biwabik Ambulance Department City of Gilbert Fire Department

Public Purpose

Each of the three departments to be located in the proposed facility provide public safety services to the City of Biwabik and a number of neighboring communities. The City of Biwabik Fire Department provides fire protection to Biwabik as well as surrounding areas through mutual aid and simultaneous page agreements. The Biwabik Ambulance Department's primary service territory includes neighboring townships and unorganized areas of St Louis County. The City of Gilbert Police Department provides law enforcement services to Gilbert and Biwabik as well as providing mutual aid backup to neighboring police departments, the St Louis County Sheriff's Office and the MN Highway Patrol. In addition the proposed facility would be used to host training and education for surrounding communities

Description of Previous Appropriations

None

Project Contact Person

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

(\$ in thousands)

City of Biwabik Public Safety Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$75	\$0	\$0
Design Fees	\$0	\$225	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Normandale Trail Reconstruction	1	GO	4,500	0	0	0	0	0
Regional Sports Fields Renovations	2	GO	4,500	5,000	0	0	0	0
Fleet Maintenance Garage	3	GO	12,558	0	0	0	0	0
Fire Station #2	4	GO	6,150	0	0	0	0	0
BCA Renovation	5	GO	3,000	3,000	0	0	0	0
Bryant Park Renovation	6	GO	4,500	0	0	0	0	0
Animal Shelter	7	GO	810	0	0	0	0	0
Lower Lyndale Roadway	8	GO	1,200	0	0	0	0	0
Small Business Development Cener	9	GO	1,000	0	0	0	0	0
Total Project Requests			38,218	8,000	0	0	0	0
General Obligation Bonds (GO) Total			38,218	8,000	0	0	0	0

Normandale Trail Reconstruction

AT A GLANCE

2024 Request Amount:	\$4,500
Priority Ranking:	1
Project Summary:	Normandale Trail Reconstruction

Project Description

Rebuild unique roadway/provide access to regional park amenity

Project Rationale

Rebuild unique roadway/provide access to regional park amenity. Current Normandale Trail insufficient for current operational use

Project Timeline

2025-2026

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Natural Resource Amenity

Description of Previous Appropriations

Project Contact Person

Michael Sable
ACM
952-563-4898
msable@bloomingtonmn.gov

(\$ in thousands)

Normandale Trail Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$4,500	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$900	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Regional Sports Fields Renovations

AT A GLANCE

2024 Request Amount:	\$4,500
Priority Ranking:	2
Project Summary:	Renovations to regional sports parks and facilities

Project Description

Replace light poles, fixtures and underground wiring that have reached their useful life. Replace with energy-efficient LED fixtures and underground wiring in conduit vs direct bury. 2021 draft Park System Master Plan identifies new amenities to better serve residents.

Project Rationale

Replace light poles, fixtures and underground wiring that have reached their useful life. Replace with energy-efficient LED fixtures and underground wiring in conduit vs direct bury. 2021 draft Park System Master Plan identifies new amenities to better serve residents.

Project Timeline

2025-2027

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Public Park Infrastructure

Description of Previous Appropriations

Project Contact Person

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Regional Sports Fields Renovations

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$5,000	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$4,500	\$5,000	\$0
TOTAL	\$0	\$9,000	\$10,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$900	\$0	\$0
Design Fees	\$0	\$900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,200	\$10,000	\$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	\$9,000	\$10,000	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Fleet | Maintenance Garage

AT A GLANCE

2024 Request Amount: \$12,558

Priority Ranking: 3

Project Summary: New equipment garage/maintenance garage is approximately 40,000 square feet. This new building may include the central warehouse, parts room, as well as lockers, and restrooms.

Project Description

New equipment garage/maintenance garage is approximately 40,000 square feet. This new building may include the central warehouse, parts room, as well as lockers, and restrooms.

Project Rationale

The work load and larger size of vehicles has exceeded the capacity of the current garage. Due to space constraints technology and safety, improvements are limited on the existing footprint.

Project Timeline

2024-2026

Other Considerations

Impact on State Operating Subsidies

n/a

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Public Infrastructure

Description of Previous Appropriations

Project Contact Person

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Fleet | Maintenance Garage

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,558	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$12,558	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$25,116	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$18,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$4,616	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$25,116	\$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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Fire Station #2

AT A GLANCE

2024 Request Amount:	\$6,150
Priority Ranking:	4
Project Summary:	Rebuild fire station 2 at same location,

Project Description

Replace with an energy efficient modern fire and EMS station that accounts for firefighter and citizen safety designed for continuous 24 hour operations to provide a timely, effective response to emergencies.

Project Rationale

The existing fire station 2 is inadequate for the purpose of providing for emergency response to the citizens and the protection of firefighters and their families. The Fire Department underwent a service assessment by City Gate Associates. This study was commissioned to review the need for six fire stations as the City is faced with older stations for which four of the six need to be replaced, according to a separate in-depth facility review commissioned by VFA for the City. The older stations do not have crew quarters for daytime or 24/7/365 Duty Crews. The stations date to the era of an all-volunteer Department. The stations need overnight spaces for times of harsh weather, or conditions like the recent social unrest for the Paid on Call firefighting personnel to staff the fire apparatus 24/7 to ensure a prompt speed and weight of attack since the response from home or business could be materially slowed. The current facilities do not provide for separation of work areas to protect against contamination and spread of toxic materials, pathogens, and carcinogens associated with firefighting and emergency medical response in today's fire and emergency medical response environment. In the current station these toxins and carcinogens are easily spread throughout the station and transferred to firefighters' homes as there are no facilities to contain or remediate them prior to the firefighters returning home after a fire.

Project Timeline

2024 Design and Construction
2025 Open

Other Considerations

N/A

Impact on State Operating Subsidies

No

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

Bloomington Fire Department

Public Purpose

Enhance Public Safety

Description of Previous Appropriations

N/A

Project Contact Person

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Fire Station #2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,150	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$6,150	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$12,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0
Relocation Expenses	\$0	\$9,100	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,000	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,300	\$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?	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

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

BCA Renovation

AT A GLANCE

2024 Request Amount:	\$3,000
Priority Ranking:	5
Project Summary:	Bloomington Center for the Arts - Renovation

Project Description

Renovation of Bloomington Center for the Arts. A 20 year-old facility in need to repair

Project Rationale

Upgrades to theater, performance rooms, elevator, lift, security updates, storage, HVAC, restrooms, and mechanicals.

Project Timeline

2025-2027

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Municipal Building Upgrade

Description of Previous Appropriations

Project Contact Person

Michael Sable

ACM
952-563-4898
msable@bloomingtonmn.gov

(\$ in thousands)

BCA Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$3,000	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$3,000	\$3,000	\$0
TOTAL	\$0	\$6,000	\$6,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$500	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,500	\$6,000	\$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	\$6,000	\$6,000	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Bryant Park Renovation

AT A GLANCE

2024 Request Amount: \$4,500

Priority Ranking: 6

Project Summary: Bryant Park renovation includes a new park shelter building, fully inclusive playground, walking loops, natural resource improvements and other site amenities as further identified through a community driven park planning process.

Project Description

Assessment of existing infrastructure and extensive stakeholder and community engagement through the 2021 Park System Master Plan (PSMP) identified needs and priorities for the City’s parks. New park shelter buildings are prioritized to add indoor recreation space which is currently lacking. Fully inclusive playgrounds are also prioritized as an amenity lacking in Bloomington. The PSMP identifies Bryant Park as a location for these amenities. The project will reflect the priorities of the PSMP of natural resources, park facilities needs, trails/ mobility and equity. The project will address actions steps specifically identified in Section four of the PSMP. Updated park spaces supports strategies one and two of the City’s 2022-2027 Strategic Plan

Project Rationale

Assessment of existing infrastructure and extensive stakeholder and community engagement through the 2021 Park System Master Plan (PSMP) identified needs and priorities for the City’s parks. New park shelter buildings are prioritized to add indoor recreation space which is currently lacking. Fully inclusive playgrounds are also prioritized as an amenity lacking in Bloomington. The PSMP identifies Bryant Park as a location for these amenities. The project will reflect the priorities of the PSMP of natural resources, park facilities needs, trails/ mobility and equity. The project will address actions steps specifically identified in Section four of the PSMP. Updated park spaces supports strategies one and two of the City’s 2022-2027 Strategic Plan

Project Timeline

2024-2025

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Description of Previous Appropriations

Project Contact Person

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Bryant Park Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$4,500	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Animal Shelter

AT A GLANCE

2024 Request Amount:	\$810
Priority Ranking:	7
Project Summary:	Build New Animal Shelter

Project Description

Current Animal Shelter is housed in a 1962 building that was converted to shelter use in the mid-1960s. Existing 1650 sq. ft. is inadequate to provide proper separation of animals and office space. Kennel construction does not meet current stands, and allows for contact between animals creating opportunities for injury or spread of disease. Drainage systems are inadequate and allow animal waste to enter multiple kennels. Heating and ventilation systems are also inadequate, with very cold temperatures inside during winter months.

Project Rationale

Current Animal Shelter is housed in a 1962 building that was converted to shelter use in the mid-1960s. Existing 1650 sq. ft. is inadequate to provide proper separation of animals and office space. Kennel construction does not meet current stands, and allows for contact between animals creating opportunities for injury or spread of disease. Drainage systems are inadequate and allow animal waste to enter multiple kennels. Heating and ventilation systems are also inadequate, with very cold temperatures inside during winter months.

Project Timeline

2024-2025

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Public Safety

Description of Previous Appropriations

Project Contact Person

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Animal Shelter

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$810	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$810	\$0	\$0
TOTAL	\$0	\$1,620	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$420	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,620	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Lower Lyndale Roadway

AT A GLANCE

2024 Request Amount:	\$1,200
Priority Ranking:	8
Project Summary:	Lower Lyndale Avenue Reconstruction

Project Description

MnDOT reconstructed the I-35W Minnesota river bridge and 106th Street bridge in a project from 2018-2021 which included a new bike/pedestrian facility across the Minnesota River. The city will be reconstructing Lyndale Avenue from W 106th Street to the south terminus, including bike/ped lanes and connections to the DNR State Trail and MnDOT Trails. The I-35W Bridge Contractor (Ames Const) will be contributing to the project due to the damage caused to Lyndale Ave by the I-35W project (shown as Other Sources) The City was awarded State Park Road Account (SPRA) funding in 2020. City staff is working with USFWL staff on reconstruction of the parking lot area to coincide with this project.

Project Rationale

Pavement in poor condition and currently poses a safety hazard to travelers in the area whether on foot, bike or vehicle. As outlined in the Alternative Transportation Plan, the project would construct on-road bike lanes that connect to new MnDOT bike trail on the 35W bridge. The lanes would also provide connectivity to the DNR State MN River trail that was recently completed. It provides a connection to the river for fishing and other recreational activities from the census block area to the north that has over 30% POC.

Project Timeline

2025-2026

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Roadway Infrastructure

Description of Previous Appropriations

Project Contact Person

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Lower Lyndale Roadway

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,200	\$0	\$0
TOTAL	\$0	\$2,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$2,400	\$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	\$2,400	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Small Business Development Center

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	9
Project Summary:	Small Business Development Center Project

Project Description

City owned, city-led Small Business Development Center (SBDC) to provide resources to existing businesses and aspiring entrepreneurs. This space will act as an incubation space, offering affordable office and meeting space, and a welcoming and inviting multicultural environment so people of all races and backgrounds will be welcomed and honored in this space. Staff propose offering physical space for entrepreneurs, as well as training, resources and networking with other business owners while making this a creative placemaking project and a resource for local artists and the community. Staff will partner with organizations for programming and services. The location of the SBDC will be the previous Fire Station 3 location, 2050 E. 86th Street

Project Rationale

Uplift and support under-represented groups: Black, Indigenous and People of Color (BIPOC)- and women-owned businesses, youth, and artists. This SBDC will provide a welcoming space for aspiring entrepreneurs by providing education and financial resources, ultimately creating long-lasting jobs that will benefit our community and drive economic growth. The SBDC is in alignment with the City Council's strategic priorities of equity and inclusion, community amenities, environmental sustainability, high-quality service delivery, and engagement and transparency.

Project Timeline

2024-2025

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Bloomington

Who will operate the facility?

City of Bloomington

Who will use or occupy the facility?

City of Bloomington

Public Purpose

Economic Development

Description of Previous Appropriations**Project Contact Person**

Michael Sable

ACM

952-563-4898

msable@bloomingtonmn.gov

(\$ in thousands)

Small Business Development Cener

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Treatment Facility Improvements	1	GO	8,603	0	0	0	0	0
Total Project Requests			8,603	0	0	0	0	0
General Obligation Bonds (GO) Total			8,603	0	0	0	0	0

Water Treatment Facility Improvements**AT A GLANCE****2024 Request Amount:** \$8,603**Priority Ranking:** 1**Project Summary:** The City of Blue Earth and Blue Earth Light & Water (BELW) is requesting \$8.6 million in funding for the design, construction, and administration of improvements to their existing Drinking Water Treatment Facility.**Project Description**

Blue Earth Light & Water (BELW) is proposing to construct improvements to their existing Drinking Water Treatment Facility. The improvements include the addition of a centralized reverse osmosis (RO) softening system that will significantly reduce the treated water hardness and minimize the community's need for point-of-use ion-exchange softeners and associated salt usage. These improvements will reduce the amount of salt discharged to the City of Blue Earth's Wastewater Treatment Facility and help comply with new regulatory requirements for reducing chloride discharge to the Blue Earth River and greatly improving the environment for generations to come.

Project Rationale

The City of Blue Earth will be receiving an MPCA compliance schedule for reducing chloride discharge at the wastewater facility (pending permit renewal from the MPCA). The proposed project improvements must be completed within the compliance schedule period to provide softened water and allow consumers to eliminate or reduce their ion-exchange softener usage, which in turn will assist the wastewater treatment facility to meet the compliance schedule. This will greatly improving the water quality of the Blue Earth River and the surrounding environment.

Project Timeline

Bid Project - June 2024
 Award Contract - July 2024
 Begin Construction - August 2024
 Substantial Completion - July 2026
 Final Completion - October 2026

Other Considerations

The proposed project will have a positive impact on Black, Indigenous, and people of color (BIPOC) communities as well as other marginalized communities within the City of Blue Earth. Without bonding appropriation, the average user rates are expected to increase by up to \$15 per month for water service, which would negatively impact these communities.

The proposed project is eligible for funding through the Point Source Implementation Grant (PSIG) program administered by the Public Facilities Authority. However, this program is in high demand due

to changing statewide environmental regulations and the legislature has appropriated a limited amount of funds to this program. It is uncertain if the necessary funds will be available to cover the proposed project. Therefore, the City of Blue Earth and BELW are in need of alternative sources to fund the proposed project.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Blue Earth, Minnesota

Who will operate the facility?

Blue Earth Light & Water (BELW)

Who will use or occupy the facility?

All residents, businesses, industries, and institutional users within the City of Blue Earth that have a public-supplied water service connection will benefit from the proposed project.

Public Purpose

The proposed project will improve public drinking water quality, improve the environment, and allow the community to eliminate or reduce the need for point-of-use ion-exchange softeners and associated salt usage. These improvements will reduce chloride discharge to the wastewater system to help comply with regulatory requirements and improve the water quality in the Blue Earth River, which is an important water resource for the community.

Description of Previous Appropriations

None

Project Contact Person

Mary Kennedy
City Administrator
507-526-7336
mkennedy@becity.org

(\$ in thousands)

Water Treatment Facility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,603	\$0	\$0
State Funds Pending				
Other State Funds		\$7,000	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$15,603	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$149	\$0	\$0
Design Fees	\$0	\$1,661	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,190	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,603	\$0	\$0
TOTAL	\$0	\$15,603	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Redpath Climate Resiliency Water Storage Impoundment	1	GO	4,125	0	0	0	0	0
Total Project Requests			4,125	0	0	0	0	0
General Obligation Bonds (GO) Total			4,125	0	0	0	0	0

Redpath Climate Resiliency Water Storage Impoundment**AT A GLANCE****2024 Request Amount:** \$4,125**Priority Ranking:** 1

Project Summary: The Bois de Sioux Watershed is requesting \$4,125,000 in state funds for Phase 3 construction of publicly owned water storage to mitigate the imminent threat to public safety, property and regional water quality from overland flooding in Otter Tail, Grant, Traverse, and Wilkin Counties. Phase 1 construction is complete (utility relocation). Phase 2 is complete (remeandering of Mustinka River and partial levy wall construction).

Project Description

The project site is located west of State Hwy 9, north of Norcross, on the Mustinka River. This project increases downstream water quality and alleviates flood damage through construction of the state's second largest off-channel gated 1,900-acre water storage facility.

Rapid snow melt and high precipitation climate patterns are increasing overland flood events in the Mustinka River watershed. This project will fund the continued construction of a water storage impoundment in Redpath Township, Traverse County. Climate resiliency will be facilitated through our ability to store 19,000 acre-feet of water, increasing habitat conditions for the Mustinka River and protecting from damages to public roads and bridges. In a previous project phase, portions of the Mustinka River were remeandered into a natural channel and rehabilitated for increased wetland and aquatic habitat. Phase 3 construction will provide storage for flows in excess of what the new channel can support.

Project Rationale

This project protects public safety and infrastructure, preserves economically vital agricultural areas, conserves water resources and enhances the habitat and water quality in the downstream portions of the Mustinka River and Lake Traverse. This project is the result of many years of scientific and engineering study and community development. It is specifically designed to mitigate the climate impacts resulting from the contributing watersheds, and reduces sediment and nutrient delivery to downstream surface waters.

Project Timeline

Engineering design / permitting start - 09/2023

Phase 3 Bid - 03/2024

Award Contract - 04/2024

Begin Construction - 05/2024

Phase 3 Completion - 11/2026

Other Considerations

As Governor Walz has stated, for every \$1 spent for climate mitigation of floodwaters, public entities save \$4 in repairs to public infrastructure. This project is supported by the multi-county Joint Comprehensive Watershed Management Plan/1W1Plan.

Impact on State Operating Subsidies

None

Who will own the facility?

The Bois de Sioux Watershed District owns the project.

Who will operate the facility?

The Bois de Sioux Watershed District will operate the project. Operation manuals were a requirement of and a consideration for the state and federal permits that this project has been awarded.

Who will use or occupy the facility?

The Bois de Sioux Watershed District will utilize this project to collect and store water to reduce regional and downstream flooding.

Public Purpose

To provide climate resiliency in response to increasing precipitation weather patterns, prevent public safety hazards and reduce impacts to public infrastructure, and improve downstream water quality.

Description of Previous Appropriations

Phase 2 construction may be supported by funds appropriated via 2023 HF669/HF670, but this has not been approved by the Department of Natural Resources.

Land acquisition (complete) and design was supported by funds approved by the DNR for land acquisition and project development from 2009 - 2020 totaling \$5,507,687.

Project Contact Person

Jamie Beyer
Administrator
320-563-4185
bdswd@runestone.net

(\$ in thousands)

Redpath Climate Resiliency Water Storage Impoundment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,125	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$4,125	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$8,250	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,227	\$0	\$0
Project Management	\$0	\$54	\$0	\$0
Construction	\$0	\$4,180	\$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	\$789	\$0	\$0
TOTAL	\$0	\$8,250	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Brainerd Public Utilities Water Treatment Facility	1	GO	12,500	0	0	0	0	0
Pedestrian Bridge Crossing over TH 210	2	GO	3,172	0	0	0	0	0
Cuyuna Lakes State Trail Extension	3	GO	2,900	0	0	0	0	0
Total Project Requests			18,572	0	0	0	0	0
General Obligation Bonds (GO) Total			18,572	0	0	0	0	0

Brainerd Public Utilities Water Treatment Facility

AT A GLANCE

2024 Request Amount: \$12,500

Priority Ranking: 1

Project Summary: The City of Brainerd, in cooperation with Brainerd Public Utility Commission (BPU), is seeking \$12.5M dollars from the State of MN for the design and construction of a water treatment facility to address a copper corrosion compliance schedule required by Minnesota Department of Health and the Environmental Protection Agency.

Project Description

BPU has identified copper corrosion throughout the water distribution system above the federal drinking water standard from required testing. Raw water quality has proven challenging to provide clean, safe, stable water into the community distribution system. Centralized softening is necessary to reduce copper corrosion and prevent deposition of solids that may eventually clog the distribution system.

Asset investigation is underway to determine the best use of the Brainerd Water Treatment Plant (WTP) which was originally constructed in the early 1900’s and expanded in 1964. It is anticipated the addition of water softening technology is necessary in addition to the existing WTP. The project is estimated at \$25M and consists of reverse osmosis treatment to remove hardness, nitrates, and manganese. This treatment process will filter a portion of the water and blended with water from a conventional filter. The distributed water will be a stable, sustainable, and safe for the residents of and visitors to the Brainerd area.

Project Rationale

The water treatment project needed is a significant financial burden on the residents of Brainerd. State dollars will allow drinking water to be provided to residents at a more affordable price.

This project is a necessity to bring the water system into compliance with the MDH and EPA Lead and Copper Rule. Copper is a heavy metal similar to lead and manganese with known adverse health effects and an established primary drinking water standard. Protection of the Brainerd residents and visitors to the area is the responsibility of the City Council and BPU and it is a responsibility that is taken seriously.

Project Timeline

- a. Finalize Project - 11/2023
- b. Funding Agency Applications - 3/2024
- c. Preparation of Plans and Specifications - 12/2024
- d. Funding Agency Review - 03/2025

- e.Council/BPU Authorizes Advertising - 04/2025
- f.Council/BPU Considers Awarding Project - 06/2025
- g.Begin Construction - 07/2025
- h.Substantial Completion - 12/2026
- i.Final Completion - 05/2027
- j.Project Closeout - 07/2027

Other Considerations

The City of Brainerd is a popular destination for hiking, fishing, boating, and other recreation activities for residents in the State of Minnesota. With the variety of lakes in the area, many tourists visit the area and invest money for tourism in Brainerd. This project will support local residents and businesses by providing clean drinking water, improve water efficiency and treatment efficiency, replace aging infrastructure and add new treatment infrastructure to meet the EPA Lead and Copper rules and the MDH compliance schedule to meet City goals and needs.

The City of Brainerd serves as the backup water supply for the City of Baxter as well.

Impact on State Operating Subsidies

No additional State operating dollars will be requested for this project.

Who will own the facility?

BPU and City of Brainerd

Who will operate the facility?

BPU and City of Brainerd

Who will use or occupy the facility?

BPU and City of Brainerd will occupy the facility and residents and visitors to the Brainerd and Baxter area will use the project through consumption of safe sustainable drinking water.

Public Purpose

Provide safe stable drinking water that meets all state and federal requirements.

Description of Previous Appropriations

Brainerd received \$5 million of Direct State Appropriation with the passing of the Bonding Bill in May of 2023. The intended use of the \$5 million will be used for design and construction of a new backwash reclamation system.

Project Contact Person

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

(\$ in thousands)

Brainerd Public Utilities Water Treatment Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$16,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$29,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$25,000	\$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	\$29,000	\$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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Pedestrian Bridge Crossing over TH 210

AT A GLANCE

2024 Request Amount: \$3,172

Priority Ranking: 2

Project Summary: The City of Brainerd requests \$3,172,000 to construct a new pedestrian bridge and trail access to Lum Park at TH 210 in Brainerd in 2026. The new grade-separated multi-use trail facility will increase multimodal usage, safely connect the trail networks, and enhance accessibility for all users.

Project Description

The City of Brainerd (herein known as the City) along with project partners Minnesota Department of Natural Resources (MnDNR) and Minnesota Department of Transportation (MnDOT) envision a new pedestrian bridge and trail access to Lum Park at Trunk Highway (TH) 210 in Brainerd, MN. With a population of over 14,000 residents, the City is home to several parks, local trails, and surrounding regional and state trail systems. Area trails include the Paul Bunyan State Trail (PBST) and Cuyuna Lakes State Trail (CLST) operated by MnDNR and the Buffalo Hills Trail (BHT) operated by the City.

The expansion of trail facilities in the Brainerd Lakes Area will increase the current number of regional and local bike/ped users as more communities, destinations, and resources are connected. Since tourism is a major driver of the economy of this region, a safe and enhanced trail system will provide further opportunities to attract visitors which in turn will support a robust regional economy. TH 210 is a principal east-west arterial highway that carries approximately 12,200 vehicles per day (vpd) to 29,100 vpd (2021), with a posted speed limit of 50 miles per hour (mph) in the project area. The project will provide for a safe, grade-separated pedestrian bridge crossing that removes TH 210 as a barrier by constructing Americans with Disabilities Act (ADA) compatible, multimodal infrastructure and improving access for users of all abilities.

The CLST segment nearest the project site extends from NE 5th Avenue to Lum Park Road located along the north side of TH 210. Various efforts are advancing that will improve and expand the trail systems throughout the City and surrounding area, including:

- 28th Street to NE 10th Avenue trail segment (MnDOT Hwy 25 project, currently under construction)
- CLST Mississippi Northwoods trail segment (Cuyuna Lakes Trail Assoc.)
- NE 10th Avenue trail segment between Hwy 25 and Hwy 210 (City)
- TH 210 Reconstruction (MnDOT 2026)

The project is scheduled to be constructed in 2026 in collaboration with MnDOT’s TH 210 Reconstruction project provided the funding is fully secured by then. The City is requesting \$3,172,000 in 2024 General Obligation Bond funds towards the construction cost of the project. The total construction cost of the project including contingency and inflation is \$6.34 million. The City is

committed to seeking 50 percent of the project cost in non-state matching funds through City or federal funds. The Construction Cost Estimate is included as an attachment to this application. The project will construct a multi-use trail bridge with approach ramps that parallel TH 210 consisting of a mix of short abutments, precast beam spans, and cast-in-place concrete slabs. The bridge main span is a 210-foot-long prefabricated steel truss which can be assembled on site then erected during a brief closure of the highway with minimal disruption to traffic. The 10-foot-wide bituminous at-grade trail segments occur along NE 10th Avenue from TH 25 to TH 210 and then along eastbound TH 210 from NE 10th Avenue to the south bridge approach. Further, a short trail section will then connect the north bridge approach ramp to the Lum Park trail facility (to be built in 2023). The project will create a total of 41,000 sq ft in new infrastructure consisting of 27,950 sq ft of multiuse trail and 13,050 sq ft of pedestrian bridge. The Project Map is included as an attachment to this application.

Project Rationale

The project will enhance the trail system connectivity in Brainerd by constructing a new trail bridge over TH 210 and a multiuse trail. The project will connect to existing local and state trails for the continued development of the area's trail systems and will provide safer access to parks and other recreational resources.

The project will:

- Create safer connections between the local trail and the state trail system across the high-speed highway TH 210,
- Create ADA compatible, multimodal infrastructure that will be utilized by users of all abilities,
- Enhance the quality of life for residents of Brainerd,
- Attract visitors which will lead to enhancing the local economy and generating additional local taxes, and
- Supports healthy and active lifestyle for local residents and visitors alike, saving on healthcare costs to individuals, employers, insurance providers, and the State government.

Project Timeline

The project timeline is as follows:

- Predesign and design complete: December, 2025
- Coordinating with other projects: March, 2026
- Construction start: March, 2026
- Construction complete: October, 2027
- Open to public: October, 2027

Other Considerations

The City of Brainerd would like to secure funding in time to construct the new pedestrian bridge and trail in 2026 in collaboration with MnDOT's Hwy 210 construction project. If funding can be secured, MnDOT is supportive of incorporating the bridge into the 2026 project if the schedule allows. However, the project can advance as a standalone effort as well.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Brainerd will own the project upon its completion.

Who will operate the facility?

The City of Brainerd will operate and maintain the project upon its completion.

Who will use or occupy the facility?

The project will be used by the members of the public. The user base will consist of a diverse mix of users including regional bike trail users, visitors to the campground, and local residents.

Public Purpose

This project will construct a public trail facility with the purpose of creating new recreational space and making safer connections.

Description of Previous Appropriations

None

Project Contact Person

Jessie Dehn
City Engineer/Public Works Director
218-454-3411
JDehn@ci.brainerd.mn.us

(\$ in thousands)

Pedestrian Bridge Crossing over TH 210

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,172	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,173	\$0	\$0
TOTAL	\$0	\$6,345	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$5,379	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$966	\$0	\$0
TOTAL	\$0	\$6,345	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Cuyuna Lakes State Trail Extension

AT A GLANCE

2024 Request Amount:	\$2,900
Priority Ranking:	3
Project Summary:	The City of Brainerd is requesting \$2,900,000 in state funds for the design and construction of the Cuyuna Lakes State Trail Extension.

Project Description

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

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

The total estimated cost of this project is \$4,000,000. The DNR has provided \$1,100,000 funds for this project and the city is requesting \$2,900,000 through this bonding bill application.

Project Rationale

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

Project Timeline

- Engineering design and permitting start August 2024.
- Project bid in March 2025.
- Award contract in April 2025.
- Construction beginning May 2025 with completion by 2026.

Other Considerations

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

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

City of Brainerd

Who will operate the facility?

City of Brainerd

Who will use or occupy the facility?

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

Public Purpose

The public purpose is providing outdoor recreation activities for people.

Description of Previous Appropriations

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

Project Contact Person

Jessie Dehn
Public Works Director
218-454-3411
jdehn@ci.brainerd.mn.us

(\$ in thousands)

Cuyuna Lakes State Trail Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,900	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other State Funds	\$0	\$1,100	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Infinity Center	1	GO	12,600	0	0	0	0	0
Total Project Requests			12,600	0	0	0	0	0
General Obligation Bonds (GO) Total			12,600	0	0	0	0	0

Infinity Center

AT A GLANCE

2024 Request Amount: \$12,600

Priority Ranking: 1

Project Summary: Breckenridge is seeking \$12.6 million in state funds to acquire land and to construct an addition for a multi-purpose recreation center. This will be an extension of the Phase One project building of a children's discovery center, trampoline park, play park, flexible community space and more. This funding is dedicated to balance and increase recreational participation of our local community for people of all ages, races and equality and to eliminate barriers in our border city.

Project Description

The Infinity Center will be located south of St. Francis Hospital, along the east side of Hwy 75 and north of Hwy 210 and west of Wahpeton, ND (a border town). A local pedestrian and cycle path is located right outside the doors of the Infinity Center, offering a healthy alternative mode of transportation to the center. Therefore, providing a desirable geographic location.

The conceptual design has developed into a purposeful center for today and growth for tomorrow and is known as the Infinity Center (IC). The IC will be the hub for activity in our region and will be concluded in two phases. The first phase is the purchase of 9 acres of land, a building known as the "Mycogen" building and a pole shed. This would include the condo units of the Children's Discovery Center (CDC); a trampoline and play-park, inclusive community space along with concessions, office and administration area and a welcome center. The second phase will include the condo unit of a multipurpose hard courts for use such as basketball, volleyball, pickleball; a multipurpose ice facility; walking track; spectator viewing; and change/shower facilities. The second phase is where we will utilize the funds requested from the state along with a county grant and local pledges.

The revitalization of the empty Mycogen building would renovate 20,000 sq feet and add an additional 15,000 sq feet for purposeful use. The facility itself is sound and with renovations, this will bring phase one into completion by early 2024. The second phase will add an additional 40,000 sq feet to accommodate the additional spaces needed for the multipurpose features listed above. These areas are economically planned to utilize the best cost per square foot for the most efficient way possible.

The Infinity Center will be designed to be environmentally sustainable through the use of solar and/or wind power and by providing natural lighting, energy efficiency of all HVAC systems, insulation and roofing.

The current cost estimates are near \$28 million dollars. Funding sources for this project currently include a Wilkin County 3:1 pledge up to \$5 million dollars (every \$3 raised, the county will pledge

\$1), which is a part of this Phase 2 request. The following donations and pledges for Phase 1 , a \$2 million pledge from Nextera Energy, other private pledges of \$5.8 million, and cash donations of \$600K. We have other prospective donors like Scheels (\$2-3 million), RDO (\$1 million) who have said once we get closer, they will come with a pledge. We also have requests out for another \$5-6 million, planning on getting \$2-3 million. As we see the project today, it appears we will be short about \$12.6 million.

Project Rationale

The City of Breckenridge identified a need for a multi-purpose recreation facility in it's community. With our geographical location being on the border of North Dakota, 50 miles south of Fargo, we have found that our local citizens are vastly supporting businesses outside of our community to bring recreational and bonding time to their families.

Nearly 2,000 people commute into our community and border town weekly. Our city desires to bring attractions that will encourage these people to move to our community. The 100 acres of land surrounding the future development of the IC will also be developed to provide over 100 single family home lots. With that the state would have newly added income tax dollars. Currently, Breckenridge has 7 homes being built this year and that will conclude the lots available in the most recent addition in our city. We have 11 other vacant lots available today. Once these are built on we have no further room to grow. We believe the development of the IC is critical and will be an intricate part to our future housing needs.

Our educational system continues to maintain their student population. In the past 5 years our student population has averaged 655 students in grades K-12, but as with many rural communities the system is challenged. With added recreational facilities, the children's discovery center and the multi-purpose courts, these facilities could one day partner with the school.

Our hospital, St. Francis Hospital came to Breckenridge in 1899 and soon became a full operational facility. In 2005, the facility was rebuilt to their new location with added wings for elder care. The hospital now stands to the north of where the Infinity Center will be located. The hospital has been loosing its' amenities and services to Fargo. With a continued investment into our community we will preserve our hospital amenities and enhance their services for our local citizens.

Our goal is to provide an all in one facility (Infinity Center) - a place where the whole family can go and participate, to spur the growth of Breckenridge's housing market and to maintain and return our hospital to a full operational facility.

Project Timeline

Pre-design/conceptualization: Complete

Engineering/Design/Testing: - Fall 2023 The Mycogen building and addition- phase one is currently in design phase and the IC group is planning to start in September 2023.

Demo/Construction: Phase One - September 2023; Phase Two - May 2024 Phase two - the multipurpose ice arena and multipurpose hard court additions would be start in May of 2024, contingent on approval of state funding from the bonding bill.

Facility Completion: The IC would expect to finish and have the doors open around December 2024.

This is based on \$12.6 million in state funding.

Other Considerations

Nextera, a world leading wind and energy company, will be donating \$2.0 million to this project. Nextera is also looking at doing a 900 MW wind project in our county, Wilkin County. With the support and donation of contracted land from local Wilkin County owners, the \$2.0 million pledge will be secured.

We feel that with community buy-in of Nextera, we think this fund will drive community excitement and that will also domino to the excitement of the Infinity Center.

Nextera would make Wilkin county a net exporter of energy by 3 times what it uses. Nextera claims this may make Wilkin county the first carbon neutral county in the state.

The IC is being designed to include all social status's, included will be the local Circle of Nations School located in Wahpeton, ND. This will provide socialized activities to keep their students engaged in wholesome educational and physical activities. Our conversations with their leaders should a great interest to utilize the facility on a regular basis.

Impact on State Operating Subsidies

We anticipate this project to be self supportive and no additional funds will be required for operations.

Who will own the facility?

City of Breckenridge

Who will operate the facility?

The City of Breckenridge will be leasing this facility to the Infinity Center and their management team, however, City of Breckenridge will oversee the complete books to ensure efficiency and managed debt.

Who will use or occupy the facility?

The Children's Discovery Center - the targeted age group is 0-18.
Trampoline and Play Park - the targeted age group is 3+.
Multi-purposed hard courts & walking track- the targeted age group is 3+.
Multi-purpose ice - the targeted is 3+.
Community space - all ages welcomed.

Public Purpose

Our region is lacking a recreational multi-purpose facility. This facility will provide a positive, interactive educational experience for community members of all ages, along with a positive physical experience on the courts and ice. We would also see this as a hub for the whole region to connect in a positive environment. The facility would bring great economic benefits for our City, County, State and school system.

Description of Previous Appropriations

The Children's Discovery Center has received a \$50,000 on going educational grant.

Project Contact Person

Lori A Conway

City Administrator

218-643-1431

lconway@breckenridgemn.net

(\$ in thousands)

Infinity Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$5,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$17,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,024	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$15,876	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$700	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$17,600	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Brooklyn Park Fire Station and Regional Training and Emergency Operations Facility	1	GO	12,725	0	0	0	0	0
Renovation and Expansion of Youth and Teen Center	2	GO	4,000	0	0	0	0	0
Total Project Requests			16,725	0	0	0	0	0
General Obligation Bonds (GO) Total			16,725	0	0	0	0	0

Brooklyn Park Fire Station and Regional Training and Emergency Operations Facility

AT A GLANCE

2024 Request Amount:	\$12,725
Priority Ranking:	1
Project Summary:	The City of Brooklyn Park is seeking \$12.7 million in state funds to construct and furnish a Central Fire Station with fire training capabilities and an emergency operations center to be utilized as a multi-agency/multi-jurisdictional regional resource.

Project Description

Funds received through this appropriation would be used to facilitate the construction of a central fire station, regional training and emergency operations facility. \$1,15 million for pre-design/design in state bonding proceeds have been awarded in support of this project.

As one of the only full-time staffed suburban fire departments in the seven-county metro region, we are proud partners with our neighboring jurisdictions and are active participants in automatic and mutual aid plans that extends throughout Hennepin County and the region. Last year alone, we responded to over 40 fire and rescue incidents outside of our city limits to support our neighbors.

A new central fire Station will allow us to strategically serve the Brooklyn Park community and our neighbors, including the ability to support 24/7 Emergency Operations Center needs for crisis mitigation and natural disaster management.

The investment into our Headquarters Fire Station will allow the city to continue working on funding strategies to complete the needed investments into the remaining three facilities.

In addition to emergency response, our central fire Station serves as the city's Emergency Operations Center (EOC). Over the past two years, our EOC has been activated several times, including the longest activation to support the response to the COVID-19 pandemic. At the time of the pandemic, the difficult decision was made to relocate our firefighters from our central fire Station as there simply was no room to sustain operations and limit exposure potential to our crews and staff working in the EOC.

In addition to managing the pandemic, our EOC was activated to support surrounding communities due to significant civil unrest in the area, and in preparation for the trials of Derek Chauvin and Kim Potter. Brooklyn Park's EOC became a multi-agency coordination center for not only Brooklyn Park agencies, but also for neighboring jurisdictions and public safety partners from the region and state. Even in the middle of a pandemic, the room was at capacity with leadership from more than a dozen agencies and partners. During the civil unrest, every firefighter that was able to work was called to duty. Lacking adequate space for both EOC command staff and firefighters, every usable space was utilized, including the Fire Chief's Office. Additionally, the age and design of the facility lacks

appropriate security safeguards; contingency plans were developed in the event it had to be evacuated if the building was compromised.

Project Rationale

As the sixth-largest city in Minnesota and the fourth largest in the metropolitan area, the Brooklyn Park Fire Department serves a diverse population of over 86,000 people. Our department responds to more than 8,200 fire, medical, and rescue calls annually. The population of our city and region has grown exponentially, which is in direct correlation with the increase in calls for service. With in a 34% increase in emergency responses since 2010, our city continues to invest in the future of the fire department to ensure we can continue providing exceptional care to those who need it the most.

As an example, Brooklyn Park has hired 20 new full-time firefighters in the past two years. This would not have been possible without receiving a \$3.3 million federal SAFER grant to cover the cost of salaries and benefits for 12 of the new positions.

A comprehensive, community-driven strategic planning process that was completed in 2019, that identified an urgent need to evaluate our current Fire Stations. A third-party analysis identified over \$40 million in needed improvements to four existing fire Stations. Designed when our department was primarily staffed with volunteer and on-call firefighters, our current facilities are ailing in needed repairs and improvements, lack room for expansion to accommodate a full-time staffing model, and need critical health and safety improvements, such as ventilation systems and barriers to keep contaminants and harmful by-products contained to the apparatus areas. Furthermore, a limited number of showers do not allow firefighters to quickly decontaminate after every fire; and those spaces are shared with other staff and visitors.

Project Timeline

The City of Brooklyn Park received \$1.15 million for pre-design/design in the June of 2023. Pre-design/design phase to begin September of 2023. Community engagement with young people, families, residents, elected officials, and other facility users will continue through July of 2023. Once the engagement is complete, the pre-design concept planning will begin for the renovated and expanded facility. The concept planning should be complete in September 2023 so the design development of the project can begin. The City of Brooklyn Park currently has funding available from the 2018 Park Bond Referendum to support the initial phase of development.

Depending on the availability of additional funding, bidding and construction would begin during the summer of 2024. The completed facility renovation and expansion would be complete in June 2025.

Other Considerations

Just as the SAFER grant has helped us fund additional staff, our city simply cannot afford the immediate \$40 million investment needed to address these concerns. The community of Brooklyn Park, and our firefighters, are asking for \$12.7 million in bonding funds to build a new central fire Station, which will also serve as a regional fire training and emergency operations center (EOC) for the surrounding communities and region.

This infrastructure project is based on the needs and priorities of emergency services within our community. In 2023 the City of Brooklyn Park was awarded \$1,15 million in State Bond Proceeds for the design of the facility and will engage our local and regional partners in the architectural process.

In addition to the 2023 bond proceeds, we are seeking \$12.7 million dollars to support the construction of this multi-agency/multi-jurisdictional regional resource. Furthermore, the City of Brooklyn Park would be contributing \$12.7 million dollars (50% of construction costs) towards the completion of the project.

Impact on State Operating Subsidies

No impact

Who will own the facility?

The City of Brooklyn Park will be the owner of the facility.

Who will operate the facility?

The City of Brooklyn Park will continue to own, manage and operate the facility.

Who will use or occupy the facility?

The fire station would be utilized as a staffed fire station 24 hrs. a day, 365 days per year to serve our community and the region. Additionally, as a regional asset for fire training and emergency operations center, communities in need would utilize the spaces as designed for training and crisis mitigation.

Public Purpose

The purpose of this project is to house firefighters and equipment in support of emergency response (fire, medical and rescue) to the City of Brooklyn Park and surround communities as needed.

Description of Previous Appropriations

In 2023 the City of Brooklyn Park was awarded \$1,15 million in State Bond Proceeds for the design of the facility and will engage our local and regional partners in the architectural process.

Project Contact Person

Shawn Conway
Interim Fire Chief
763-493-8131
shawn.conway@brooklynpark.org

(\$ in thousands)

Brooklyn Park Fire Station and Regional Training and Emergency Operations Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$1,150	\$12,725	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$12,725	\$0	\$0
TOTAL	\$1,150	\$25,450	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$286	\$0	\$0	\$0
Design Fees	\$864	\$0	\$0	\$0
Project Management	\$0	\$462	\$0	\$0
Construction	\$0	\$23,538	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,450	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,150	\$25,450	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Renovation and Expansion of Youth and Teen Center

AT A GLANCE

2024 Request Amount: \$4,000

Priority Ranking: 2

Project Summary: The City of Brooklyn Park is seeking \$4 million in state funds to design, construct and furnish the renovation and expansion of the Zanewood Recreation Center to expand program and workforce development opportunities for young people and families in Brooklyn Park and surrounding northwest suburbs.

Project Description

Funds received through this appropriation would be used to facilitate the renovation and expansion of the Zanewood Center. The pre-design process is currently underway and has determined that the expansion and renovation of the existing facility is the most cost-effective way to meet the project goals. The expanded facility would create space intentionally designed to engage young people using activities of interest including a music studio, electronic gaming, school and homework support, computer lab, arts and wellness programming, life skills development (i.e. cooking, sewing, etc.), possible gym/fitness space, and a flexible multi-purpose area. In addition to the program space being created, a portion of the facility will be dedicated to workforce development to help teens and young adults grow their skills and develop the tools they need for business success. The workforce development component will train individuals to be more productive and prosperous in the workplace, which benefits both the employer and employee.

The Zanewood Center was constructed in 2003 in partnership with the Osseo Area School District as a recreation center space attached to an elementary school to serve young people responding together to the increased violence in community and utilizing the space to engage young people in positive, recreational activities during out of school time hours. The current 9,187 square foot facility features a drop-in center for teens, K-5th grade program space, multi-purpose room, office space and a concession stand. This space would be renovated to meet the current and future youth programming space standards.

The current facility can no longer physically support the robust portfolio of programs and respond to the current community need for access to high quality youth, teen and young adult programs, recreation activities, youth and family events, art and wellness programs, intervention and other wrap around youth service opportunities.

The expansion portion of the design would include approximately 15,000 square feet of new construction and include the additional intentionally planned program space, dedicated space for workforce development gym/fitness area, and outdoor recreation space. The physical improvements will include, site work, utility connections, building construction, HVAC and mechanical system

upgrades and additions to improve indoor air quality and meet the highest of energy-efficient standards, creative use of natural lighting and LED fixtures, integration of creative public art that lifts youth voice so that youth see themselves reflected in the facility, purchase of technology, furniture, fixtures, and equipment to create a vibrant destination engaging young people, families and the community in Brooklyn Park.

Project Rationale

As the sixth largest city in Minnesota, Brooklyn Park is one of the most rapidly changing cities in Minnesota. To best meet the changing needs of the community, the City plans to renovate existing space and expand the Zanewood Center to better serve young and include the space and amenities necessary to serve young people and families into the foreseeable future. With the construction of this facility, Brooklyn Park can better serve the needs of its multi-cultural and lower-income community. More than sixty percent of the residents of Brooklyn Park are Black, Indigenous or People of Color with twenty-five percent being foreign born. Zanewood Center is located in the Village Creek Neighborhood of Brooklyn Park with a median household income of less than \$40,000 per year.

The renovated and expanded Zanewood Center will serve as a resource hub for the youth of Brooklyn Park, Brooklyn Center, north Minneapolis and the surrounding communities. As the City of Brooklyn Park works to reimagine public safety and reduce violence, in particular youth violence, it has developed numerous strategies to engage and redirect youthful energy in a positive direction. Oftentimes disconnected youth are denied the opportunities and safe places needed to be healthy. This facility will help achieve two significant goals of increasing positive opportunities for young people and decreasing youth crime by fostering safe, healthy and hopeful social environments; Promoting positive program opportunities and connections to trusted adults for all youth; Intervening at initial signs of risk for violence; and Engaging youth facing multiple barriers that are making unhealthy, unsafe choices. This facility is intentionally designed to provide all youth the opportunity to thrive in meeting basic needs, health, social connections, identity and aspirations.

Project Timeline

The City of Brooklyn Park started the community engagement portion of the pre-design phase in April 2023. Community engagement with young people, families, residents, elected officials, and other facility users will continue through July of 2023. Once the engagement is complete, the pre-design concept planning will begin for the renovated and expanded facility. The concept planning should be complete in September 2023 so the design development of the project can begin. The City of Brooklyn Park currently has funding available from the 2018 Park Bond Referendum to support the initial phase of development. Depending on the availability of additional funding, bidding and construction would begin during the summer of 2024. The completed facility renovation and expansion would be complete in June 2025.

Other Considerations

The City of Brooklyn Park has developed and grown effective prevention and intervention programming and family supports that serve a much bigger area than the City of Brooklyn Park. The vision for this facility is to renovate and expand the existing facility to create a youth and family resource hub that provides supports for root cause issues that often lead to youth violence and allows young people to grow and thrive in the future.

Impact on State Operating Subsidies

There will be no impact to State Operating Subsidies with this project.

Who will own the facility?

The City of Brooklyn Park will be the owner of the renovated and expanded facility.

Who will operate the facility?

The City of Brooklyn Park will continue to own, manage and operate the renovated and expanded facility and programming space.

Who will use or occupy the facility?

Young people and families of Brooklyn Park and the surrounding communities will use the renovated and expanded facility.

Public Purpose

The purpose of this project is to renovate and expand the existing Zanewood Center program and workforce development opportunities to create a youth and family resource hub that provides supports for root cause issues that often lead to youth violence and allows young people to grow and thrive for future success.

Description of Previous Appropriations

The City of Brooklyn Park has not received previous appropriations from the State of Minnesota for this project.

Project Contact Person

Brad Tullberg
Recreation and Parks Director
763-493-8344
brad.tullberg@brooklynpark.org

(\$ in thousands)

Renovation and Expansion of Youth and Teen Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$4,000	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$4,000	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,350	\$0	\$0
Project Management	\$0	\$340	\$0	\$0
Construction	\$0	\$9,490	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$120	\$0	\$0
Occupancy Costs	\$0	\$700	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
ISD 787 Browerville Gymnasium Replacement	1	GO	8,000	0	0	0	0	0
Total Project Requests			8,000	0	0	0	0	0
General Obligation Bonds (GO) Total			8,000	0	0	0	0	0

ISD 787 Browerville Gymnasium Replacement

AT A GLANCE

2024 Request Amount: \$8,000

Priority Ranking: 1

Project Summary: Browerville Independent School District No. 787 is requesting \$8,000,000 to pre-design, design, engineer, and construct a new gymnasium with stage, support spaces and locker rooms at Browerville High School in the city of Browerville.

Project Description

Browerville ISD #787 is requesting funds to cover the costs of replacing the 1948/1975 high school gym that collapsed on April , 2023, an adjacent 1948 stage that was damaged, and below-grade locker rooms. The project scope will include designing all spaces to today's standards, which are larger than the former spaces. The new spaces will also need to connect to the existing building on a compact site with challenging elevation changes.

Gymnasium replacement scopes include:

New Replacement Competition Gym Addition: Two "full" side-courts to meet current educational, athletic, and public use needs and guidelines; seating for games, performances, concerts and community events.

New Replacement Locker Rooms that meet accessibility code and current space requirements.

New Replacement Stage that meets accessibility code and current space guidelines for performances.

Construct support spaces including: Concessions, Training Rooms, PE Offices, Lobby, Restrooms, Officials' Room, Athletic & Physical Education Storage.

Total estimated costs for these scopes is estimated at \$16,100,000. This includes all costs associated with the projects including construction, design, construction management, permits, MN state plan review, commissioning, and general conditions.

Potential Funding Sources include:

Funding Sources include \$8,000,000 in state bonding dollars and \$8,100,000 in school district match comprised of Voter-Approved General Obligation School Building Bonds and any insurance proceeds settlement.

ISD 787 is planning to ask the local voters for a school building bond referendum in November 2023 to allow the start of the design and construction of the replacement gym (\$16,100,000) as soon as possible. It is unlikely that the district will know the amount of the insurance proceeds prior to the date that ballots need to be printed. If the insurance proceeds are realized by that date, the amount asked for in the local referendum will be reduced.

The \$8,000,000 capital bonding request is not intended for potential additional projects, but only to replace the gymnasium, lockers, stage and support spaces that are directly related to the gymnasium collapse. As part of the November 2023 referendum, the district may ask the community for additional projects which will increase the total ask from \$16.1M aforementioned replacement base. The exact scope for potential additional scope to be approved by the local voters is not known at the time of this submission, but may include a walking track, new weight room, an early childhood addition, an auxiliary gym, and replacing a 1968 addition that currently houses the weight room and special education space.

Project Rationale

Browerville Public Schools ISD 787 has made significant investment in their facilities in recent years including re-roofing the former High School gymnasium and replacing the HVAC system serving the space in 2018. However, on April 1, 2023 the High School gymnasium suffered a structural roof failure due to fatigue and snow load. It was demolished as part of a controlled collapse soon after a structural engineering inspection on April 2, 2023, to protect the integrity of the remaining school structure. Browerville Public Schools is currently without a gymnasium for physical education classes, athletic and community events.

The District has insurance on the structure, however the insurance company will only cover replacement costs for the square footage of the form gym, which was constructed in 1948 with an addition in 1975. The former gym was undersized when compared to today's construction standards as set forth by the MN Department of Education School Construction Guidelines. Rebuilding to today's standards will result in significantly more square footage than the existing gym was.

ISD #787 is requesting funds to cover the costs of replacing the 1948/1975 high school gym that collapsed on April 1, 2023, an adjacent 1948 stage that was damaged, and below-grade locker rooms. The project scope will include designing all spaces to today's standards, which are larger than the former spaces. These spaces will also need to connect to the existing building on a compact site with challenging elevation changes.

Project Timeline

Browerville Project Timeline

Board Review & Approval - June, 2023
Submit Review & Comment to MDE - August 9, 2023
Referendum vote - November 7, 2023
Design - November 2023 - May 2024
Issue Bid Documents - May, 2024
Open Bids - June, 2024
Award Bids - June, 2024
Contracts with Contractors - June, 2024
State Plan Review - May - August 2024
Permit - August, 2024
Construction (Substantial Completion) - August 2024 - December 2025
Commissioning - November 2025 - July 2026

Other Considerations

Browerville School District is in a rural area with 43.52% of students qualifying for free and reduced

meals. In addition, 24.81% of Browerville students receive special ed services.

The gymnasium at Browerville Public School is so much more than a gymnasium, it's a cherished part of our community. It's used as a classroom for 7 hours each day for instruction. It's also a critical space for athletics training and competition, band and choir concerts, kindergarten round-up, book fairs, and school assemblies. Additionally, the gymnasium is a gathering space for community events like Memorial Day and Veterans' Day ceremonies, art shows, and so much more.

Impact on State Operating Subsidies

The project will add additional square footage, which will mean additional utility and maintenance costs. The District will pay for the additional costs using the existing operating funds received. The District does not expect to request any additional state operating dollars for this project.

Who will own the facility?

ISD 787 Browerville Public Schools will own the project (gymnasium, classrooms and support spaces).

Who will operate the facility?

ISD 787 Browerville Public Schools will oversee the operations and maintain the project once completed.

Who will use or occupy the facility?

ISD 787 Browerville Public Schools will occupy and use the project when complete. The gymnasium and support spaces will also be available for community use.

Public Purpose

The Browerville gymnasium is available to the community and is used frequently as a gathering space for community events like Memorial Day and Veterans' Day ceremonies, art shows, and other events in indoor space is needed during inclement weather. In addition, it is used occasionally for funerals and Easter week church services.

Description of Previous Appropriations

There have been no previous State appropriations.

Project Contact Person

Scott Vedbraaten
Superintendent
320-594-8140
svedbraaten@browerville.k12.mn.us

(\$ in thousands)

ISD 787 Browerville Gymnasium Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$8,100	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$16,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$161	\$0	\$0
Design Fees	\$0	\$1,465	\$0	\$0
Project Management	\$0	\$515	\$0	\$0
Construction	\$0	\$13,693	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$266	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$16,100	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Brownton Trail and Park Infrastructure	1	GO	1,297	0	0	0	0	0
Total Project Requests			1,297	0	0	0	0	0
General Obligation Bonds (GO) Total			1,297	0	0	0	0	0

Brownton Trail and Park Infrastructure

AT A GLANCE

2024 Request Amount: \$1,297

Priority Ranking: 1

Project Summary: Improvements at the Brownton Area Civic Center Complex, including trail connections, splash pad, shelter, tennis/pickleball/basketball court restoration, playground replacement, and related improvements.

Project Description

The City of Brownton is proposing to complete improvements at the existing park/community complex and constructing trail connections to create safe pathways for pedestrians and bicyclists to the only grocery/convenience store within 10 miles. The trail portion of the project would add a 10' paved trail along a County Highway adjacent to the community complex. The existing playground would be replaced with new equipment that meets today's safety standards. The existing tennis courts would be improved to allow for not only tennis, but pickleball and basketball as well. Proposed new amenities include a shelter for gatherings and picnics, as well as a new splashpad. The shelter is something that would be very welcomed by the families of the children who are waiting for buses and parents every day. The City of Brownton would also be constructing new bathroom facilities as part of the project. The problem has been: The Brownton Area Civic Center features a park which is in major need of safety and other improvements. Other features of the Brownton Area Civic Center include City Hall, the library, and museum located in a building adjacent to the park. Trail connections are needed to allow safe access for people walking and biking to and from the park and Dollar General. The existing playground equipment is decades old and no longer meets today's safety standards. This park is the hub of the community and has the opportunity to connect residents and visitors to outdoor recreation options. The proposed design accommodates people of all ages and wide variety of interests, including amenities such as the playground, new splash pad, new shelter for gatherings, reconstructed tennis courts to allow multiple uses, and the existing ballfields. The new shelter would also serve children from three school districts for bus pick-up/drop-off. Additionally, the City will be adding bathroom facilities to the park. Brownton is hosting the 2025 State Amateur Baseball Tournament, which will draw additional visitors to the park for the event, allowing even more people to utilize the park and recreational amenities.

Project Rationale

The specific outcomes of this project are to preserve and enhance an existing outdoor park so that it increases recreational and community-based opportunities for residents and visitors, and provide safe bicycle and pedestrian access to the only grocery/convenience store within 10 miles. The proposed improvements are designed to bring together people of all ages to enjoy a variety of outdoor activities. The proposed improvements to Brownton Area Civic Center would provide safe access to community amenities and needed amenities for area residents, as well as for visitors that

come to utilize the park for tournaments and other events. Brownton is a small community and this project would help draw more people to town. Small towns everywhere are in slow decline and we want to do everything we can to keep ours going. Things like the walking trail and updating our playground and outdoor facilities are one big way to help with that. If covid taught us anything, it is we need more outdoor space and a safer trail.

Project Timeline

Begin design and specifications September 30, 2024
Design completed and approved by Brownton City Council December 31, 2024
Begin construction administration/onsite observation April 30, 2025
Complete construction administration/onsite observation June 30, 2025

Other Considerations

Brownton is hosting the 2025 State Baseball Tournament, which will draw additional visitors to the park for the event, allowing even more people to utilize the park and recreational amenities. This is an essential part of the funding for this. While the park will have long term use and benefits the the community and schools, the urgency of this request is also due to the 2025 State Baseball Tournament. This tournament is a big deal for a small town and those that attend. It serves as the catalyst for this investment, however the long term benefits to the city and its residents will be impacted for many years to come. We are looking for ways to invest in our community to keep us going for many years to come. We are a bedroom community that has a bus stop for 3 school districts and this location would benefit tremendously from all these improvements.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Brownton

Who will operate the facility?

The City of Brownton

Who will use or occupy the facility?

The City of Brownton

Public Purpose

The specific outcomes of this project are to provide safe access for the community to local resources and destinations, and also preserve and enhance an existing outdoor park so that it increases recreational opportunities for residents and visitors. The proposed improvements are designed to bring together people of all ages to safely enjoy a variety of outdoor activities. The proposed improvements to Brownton Area Civic Center would provide much needed amenities for area residents, as well as for visitors that come to utilize the park for tournaments and other events.

Description of Previous Appropriations

Project Contact Person

Lori Cacka

City Clerk/Treasurer

320-328-5318

cityclerk@cityofbrownton.com

(\$ in thousands)

Brownton Trail and Park Infrastructure

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,297	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$78	\$0	\$0
TOTAL	\$0	\$1,375	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$227	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,148	\$0	\$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	\$1,375	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Lake Pulaski Water Filtration System	1	GO	2,400	0	0	0	0	0
Total Project Requests			2,400	0	0	0	0	0
General Obligation Bonds (GO) Total			2,400	0	0	0	0	0

Lake Pulaski Water Filtration System

AT A GLANCE**2024 Request Amount:** \$2,400**Priority Ranking:** 1

Project Summary: Installation of a temporary filtration system, design and construction of a permanent filtration system, pumping station improvements, and SCADA monitoring updates. In 2022, Zebra mussels were identified in Lake Pulaski suspending pumping operations until pumping could occur without the transport of zebra mussels per State Statute requirements. Without pumping, 28 homes and the City of Buffalo sewer system are at a high risk of flooding. This is a shovel ready project with time of the essence.

Project Description

Lake Pulaski does not have a natural outlet. In the early to mid-1980's lake levels rose substantially and inundated many properties, including the City sewer system and threatened many more properties. The Lake Pulaski Improvement District (LID), City of Buffalo, Minnesota Department of Natural Resources, and Army Corps of Engineers constructed a pumping system to control Lake Pulaski water levels and prevent future flooding. During times of high-water levels, water is pumped from Lake Pulaski into nearby Buffalo Lake. On average, the pumping system operates approximately 90 days per year removing about 2 feet of lake water per year.

Zebra mussels were found in Lake Pulaski in 2022 and all pumping permits were suspended until implementation of a solution to avoid the transport of zebra mussels is in place, following State Statute requirements not allowing transport of AIS. Without pumping, 28 homes and the City of Buffalo sewer system are at a high risk of flooding. Fortunately, the summer of 2022 and 2023 to date were dry and lake levels remained at manageable levels, not creating any flooding issues. However, this is not typical.

The project includes a new filtration system to remove zebra mussels prior to discharging the water into Buffalo Lake. This would allow summer pumping to resume. Other major system improvements required include higher horsepower pumps to push water through the new filtration system, metering station, sampling station, and constructing building improvements to house the filtration system, forcemain piping, electrical upgrades, SCADA monitoring system, and site improvements.

The project also includes installation of a temporary filtration system and pumping system until the permanent system is operational. This will be required if lake levels approach pumping stage.

Project Rationale

Without this project, there is a high potential for significant flooding around Lake Pulaski. 28 homes

are below the pumping level of the lake and rely fully on the lake's pumping system for protection from flooding. The City's sanitary sewer system, including lift stations and manhole access points adjacent to the lake, also rely fully on the lake's pumping system to prevent the lake from inundating and flooding the sanitary sewer system. Flooding of the sanitary sewer system is a direct threat to both human health and to the environment due to contact with raw sewage.

Alternatives were considered by the DNR, Army Corps of Engineers, Wright County, and City of Buffalo. Alternatives explored included seasonal pumping in the winter, chemical treatment of zebra mussels, alternative discharge options, and a variety of screening and filtration options. The only cost effective option that meets State Statute and provides the necessary protection against flooding is the proposed filtration which will allow pumping to resume.

Project Timeline

Design and Bidding - April 2023 through July 2023

Equipment Procurement and Construction - August 2023 through August 2024

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Buffalo

Who will operate the facility?

City of Buffalo and Lake Pulaski Improvement District

Who will use or occupy the facility?

The facility will provide benefit to and be utilized by the general public who use Lake Pulaski, the property owners around Lake Pulaski, City of Buffalo properties connected to the sanitary sewer collection system, and downstream communities that would be negatively impacted by bypass pumping of the sanitary sewer.

Public Purpose

The project provides environmental, economical and recreational benefit. The project will prevent flooding of properties around Lake Pulaski, prevent flooding of the City sewer system, and prevent Aquatic and Invasive Species (AIS) from being transported from Lake Pulaski into Buffalo Lake and the North Fork Crow River. By resuming pumping and managing lake levels, it will allow the Lake to be utilized for recreational purposes such as boating without damage to shorelines and properties. Without the project, summer pumping can't be completed and the property values and tax base around the lake and within the City of Buffalo would significantly decrease due to flooding.

Description of Previous Appropriations

None

Project Contact Person

Taylor Gronau

City Administrator

763-684-5406

taylor.gronau@ci.buffalo.mn.us

(\$ in thousands)

Lake Pulaski Water Filtration System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$100	\$0	\$0	\$0
County Funds	\$0	\$300	\$0	\$0
Other Local Government Funds	\$150	\$200	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$850	\$0	\$0
TOTAL	\$250	\$3,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$20	\$0	\$0	\$0
Design Fees	\$80	\$300	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$150	\$3,400	\$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	\$250	\$3,750	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Buhl Capital Improvement Community Infrastructure Project	1	GO	3,048	0	0	0	0	0
Total Project Requests			3,048	0	0	0	0	0
General Obligation Bonds (GO) Total			3,048	0	0	0	0	0

City of Buhl Capital Improvement Community Infrastructure Project

AT A GLANCE

2024 Request Amount: \$3,048

Priority Ranking: 1

Project Summary: The City of Buhl has been identifying critical repairs needed to its aging infrastructure, along with planning for immediate and future residential, commercial, and industrial expansion in the city.
Phase 4 estimated project costs, including water/wastewater infrastructure replacement, water distribution upgrades, commercial/business park infrastructure installation/expansion, and residential needs expansion, including complete infrastructure and road/street construction total \$6,147,500.

Project Description

The project scope consists of upgrades and improvements to the City’s water distribution system, to meet current and anticipated future needs; replacement of distribution infrastructure to service the improved distribution system; installation and expansion of infrastructure in the city’s South Business/Commercial Park to deliver water and wastewater services, which currently is undeveloped; and the design and construction of additional highly-needed residential neighborhood support infrastructure, including design, development, and construction of up to forty-two (42) residential building sites for workforce and market rate housing with requisite and necessary ancillary structures.

Project Rationale

The City of Buhl has undertaken several refurbishment initiatives with regard to its municipal infrastructure in the last several years, resulting in noticeably improved municipal services for a section of the constituency. These initiatives have now exposed the critical need to improve and upgrade distribution system(s) and to expand and install additional infrastructure services to satisfy current, and hopefully future, interest and demand to locate and conduct commercial/industrial business activities or establish permanent residence in the City of Buhl.

At this time, The City cannot satisfy the demand for either additional commercial/industrial business expansion as well as residential growth, especially as it may pertain to workforce housing. The City must improve and expand its infrastructure to be in a position to capitalize on these current interests. Recent previous residential expansion initiatives have been successful to the point that there is limited opportunity to acquire a residential building parcel, if any. Without providing for this increased residential location desire, the City will be turning away interested and committed parties and investment due to lack of available developable properties. This is not in the best interests of, nor is it sound municipal policy for, the City to consider nor promote. Similarly, potential commercial/industrial initiatives are compromised by the lack of infrastructure available in

designated commercial/industrial development areas. This must be corrected in order for the City to be in a position to compete in realizing continued commercial/industrial expansion, as the current demand desire suggests.

Project Timeline

April 2024 - Preliminary Engineering Report development complete and available for comment

January - December 2024 - Continue securing financing and plan development

April - September 2024 - Refining and finalization of Preliminary Engineering Report

September 2024 - Project released for Bidding

October 2024 - Project construction activities commence

April - November 2025 - Construction activities continue

December 2025 - Substantial Completion realized

Other Considerations

Construction of new and expanded infrastructure facilities will significantly reduce operation and maintenance costs for the City relating to the existing utilities distribution and collection system. Increased distribution capabilities will help the City ensure continued compliance with Minnesota Department of Health guidelines, and will supplement ensuring adequate fire suppression capabilities for the City.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Buhl

Who will operate the facility?

City of Buhl

Who will use or occupy the facility?

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

Public Purpose

Upgrades and expansion of current infrastructure will ensure reliable services for residents and commercial/industrial business interests. These upgrades and expansions will also promote economic development within the City. Upgrades will also improve fire protection for all who are served by providing an increased water flow and supply capability.

Description of Previous Appropriations

No previous appropriations are related to this phase of these activities.

Project Contact Person

Tony Jeffries
Administrator
218-258-3226
tjeffries@cityofbuhlmn.com

(\$ in thousands)

City of Buhl Capital Improvement Community Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,048	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$2,000	\$0	\$0
City Funds	\$0	\$500	\$0	\$0
Other Local Government Funds	\$0	\$600	\$0	\$0
TOTAL	\$0	\$6,148	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$171	\$0	\$0
Project Management	\$0	\$150	\$0	\$0
Construction	\$0	\$5,262	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$565	\$0	\$0
TOTAL	\$0	\$6,148	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Burnsville Water Treatment Plant Rehabilitation	1	GO	7,750	0	0	0	0	0
Total Project Requests			7,750	0	0	0	0	0
General Obligation Bonds (GO) Total			7,750	0	0	0	0	0

Burnsville Water Treatment Plant Rehabilitation**AT A GLANCE****2024 Request Amount:** \$7,750**Priority Ranking:** 1

Project Summary: The Burnsville Water Treatment Plant urgently requires rehabilitation due to aging infrastructure and water quality issues. The project includes replacing electrical components, upgrading water lines, and overhauling the treatment process. By addressing taste and odor complaints and reducing high Radium levels, the rehabilitation aims to ensure clean and safe water for the community.

Project Description

The Burnsville Water Treatment Plant, a critical facility responsible for supplying clean and safe water to the residents of Burnsville, is in dire need of rehabilitation. The Burnsville Water Treatment Plant was originally constructed in 1976. The aging infrastructure and outdated components have resulted in various challenges, including taste and odor complaints from consumers and a concerning high Radium test result. This project aims to address these issues by undertaking a comprehensive overhaul of the plant, including electrical component replacement, major water line upgrades, and improvements to the surface water treatment process.

Infrastructure Replacement:

One of the primary objectives of the rehabilitation project is to replace the aging electrical components within the Burnsville Water Treatment Plant. Over time, these components have experienced wear and tear, leading to frequent breakdowns and potential safety hazards. The replacement of electrical infrastructure will enhance the plant's reliability and improve operational efficiency, ensuring uninterrupted water supply to the community.

Another crucial aspect of the rehabilitation project is the replacement and upgrade of major water lines. The existing water lines have surpassed their intended lifespan and suffer from leaks, corrosion, and inefficiencies. By installing new water lines, the treatment plant will experience reduced water losses, improved pressure management, and enhanced distribution system performance. This upgrade will enhance the overall integrity and reliability of the water supply infrastructure.

Surface Water Treatment Process Overhaul:

To address the taste and odor complaints reported by consumers, the rehabilitation project includes a significant overhaul of the surface water treatment process. The existing treatment methods may no longer be effective in removing contaminants, leading to unpleasant taste and odor in the supplied water. By implementing state-of-the-art treatment technologies and processes, the plant will be able to achieve a higher level of water quality, ensuring that residents receive clean, refreshing, and odor-free water.

Addressing High Radium Test Result:

The recent high Radium test result has raised concerns regarding the safety of the water supply. Radium is a naturally occurring radioactive element that can have detrimental health effects if consumed above the regulated limits. As part of the rehabilitation project, specific measures will be implemented to address this issue. Advanced water treatment techniques, such as ion exchange and membrane filtration, will be incorporated to remove radium and other contaminants effectively. This targeted approach will significantly reduce the radium concentration in the treated water, ensuring compliance with regulatory standards and safeguarding the health of the community.

Conclusion:

The Burnsville Water Treatment Plant rehabilitation project is an essential endeavor to address multiple challenges that have arisen due to aging infrastructure and deteriorating water treatment processes. By replacing electrical components, upgrading water lines, and overhauling the surface water treatment process, the project aims to enhance the overall efficiency, reliability, and water quality of the plant. Residents will benefit from improved taste and odor of the water, and the high Radium test result will be effectively addressed through advanced treatment techniques. The rehabilitation project will contribute to the long-term sustainability and resilience of the water supply system in Burnsville, ensuring the provision of clean and safe water for years to come.

Project Rationale

Funding of the Burnsville Water Treatment Plant rehabilitation is compelling for several reasons:

Public Health and Safety: The provision of clean and safe drinking water is a fundamental responsibility of the government. By assisting with the rehabilitation project, the state can help ensure that the residents of Burnsville have access to water that meets regulatory standards and is free from contaminants, protecting public health and safety.

Environmental Protection: A properly functioning water treatment plant plays a crucial role in protecting the environment. By investing in the rehabilitation, the state can help prevent potential water pollution incidents resulting from infrastructure failures. This proactive approach aligns with the state's commitment to environmental stewardship and sustainable resource management.

Economic Impact: The Burnsville Water Treatment Plant serves as a vital infrastructure supporting residential, commercial, and industrial activities. A successful rehabilitation will enhance the reliability and efficiency of the plant, contributing to economic growth and development in the region. Additionally, by addressing taste and odor complaints, the project can positively impact tourism and attract businesses to the area.

Regulatory Compliance: Water treatment plants are subject to various state and federal regulations to ensure water quality standards are met. By supporting the rehabilitation, the state can help the Burnsville Water Treatment Plant comply with these regulations, avoiding potential penalties or fines for non-compliance.

Long-Term Cost Savings: Investing in the rehabilitation project can lead to long-term cost savings for both the state and the community. By addressing infrastructure issues and improving water treatment processes, the plant will operate more efficiently, reducing maintenance and repair costs over time. Moreover, a well-maintained treatment plant is less likely to experience costly emergency repairs or service interruptions, resulting in overall cost savings.

Community Well-being: Access to clean and safe water is essential for the overall well-being and quality of life of residents. By supporting the rehabilitation, the state demonstrates its commitment to the welfare of the community and its efforts to provide basic necessities for its citizens.

In summary, contributing financially to the Burnsville Water Treatment Plant rehabilitation project is prudent due to government's responsibility for public health and safety, environmental protection, economic impact, regulatory compliance, long-term cost savings, and community well-being. By investing in the rehabilitation, the state can help ensure the provision of clean and safe water for the residents of Burnsville while promoting sustainable development and resilience in the region.

Project Timeline

The Burnsville Water Treatment Plant rehabilitation project has set a timeline with the goal of completing all necessary improvements by the end of 2028. It is important to note that this timeline has been established considering the challenges posed by long lead times on parts required for the rehabilitation process. These delays in procuring necessary components can impact the overall project schedule.

To mitigate the impact of long lead times, the project management team should adopt strategies such as early procurement planning and engaging with reliable suppliers well in advance. By identifying critical components early on and initiating the procurement process ahead of time, they can minimize delays caused by extended lead times.

Additionally, effective project scheduling and monitoring mechanisms should be implemented to ensure efficient coordination between different tasks and stakeholders involved in the rehabilitation process. Regular progress assessments, contingency planning, and proactive communication with suppliers can help address potential delays and ensure timely completion of the project milestones.

It is crucial for the project management team to closely monitor the lead times and regularly update the timeline accordingly. By staying proactive and flexible, they can make informed decisions and adapt the project schedule to minimize any disruptions caused by delays in parts procurement.

Overall, while the long lead times on parts present a challenge, the Burnsville Water Treatment Plant rehabilitation project timeline has been established with the aim of completing all necessary improvements by the end of 2028. By implementing effective procurement strategies and closely monitoring progress, the project team can mitigate the impact of these delays and ensure successful completion within the specified timeline.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Burnsville will own the water treatment plant rehabilitation project. Contractors and consultants with specialized expertise will be involved to complete various tasks. Contractors will handle physical aspects like electrical component replacement and water line upgrades. Consultants will provide guidance in water treatment processes, environmental assessments, compliance, and project management. Their involvement enhances project quality and efficiency. The city's ownership

coupled with external expertise ensures successful rehabilitation and long-term benefits for residents.

Who will operate the facility?

The City of Burnsville will take ownership and operational responsibility for the water treatment plant rehabilitation project. As the owner, the city will oversee the entire process, ensuring its successful completion and long-term operation.

To effectively execute the rehabilitation, the city will engage a range of contractors and consultants with specialized expertise. These external entities will bring their knowledge and skills to handle specific tasks and provide necessary guidance throughout the project.

Contractors will be responsible for carrying out the physical work involved in the rehabilitation. This may include tasks such as replacing electrical components, upgrading water lines, and overhauling the surface water treatment process. Their expertise in construction, engineering, and infrastructure development will be critical to completing these tasks according to the project requirements and industry standards.

Consultants with specific expertise will also play a vital role. They will provide professional advice and technical support in various areas, including water treatment processes, environmental assessments, regulatory compliance, and project management. Their input will ensure that the rehabilitation is carried out effectively, meeting quality standards, and adhering to environmental regulations.

By taking ownership of the project, the City of Burnsville can closely manage and monitor its progress. The city's involvement ensures accountability and alignment with its goals and objectives. It also allows for better integration with existing systems and operations, ensuring a seamless transition once the rehabilitation is complete.

Who will use or occupy the facility?

The City of Burnsville will utilize and occupy the water treatment plant following its rehabilitation. As the owner and operator of the facility, the city will assume responsibility for its day-to-day operations, maintenance, and the provision of clean and safe water to the community. The rehabilitation project aims to enhance the plant's infrastructure, treatment processes, and overall efficiency to ensure reliable and high-quality water supply for the residents of Burnsville. By utilizing the rehabilitated water treatment plant, the city will continue to fulfill its role in meeting the water needs of its residents and maintaining the health and well-being of the community.

Public Purpose

The public purpose of the Burnsville Water Treatment Plant rehabilitation is to ensure the delivery of clean, safe, and reliable water to the community. By improving the infrastructure, treatment processes, and efficiency of the plant, the project serves the essential goal of safeguarding public health, promoting environmental protection, and meeting the water needs of the residents. It is a critical investment in the long-term well-being and quality of life for the community, providing access to a vital resource and contributing to the overall sustainability and resilience of the region.

Description of Previous Appropriations

The current staff is not aware of any previous state appropriations for the Burnsville Water Treatment Plant.

Project Contact Person

BJ Jungmann

Fire Chief

952-895-4571

bj.jungmann@burnsvillemn.gov

(\$ in thousands)

Burnsville Water Treatment Plant Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$7,750	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$15,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$3,100	\$0	\$0
Construction	\$0	\$12,400	\$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	\$15,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Butterfield Infrastructure Project	1	GO	13,000	0	0	0	0	0
Total Project Requests			13,000	0	0	0	0	0
General Obligation Bonds (GO) Total			13,000	0	0	0	0	0

Butterfield Infrastructure Project

AT A GLANCE

2024 Request Amount: \$13,000

Priority Ranking: 1

Project Summary: The City of Butterfield is requesting \$13,000,000 in funding to design and construct infrastructure improvements, including rehabilitation of the wastewater treatment facility, lift stations, force main, sanitary sewer collection system, storm sewer collection system, water main distribution system, and the associated pavement restoration. Total Cost of improvement is estimated at \$26,000,000.

Project Description

The City of Butterfield is in the western half of Watonwan County, Minnesota. The project extent is located in Sections 22 and 27, Township 106N, Range 33W. The surrounding land is primarily agricultural. The City is located just north of Trunk Highway 60, around 10 miles west of St James and 45 miles west of Mankato. The existing sanitary collection system including force mains, sanitary sewer mains, sewer and water main services are aging and in need of replacement. The City has high inflow and infiltration, and parts of the system are over capacity during rain events. This has resulted in sewer backups at homes within the City. The water system has low flows and pressure in many areas. The wastewater treatment facility needs rehabilitation to meet upcoming permit requirements. Improvements will generally be made through open-cut methods. Trenchless methods (lining, directional drilling, or pipe bursting) may be considered in areas with minimal services or other needs for improvements. The wastewater treatment facility will be rehabilitated to meet upcoming permit standards. The lift station and force main discharging to the wastewater treatment facility will be replaced. The project will include reconstruction of streets associated with the water, sanitary and storm sewerthe County State Aid Highway system may be adjusted in width to meet minimum design standards as required by MnDOT. Curbs and gutters may be added to some City streets to improve drainage. Improvements at the wastewater treatment facility include demolition of the old wastewater treatment facility that currently operates as a lift station, dredging of ponds, replacement of lift station and transfer station, control structure replacement, site generator, replacement of aeration equipment, and many associated electrical and mechanical repairs. Improvements at the wastewater treatment facility are estimated at \$6,000,000. Improvements to the city's sanitary collection system, stormwater collection system, water distribution system, and associated street improvements are estimated at \$20,000,000.

Project Rationale

The City is needs to update its wastewater treatment facility to meet upcoming permit requirements by the MPCA. Property owners have experienced sanitary sewer backups due to high amount of clear water entering the sanitary sewer system and inundating the collection system. Many areas of the

city have drainage issues as there is minimal storm sewer. Water pressure and fire flow, especially on the south side of town, is insufficient. Several sanitary manholes have been identified as safety concerns for road users due to their deteriorated brick build.

Project Timeline

Complete Preliminary Engineering Report and Submit to USDA-RD - July 2023 Public Hearing on Report - July 2023 PER/ER Approval - March 2024 Obligation of USDA-RD Funding - April 2024 Start Design - June 2024 Complete Design and Bid Project - Fall 2025 Start Construction - Spring 2026 Complete Construction - Fall 2027 Project may be phased to match funding. Funding by Watonwan County and Bonding Bill critical to proceeding.

Other Considerations

Watonwan County has expressed interest in completing a pavement rehabilitation of a portion of the Project area in 2025 and if that project proceeds without replacement of city-owned sanitary sewer and water main, the City of Butterfield will have old infrastructure in need of replacement below improved streets. That will make them much more costly to replace as Watonwan County would no longer partner with costs associated with reconstruction of the street. The sanitary collection system collects sewage from in-town industry at high rates. Though this sewage is partially treated by the industry, it still leaves oils and residues within the city's pipes and has done so for many decades. A failure of the sanitary collection system, lift station, or forcemain would critically interrupt operations for the town's most significant employer.

Impact on State Operating Subsidies

n/a

Who will own the facility?

The City of Butterfield will own all sanitary sewer, water main, and wastewater treatment facilities within the Project along with local streets and storm sewer on those local streets. Multiple Streets within the Project Area are County State Aid Highways and under the jurisdiction of Watonwan County and will remain under its ownership for the street surface and storm sewer.

Who will operate the facility?

The City of Butterfield will operate and maintain all sanitary sewer, water main, and wastewater treatment facilities within the Project along with local streets and storm sewer on those local streets. Multiple Streets within the Project Area are County State Aid Highways and under the jurisdiction of Watonwan County for operation and maintenance of those streets and storm sewers on those streets.

Who will use or occupy the facility?

City of Butterfield and its residents.

Public Purpose

This funding will help the city modernize their public infrastructure and reduce its operating costs. The town has a lower median household income and the outside grant funding is necessary for the

City to afford the high costs involved. The upgrades at the wastewater treatment facility are needed to meet permit conditions and ensure outflow to the surrounding environment is clean and meets standards.

Description of Previous Appropriations

Project Contact Person

Kristina F Rehnelt
City Clerk
507-956-2501
clerk@butterfieldmn.com

(\$ in thousands)

Butterfield Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$13,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$7,000	\$0	\$0
County Funds	\$0	\$6,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$26,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,800	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$21,200	\$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	\$26,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Carlos Fire Station	1	GO	1,593	0	0	0	0	0
Total Project Requests			1,593	0	0	0	0	0
General Obligation Bonds (GO) Total			1,593	0	0	0	0	0

Carlos Fire Station

AT A GLANCE

2024 Request Amount:	\$1,593
Priority Ranking:	1
Project Summary:	\$1.6 million in state funds is requested to predesign, design, construct, furnish, inspect, as well as the administration for the building and site for a new fire station located in the City of Carlos.

Project Description

The City of Carlos Fire Department service area is 85 square miles and serves a population of around 2,700 residents in the City of Carlos as well as Carlos Township and Belle River Township.

The proposed new fire hall would be 11,000 square feet and be fully equipped to provide the space needed to house all the fire department and first responder equipment. It will also have a dual purpose with a meeting space that can be used by the department and neighboring townships. The projected cost is \$3-4 million. The fire hall will have an increase of bays from our current 3 to 7, allowing for adequate room to quickly respond to a fire or medical call. The new building will be updated to code to be classified as a category 4 risk, which is a significant improvement on the existing structure.

Currently we have minimal storage, and a new fire hall would provide adequate storage of supplies that are needed for emergency situations. A new fire hall will also have a hose tower and a dedicated space for wash down of turnout gear, both of which we currently do not have in the existing facility.

It will have adequate meeting space with bathrooms that are clean and to code. Also due to the category 4 risk designation, it can also serve as a storm shelter for those that need it in and around our community.

The City has acquired a 6-acre property for the new fire hall to be constructed through collaboration with our local school district.

Project Rationale

The current fire hall structure was built in the 1970's and is structurally unsound. There have been many repairs made over the years, but it is beyond repairing at this point.

The existing firehall is undersized to accommodate our fleet. The existing facility needs updating due to structural issues, mold, is not ADA accessible, poor storage with a “barely” OSHA approved staircase, restrooms that are less than desirable, meeting room is overly cluttered due lack of storage, limited technology, and inadequate parking for volunteers when called to a fire. In addition, there is limited space to dry hoses, and no proper way to wash or dry turnout gear. It takes precious volunteer time to clean up after a call and make sure we are prepared for the next – when you do not

have adequate space to complete these tasks, it all takes longer.

Project Timeline

Predesign/Concepts: August 2024 - October 2024
Engineering/Design: October 2024 - February 2025
Bidding: March 2025
Construction Start: May 2025 - January 2026
Facility Opens: February 2026

Other Considerations

This project is needed to serve our local community. This is something that benefits everyone in our area due to response time and insurance ratings ultimately resulting in lower taxes.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Carlos will own the project.

Who will operate the facility?

The City of Carlos Fire Department will operate the project.

Who will use or occupy the facility?

The City of Carlos Fire Department.

Public Purpose

The new fire hall will provide for public safety for the service area as well as contribute to the health and safety for the Carlos volunteer firefighters.

Description of Previous Appropriations

None.

Project Contact Person

Lori Johnson
Clerk-Treasurer
320-852-3000
office@cityofcarlos.com

(\$ in thousands)

Carlos Fire Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,593	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,592	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,185	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$27	\$0	\$0
Design Fees	\$0	\$504	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,654	\$0	\$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	\$3,185	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Lake Waconia Regional Park Phase III	1	GO	3,264	0	0	0	0	0
Total Project Requests			3,264	0	0	0	0	0
General Obligation Bonds (GO) Total			3,264	0	0	0	0	0

Lake Waconia Regional Park Phase III

AT A GLANCE

2024 Request Amount: \$3,264

Priority Ranking: 1

Project Summary: \$3.264 million in state funds is requested to predesign, design, construct, furnish and develop Lake Waconia Regional Park. The project provides park development on the second largest lake of the metropolitan area. Recreation, tourism, physical and mental health attributes are provided through this project. The project utilizes existing investments in land, public utilities, site grading, roads, parking lots, and waterfront pavilion made by the State, Metropolitan Council and Carver County.

Project Description

The proposed Phase 3 project is consistent with local and regional planning documents. This investment would construct a picnic pavilion, playground, fishing pier & docks, parking lot, trails and provide site amenities to facilitate the use of public lake shore property. The planned construction activities are consistent with services offered at other Metropolitan Regional Parks and State Parks. In addition, the site is well prepared having already acquired the land, completed work to install city sewer and water utilities, site grading, paved roadways and parking lots. The planned park area is shovel ready for the improvements proposed. Development of the park is focused on the waterfront of 3080-acre Lake Waconia, the 2nd largest lake in the Metropolitan area and of statewide significance. Public demand is high for recreational experiences near lakes. Additionally, the construction of a picnic pavilion will provide a multifunctional space for social events as well as providing space for recreational programs for youth camps. Similarly, the docking structures also serve multiple purposes providing docking space for public and for emergency services of the County Sheriff’s Department. The water patrol boat will be conveniently located for efficient response time and lake patrol purposes.

Project Rationale

Lake Waconia Regional Park is in one of the fastest growing counties of the state, Carver County, and on the 2nd largest lake in the metropolitan area. The lake has very good water quality which is in tremendous demand for recreation. Currently, over 260,000 user visits are recorded annually at the park. Planning for the park has been extensive, dating back to the 1970’s. Also, planning approval has been achieved through public processes at local and regional levels. The approved park master plan is incorporated into the Metropolitan Regional Parks and Open Space Policy Plan. In order to realize the benefits of past investments in acquiring a 160 acres of park land, realigned roadways, new sewer and water lines purchased and constructed with local, county and state funds; continued and sequentially timed investment is needed to respond to public demand for services. The public will not understand why all this work has been done, but the infrastructure to provide picnic pavilion space, playground,

additional parking, trails, docks and fishing piers and other site amenities are not provided to contribute to activities that lead to an overall enjoyable and fulfilling experience. The request for state bonding addresses a need to provide near home recreational services for the metropolitan area, public safety through water patrol and federal requirements for ADA access. The request is grounded in State Statutes for Regional Recreational Open Space and Regional Recreational Policy Plan – 473.121, Subd. 14, & 473.147 Subd. 1. The Regional Parks System was created by the State. Together with the State, the Regional Park System is to meet the outdoor recreational needs of the public. There are just two State Parks in the Twin Cities Metropolitan area with over half the state’s population; the development of Lake Waconia Regional Park fulfills a need.

The current park attracts 260,000 annual user visits. Today’s park service level does not provide the infrastructure needed to fulfill expectations for users to participate from outside the county boundary and to attract users of diverse racial, social and economic backgrounds. The requested funding would provide a compliment of services for families with youth, those who need ADA access to enjoy the park and others. An outdated and non-ADA compliant playground and equipment has been removed. A modern play facility is needed for the development of strength and social skills of youth. Without the playground, the park lacks a focal point which brings diverse groups together to be with one another’s children.

To complement planned and funded facilities of beach restrooms, a picnic pavilion is planned to meet the needs for family social events, small community events, as well as instructional purposes for recreational programs in a sheltered setting.

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

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

A tremendous investment has been made to assemble land on the shores of Lake Waconia for park purposes. This included the shifting of State Hwy 5 and realigning county roadways to improve transportation and create the physical space of a 135-acres next to the lake for Lake Waconia Regional Park. The project request works to fully realize the investment into land, relocation of roadways and constructed public utilities.

Land acquisition is complete for the park; a development master plan for the park was approved March 8, 2017 by the Metropolitan Council. The construction of public utilities for the park and adjacent area was completed early June 2020. Work is currently underway for constructing a waterfront service center with public restrooms, rental concessions and an indoor event room. The County is willing to match State funds 50/50 for planning and development of the park. Without state bonding assistance, needed development of the park is in jeopardy.

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

State bonding will not only make the project possible, but will be much more efficient. Economies of scale can be realized for construction of buildings, playground, and trails. The capital investment makes sense as we deliver service timely to a growing population. We are taking care of what we have and utilizing investments of property and constructed infrastructure.

Project Timeline

Phase I

August 2015 - March 2017: Master Planning, Public Engagement, County and Metropolitan Council Approvals (Completed)

July 2018 - April 2019: Predesign (Completed)

March 2019 – June 2021: Project Coordination with Adjacent DNR Watercraft Access Site, Planning and Phase I Park Construction (Completed)

Phase II

January 2021 –January 2022: Design and Construction Documents for Waterfront Pavilion with Restrooms and Concession Building (Completed)

March 2022- June 2022: Bidding of Waterfront Pavilion with Restrooms, Event Room and Concession Building (Completed)

September 2022 – November 2023: Permitting and Construction (Nearing Completion)

Phase III

June 2023 – July 2024: Project Scoping

July 2024 – January 2025: Engineering and Design Construction Document development

March 2025: Bidding

May 2025 - November 2025: Permitting and Construction

Other Considerations

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

Other collaborative work includes working with the Metropolitan Council's environmental services

division to construct a trunk sewage collector line. In consideration for providing the space for the sewer line on County property, the Metropolitan Council graded and provided aggregate surface for a future bituminous trail through the park creating a win win for both parties.

Carver County led the relocation effort to remove a portion of TH 5 from the boundary of Lake Waconia Regional Park for the state. This work allowed for approximately 135 acres of public space to be located on the second largest lake in the metropolitan area. Second, at the time of the TH 5 relocation project, the City of Waconia funded a pedestrian underpass at TH 5 to connect the park to future development ensuring ease of access to area neighborhoods without the need to drive to the park.

Impact on State Operating Subsidies

Carver County is an Implementing Regional Park Agency of the Metropolitan Regional Park System. The County finances approximately 91% of the overall operations and maintenance for the regional parks and trails it manages. Approximately 9% funding for operations and maintenance comes from the state lottery in lieu of property taxes and general funds. Carver County realizes that the state may not contribute at a higher amount for operations and maintenance of the Regional Park System.

Who will own the facility?

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

Who will operate the facility?

Carver County will operate the facilities. The County currently operates two other regional parks and the facilities therein. Additionally, Carver County has demonstrated that it has the capacity to own and operate other regional parks and trails. Carver County is an Implementing Regional Park Agency of the Metropolitan 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. Carver County does not charge an entrance fee.

Public Purpose

The primary purpose is to provide public recreation. Additional benefits are also derived from outdoor education, environmental stewardship, social interaction, physical and mental health opportunities, and economic benefit in the form of tourism to the area. Facilities and grounds will be available to the public 365 days a year and provide essential services of potable water and restrooms, along with traditional facilities of beaches, shelters, picnic grounds, playgrounds, docks, fishing piers, sledding hill and trails.

Description of Previous Appropriations

2018 - Phase I Development for Waconia Regional Park granted \$1.5 million in state bonds matched

with \$1.5 million of County funds for site grading and the construction of infrastructure of municipal sewer and water utilities, roads, and parking lots.

2020 - Phase II Development provided a \$2.5 million to design, construct and equip a waterfront pavilion with restrooms, rental concession building and construct utility connections.

We are very appreciative of receiving the state funding for Phases I & II.

The additional funding requested would complete Phase III Development of the park and brings a balance of recreational activities to the park for various ages and abilities to provide an enjoyable and fulling park experience.

Project Contact Person

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

(\$ in thousands)

Lake Waconia Regional Park Phase III

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$4,000	\$3,264	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$7,000	\$3,265	\$0	\$0
Other Funding	\$733	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$11,733	\$6,529	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$14	\$0	\$0
Design Fees	\$1,084	\$526	\$0	\$0
Project Management	\$906	\$540	\$0	\$0
Construction	\$9,743	\$4,801	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$648	\$0	\$0
TOTAL	\$11,733	\$6,529	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Carver Levee	1	GO	3,350	0	0	0	0	0
Total Project Requests			3,350	0	0	0	0	0
General Obligation Bonds (GO) Total			3,350	0	0	0	0	0

Carver Levee

AT A GLANCE

2024 Request Amount:	\$3,350
Priority Ranking:	1
Project Summary:	\$3.350 million in state funding is requested to acquire land, pre-design, design, and to construct levee improvements for the City of Carver. These improvements will correct deficiencies to the existing system to provide public safety and protect property during periods of flooding on the Minnesota River.

Project Description

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

1. Correct Clear Zone Issues

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

2. Increase levee elevation to meet FEMA flood elevation

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

3. Correct Steep Slopes

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

Project Rationale

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

uncertainty of the existing system and to protect the City and Historic District against repetitive flooding on the Minnesota River.

Project Timeline

The project is currently in the preliminary design phase with final design and land acquisition programmed for Fall 2023 - Spring 2024. With receipt of additional state funds requested, this project would move to construction and begin as soon as Fall 2024.

Other Considerations

Alternatives to levee improvements include:

1. Property buyout

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

2. Flood proofing structures

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

Impact on State Operating Subsidies

Who will own the facility?

City of Carver

Who will operate the facility?

City of Carver

Who will use or occupy the facility?

Not Applicable

Public Purpose

Flood Protection

Description of Previous Appropriations

The project has previous received \$150,000 in State DNR Flood Hazard Mitigation funds in FY 2020 and \$6 Million in State DNR Flood Hazard Mitigation funds in FY 2023.

Project Contact Person

Brent Mareck

City Manager

952-448-5353

bmareck@cityofcarver.com

(\$ in thousands)

Carver Levee

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$6,150	\$3,350	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$2,500	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$6,150	\$6,850	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$180	\$180	\$0	\$0
Predesign Fees	\$165	\$165	\$0	\$0
Design Fees	\$390	\$390	\$0	\$0
Project Management	\$520	\$520	\$0	\$0
Construction	\$4,895	\$5,595	\$0	\$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	\$6,150	\$6,850	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Chanhassen Bluffs Sport Complex	1	GO	22,000	0	0	0	0	0
Total Project Requests			22,000	0	0	0	0	0
General Obligation Bonds (GO) Total			22,000	0	0	0	0	0

Chanhasen Bluffs Sport Complex

AT A GLANCE

2024 Request Amount: \$22,000

Priority Ranking: 1

Project Summary: Construct a recreational facility to include two sheets of indoor ice, a walking track, indoor turf, indoor playground, community gathering space, meeting rooms, and more that will help meet the needs of Chanhasen and the surrounding region in our quest to be a community for life, serving people of all ages.

Project Description

The Chanhasen Bluffs Sport Complex will offer something for residents and regional visitors of all ages:

- Two sheets of ice
- Indoor walking track
- Indoor Playground
- Workout space
- Field house with turf available for year-round activity
- Community room spaces
- A restaurant connected to the facility

Project Rationale

The City of Chanhasen and community members have been exploring the need to have additional park amenities and wellness offerings for a number of years. Currently, the city does not have any ice or indoor turf within the community and residents must travel to other places to engage in these activities. The concept for this facility began in earnest with the 2017 Parks and Recreation System Plan. Feedback from community meetings and surveys going back to 2016 helped shaped the work of the a Parks Referendum Task Force convened in 2022. A major component of the project is an indoor walking track, which has consistently been the amenity most desired by the community. The facility will serve residents and regional visitors of all ages, helping to fulfill our mission of being a community for life.

Project Timeline

Construction would begin in the spring of 2025 and the project would be completed within 12-18 months.

Other Considerations

The proposed recreational facility is located within a private development called Avienda. The developer has agreed to hold the land for this purpose pending a successful referendum in November

2024 and the City's ability to secure the funds for the facility. If the City is unsuccessful, they will begin marketing the site to other users. The City does not own any other land that is large enough for the recreational facility. There is also limited non-City-owned land within the City large enough and available for the recreational facility.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Chanhassen

Who will operate the facility?

The City of Chanhassen

Who will use or occupy the facility?

The facility will serve Chanhassen residents and regional users who engage in sports, wellness, and gathering activities. All parts of the facility will be open to the public. A privately operated restaurant is contemplated to provide an additional amenity to facility users. Among the users are the two school districts that serve Chanhassen; those school districts span 14 communities. 63 percent of Chanhassen High School students are residents from another city. 1/3 of Chanhassen Parks and Recreation participants come from surrounding communities.

Public Purpose

This regional recreational facility will serve as a place for residents to meet their physical health needs, a hub for youth sports and family activities, and a place for people to connect and serve their mental health needs. Chanhassen strives to be a community for life and will have special emphasis on making sure the facility meets the needs of all ages.

Description of Previous Appropriations

N/A

Project Contact Person

Kelly Grinnell
Finance Director
952-227-1141
kgrinnell@chanhassenmn.gov

(\$ in thousands)

Chanhassen Bluffs Sport Complex

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$22,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$30,000	\$0	\$0
Other Funding	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$55,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$4,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$2,000	\$0	\$0
Construction	\$0	\$45,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,000	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$55,000	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City Square West	1	GO	19,997	0	0	0	0	0
Total Project Requests			19,997	0	0	0	0	0
General Obligation Bonds (GO) Total			19,997	0	0	0	0	0

(\$ in thousands)

City Square West

AT A GLANCE

2024 Request Amount:	\$19,997
Priority Ranking:	1
Project Summary:	\$19.997 million in state funds is requested to acquire and clear property, design, construct, equip and furnish the public spaces for the City Square West redevelopment project located in Historic Downtown Chaska. The funds will be used for public parking, public paseo, public plazas, public restrooms, storage and maintenance facilities, a mercado, an arts space, and related public infrastructure.

Project Description

The City Square West (CSW) Redevelopment project will redevelop an entire approximate 2-acre city block in the center of Historic Downtown Chaska. CSW was identified in the Chaska Downtown Master Plan as a catalyst redevelopment site in 2010. The Plan recognizes the survival of Chaska's historic downtown depends on investing in redevelopment that catalyzes regionally significant destinations. In December 2017, the City Council appointed a community Task Force to develop a CSW concept plan. The primary goal defined by the Task Force is to build upon the success of Chaska's Firemen's Park Curling and Event Center to catalyze greater economic value downtown through a mix of residential, retail, and regionally unique and significant programmable public space.

The ask for this request is \$19.997 million in state funds (and to be matched by non-state funds) to acquire and clear property, design, construct, furnish and equip the public spaces in the CSW project. These public spaces include a paseo, plaza, public parking, a publicly owned building that will house a mercado and space for the arts, public restrooms, storage and maintenance facilities, and related public infrastructure. While the public spaces are significant, there will be private investment to create a much larger redevelopment on the block. The concept plan developed by the Task Force and adopted by the City Council by resolution on December 3, 2018 defines the multi-use redevelopment. In addition to the public facilities supported by this request, the plan includes 120 units of mixed income housing, including 20% affordable to those earning 50% Area Median Income; about 14,500 square feet of commercial space; and privately owned parking to support the residential uses. The total City Square West Redevelopment project cost (both public and private redevelopment) is estimated at over \$100 million.

Specifically, the \$19.997 million request will support:

- Paseo and Plaza: \$4.75 million for acquisition, design and construction of a paseo and public plaza. The signature public paseo will be a pedestrian-friendly, mid-block pathway connecting people to downtown destinations. The public plaza is a programmable space to support year-round activities and events.

- Public parking/restrooms/storage and maintenance: \$7.75 million for acquisition, design and construction of 83 new public parking stalls, public restrooms to serve plaza visitors, and space to store equipment to support programming and maintenance of the public plaza.
- Mercado: \$2.036 million for acquisition, design and construction of a publicly owned building to house an indoor farmers market to create a hub for existing minority-owned vendors.
- Arts space: \$3.211 million for acquisition, design and construction of a publicly owned building that will be a new headquarters, gallery and programming space for the non-profit Arts Consortium of Carver County.
- Public Infrastructure: \$2.25 million for design and construction of the surrounding local streets to serve the redevelopment.

Project Rationale

Downtown Chaska has a long and rich history dating back to 1851. Over time, city of Chaska developed both residentially and commercially in areas outside of the downtown. Because of this, the Chaska City Council, during a strategic planning retreat in 2009, identified not only a vision of "Chaska has a historic downtown with a vibrant commercial district that is 'the' Twin Cities destination", but it also identified a need for a downtown master plan.

After that strategic plan in 2009, work on a downtown master plan started. This process engaged the City Council; all city commissions; open houses; and meetings with business owners, property owners, religious institutions, major employers, public service providers, other key downtown institutions; and the development community. The plan was adopted in 2012, setting forth a vision for downtown with guiding principles and focus areas as well as identifying priority catalyst redevelopment sites--one of which is the City Square West site.

Following the completion of the Downtown Master Plan, a task force was put together in 2017 to specifically look at the City Square West site. The task force, comprised of City Council, city commissions, the Downtown Chaska Business Alliance, residents, Carver County library, and Eastern Carver County Schools, met to create objectives for the redevelopment of the site. The process included open houses, pop-up events, meetings with existing businesses, city employee advisory committee, and other such discussions.

These processes have guided the city to where it is today--with a plan for a public-private redevelopment that will not only redevelop this site, but it will also act as a catalyst for other investment in downtown and address many community needs.

- New housing. The project creates new housing in downtown to support the small, locally owned businesses in the area. At least 20 percent of the units will be affordable to those earning 50% area median income.
- Regional attraction. The City Square West project will expand Downtown Chaska's regional draw. The Chaska Curling Center and Fireman's Park Redevelopment demonstrate what high-quality public spaces do to attract people from all over the region, state, and country into the historic downtown. The City Square West block builds on this energy by creating space for year-round programmed events such as holiday markets, concerts, and special events that have helped Chaska become a

regional entertainment destination.

- Pedestrian Connectivity and Safety. The public paseo creates a safe midblock alternative to walking along Highway 41 (which carries roughly 18,800 vehicles per day--many of which are trucks carrying freight). The paseo will connect pedestrians to destinations throughout downtown Chaska, including directly connecting to the Minnesota River Bluffs Regional Trails which goes to downtown Minneapolis.

- Business Growth. The Hispanic population in Chaska has grown substantially in recent years, many of whom are business owners and already own a business located on this block with month-to-month leases. These businesses are looking for affordable, stable spaces to locate and grow their businesses to support their families. The mercado creates this affordable space that both allows them to grow their business and also allows the community to celebrate them.

- Arts Center. Chaska is home to the Arts Consortium of Carver County (ACCC)--a non-profit organization that has acted as a catalyst to incubate, stimulate and sustain a thriving arts community throughout Carver County since 2009. While the ACCC currently has a small space in the Chaska Community Center, a new space will be built in the City Square West project that will create dedicated commercial space for the ACCC to headquarter permanently. The space will enable further development of the ACCC's programs, ability to display artwork, and interact with the public through educational opportunities. Furthermore, the ACCC and its artists, will be able to leverage the public plaza to activate the space through programming and other economic pursuits.

Project Timeline

- Land acquisition: Fall 2023-Spring 2024
- Construction commencement: Fall 2024
- Excavation/below grade work: Fall/Early Winter 2024
- Building framing: Winter 2025
- Buildings enclosed: Summer 2025
- Paseo/plaza commencement: Summer 2025
- Paseo/plaza completion: Fall/Early Winter 2025
- Roadway reconstruction commencement: Spring 2026
- Roadway reconstruction completion: Summer 2026

Other Considerations

While the focus of this request is on the public portion of the project, the City of Chaska has been working with a developer on the private portion of the project simultaneously. In Spring 2020, the City Council initiated a preferred developer selection process. This process was done through a Request for Qualification. Several submissions were received and subsequently reviewed and interviewed by a team of staff and city councilmembers. In December 2020, a recommendation to the City Council was made and approved to select Inland Development Partners as the preferred developer.

Additionally, in this process, the City Council has placed a high priority on the successful outcomes for the existing businesses located on the redevelopment site. Many of these existing businesses are owned and operated by local Hispanic residents. Originally, a Mercado for these businesses was envisioned in an off-site location; however, keeping it on-site is now a priority. By keeping the Mercado on-site, it not only will create a new, stable, and affordable place for their business, it will also keep it in a location that their customers are already familiar with.

Impact on State Operating Subsidies

No operating funds will be requested from state agencies to support this project.

Who will own the facility?

All components of the project that will be supported by the state funding will be owned by the City of Chaska:

- Paseo
- Plaza
- Public parking/restrooms/storage and maintenance facility
- Arts space facility
- Mercado facility
- Public right of way

Who will operate the facility?

The City of Chaska will operate all of the public components of the project.

Who will use or occupy the facility?

A multitude of people and organizations will use and occupy this project:

-The City of Chaska. The public plaza will be used by the City for multiple events and programs. While these have yet to be defined, they could include parks and recreation programming or other events such as the summer concert series and local farmer's market.

-The Chaska Library. A new library, is slated to be constructed directly adjacent to the site, at about the time this project is nearing construction completion. The library has already expressed interest in using the public plaza for programs and special events that they regularly put on in downtown Chaska.

-Arts Consortium of Carver County (ACCC). The ACCC will utilize not only the commercial building that will be built for them to provide gallery and display space, but they also envision using the plaza space for performances.

-Mercado businesses. The businesses located in the Mercado will utilize the space to continue their businesses in a familiar location for their existing customers and opportunity to gain new customers.

-The general public. At times when the space is not programmed, the general public will be using and traversing through the space, creating an energy not currently seen on the site today.

Public Purpose

This request for funds is to support the public spaces and facilities that will be integrated in the City Square West redevelopment project. This site was identified over 10 years ago as a catalyst redevelopment site in the Downtown Master Plan. When complete the project will take a block that is currently privately held and redevelop it into a vibrant mixed use site that will become not only a local, but also a regional destination.

Description of Previous Appropriations

\$5,425,000 to acquire property and construct a plaza and paseo, public parking, and mercado and arts space.

Project Contact Person

Matt Podhradsky
City Administrator
952-227-7523
mpodhradsky@chaskamn.gov

(\$ in thousands)

City Square West

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$5,425	\$19,997	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$6,200	\$19,997	\$0	\$0
Other Funding	\$1,914	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$13,539	\$39,994	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$5,800	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$7,739	\$36,028	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,966	\$0	\$0
TOTAL	\$13,539	\$39,994	\$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?	N/A

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Northside Infrastructure Replacement Project	1	GO	3,600	0	0	0	0	0
Chisholm Public Works Facility	2	GO	2,200	0	0	0	0	0
New Housing Development infrastructure	3	GO	4,000	0	0	0	0	0
Total Project Requests			9,800	0	0	0	0	0
General Obligation Bonds (GO) Total			9,800	0	0	0	0	0

Northside Infrastructure Replacement Project**AT A GLANCE****2024 Request Amount:** \$3,600**Priority Ranking:** 1

Project Summary: This project involves the total replacement of the City's public utility lines, the streets, the sidewalks and the driveway aprons within the street rights-of-way, as well as the replacement, rehabilitation and repair of failing or non-compliant water and sanitary sewer lateral/service lines outside or beyond the right-of-way, along up to thirty-eight (38) blocks of existing residential development in an older portion of the community.

Project Description

In continuation of its annual Infrastructure Replacement Program per its adopted 5-year and 10-year Capital Improvement Programs, the City of Chisholm is proposing the following streets for reconstruction. The street determination will be based on funding, there will be multiple phases to this project:

- * 5th Street NW From 1st Avenue NW to 8th Avenue NW;
- * 6th Street NE from 2nd Avenue NE (CSAH #67) to 4th Avenue NE;
- * 4th Avenue NE from 5th Street NE (CSAH #67) to 6th Street NE
- * 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, Avenues NE from 8th St. NE to 9 ½ St NE;
- * 8th & 9 ½ Streets NE from 1st Avenue NE to 7th Avenue NE; and
- * 9th Street NE from 1st Avenue NE to 4th Avenue NE.

As noted above, our Infrastructure Replacement Project includes the total replacement of the City's utility lines (sanitary mains, structures and services; water mains and services; and storm sewer pipes and structures) streets, sidewalks, driveway aprons and turf within the platted rights-of-way. Those sanitary sewer laterals/services located outside or beyond the right-of-way and found to be failing and or non-compliant will be required to be repaired, rehabilitated and or replaced in conjunction with the project.

Project Rationale

The water and sanitary sewer mains and services/laterals along these thirty-eight (38) blocks were primarily installed about 1910 at a time when many of the abutting homes were built. As a result, those lines and mains are typically undersized, in poor to failing condition and well beyond their normal service life. The sanitary sewer mains are typically non-gasketed vitrified clay pipe (VCP) which are highly susceptible to root intrusion, inflow and infiltration which is costing the city nearly \$400,000 per year to treat clean water flows in excess of normal daily usage. The VCP mains have many offset joints; many cracked and broken pipes; pipe misalignment and many protruding services with unsecured/unsealed connections. Additionally, many of the manhole structures are brick in very deteriorated and failing condition.

Because the water mains were also installed about 1910, they are typically cast-iron pipe (CIP) in fair condition. However, many of the main line valves, hydrant valves and hydrants are no longer operational, do not open or close or are leaking. The street and storm sewer construction along these streets occurred prior to 1950 and a 2022 street inventory rated all thirty-eight (38) blocks as failing and, thus, requiring full street replacement including curb and gutter and sidewalks which are displaying significant deterioration differential settlement.

Project Timeline

Order Feasibility Study, Plans and Specification, Topo Survey and Soil Borings	July 2024
Receive Feasibility Study and set Public Hearing	August 2024
Hold Public Hearing, accept Plans and Specifications and order ad for bids	Sept/Oct 2024
Receive bids and award contract	November 2024
Commence Construction	May 2025
Substantial Completion (complete ex. final bit surfacing)	October 2025
Final completion (apply final bit surfacing)	June 2026

Other Considerations

In 2022, the City updated and revised its' "Chapter 53: Public and Private Sewer " Ordinance to "Require" the televising of "all" sanitary sewer laterals/services within any new infrastructure project area, at no cost to the property owner, and that those services/laterals requiring corrective actions be completed all the way to the structures, if necessary. Prior to the 2022 ordinance update, televising of the sanitary sewer laterals/service was offered to, but not required of, the property owner. It was then at the discretion of the property owner to determine whether or not to replace their service/lateral from the right-of-way line to their home as part of the project even though the line could be failing or in poor condition.

The city has submitted its' Project Priority List (PPL) application and its 2024 Intended Use Plan (IUP) request for participation in the Lead Service Line (LSL) Inventory and Replacement programs. In doing so, the city will be promoting the replacement of old and/or non-compliant water service lines across private property to adjacent homes within the project area.

Impact on State Operating Subsidies

No additional or new State Operating Dollars will be requested for this project.

Who will own the facility?

The City will own the project and all infrastructure elements withing the platted street rights-of-way.

Who will operate the facility?

The city is responsible for the construction, operation, and maintenance of the city's utility lines and streets.

Who will use or occupy the facility?

The residents and visitors of Chisholm will utilize the city utility lines, streets, sidewalks and driveway aprons.

Public Purpose

To provide safe, secure and reliable water distribution and sanitary sewer collection systems to abutting and adjacent property owners as well as providing safe, smooth and aesthetically pleasing streets, sidewalks and boulevard which increases the value of homes and property. Particularly with respect to the new sanitary sewer mains, services/laterals and structures, the city will spend less time and money with maintenance while also saving money by not treating clean water.

Description of Previous Appropriations

No previous request for State Appropriations for this project.

Project Contact Person

Stephanie Skraba
City Administrator
218-254-7960
sskraba@ci.chisholm.mn.us

(\$ in thousands)

Northside Infrastructure Replacement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$2,100	\$0	\$0
Other Funding	\$0	\$1,500	\$0	\$0
TOTAL	\$0	\$7,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$162	\$0	\$0
Project Management	\$0	\$702	\$0	\$0
Construction	\$0	\$5,622	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$714	\$0	\$0
TOTAL	\$0	\$7,200	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Chisholm Public Works Facility

AT A GLANCE**2024 Request Amount:** \$2,200**Priority Ranking:** 2

Project Summary: The project involves relocating and replacing the public works facility and fuel station in Chisholm. The public works facility consists of a 12,000 square foot building, refuse department garage, gravel stock piles for city use, fuel station, a small surge bin for winter sand/salt mix, and pipe laydown yard for water, sewer, and storm water pipe.

Project Description

The city works garage will be relocated to the city industrial park, which is zoned appropriate for the facility. The city has already started moving some of the operations to this site. A \$100,000 salt and sand shed was constructed in 2022 on the site. The current garage located in a residential area will be newly constructed at the site along with a fuel station, that the MPCA has indicated the city needs to replace due to age and function. The city will also fund a new refuse storage building at the site.

Project Rationale

The current facility is located in a residential neighborhood adjacent to Long Year Lake. Not only is the building failing, the location is not conducive for this type of facility. The current location is ideal for an opportunity for multi-family or single-family housing. Chisholm is desperate for housing and moving the current facility to an industrial zone follows the city's comprehensive plan and gives the opportunity for additional housing.

The current public works facility is in dire need of replacement, the building is failing with rotting walls. The facility endures water damage during spring thaw and the holes in the walls are being patched as more appear.

The current facility also houses the fuel station for the city equipment, emergency vehicles, and school district vehicles. The current fuel station is pre-1988 and is in desperate need of replacement. The MPCA has given their strong opinion to replace the fuel station. The cathodic protection test results have come back with unfavorable results indicating an immediate plan for replacement. This facility is crucial for Chisholm to operate snow removal, garbage, and infrastructure repairs.

Project Timeline

Project bid January 2025
Construction May 2025
Completion December 2025

Other Considerations

Impact on State Operating Subsidies

No additional impact on operating subsidies

Who will own the facility?

City of Chisholm will own the project

Who will operate the facility?

City of Chisholm will operate the project.

Who will use or occupy the facility?

City of Chisholm public works department will occupy the facility

Public Purpose

The public purpose of the project is to ensure a structure and fuel station to accommodate the operation of city equipment that is compliant to state and federal guidelines.

Description of Previous Appropriations

No previous state appropriation request.

Project Contact Person

Stephanie Skraba
City Administrator
218-254-7960
sskraba@ci.chisholm.mn.us

(\$ in thousands)

Chisholm Public Works Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$500	\$0	\$0
TOTAL	\$0	\$2,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$45	\$0	\$0
Design Fees	\$0	\$195	\$0	\$0
Project Management	\$0	\$60	\$0	\$0
Construction	\$0	\$2,132	\$0	\$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	\$2,700	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

New Housing Development infrastructure

AT A GLANCE

2024 Request Amount: \$4,000

Priority Ranking: 3

Project Summary: The project involves funding infrastructure for a new housing development in Chisholm.

Project Description

The project consists of full infrastructure for a new housing development including; sanitary mains, water mains and services, storm sewer pipes, roads, sidewalks, parks, and ponds. The development is to construct 61 lots adjacent to green space.

Project Rationale

The city of Chisholm has identified housing as a top priority in 2022. The priority list consists of new single-family housing, infill housing, senior housing, and housing rehab. Greater Minnesota does not have the availability of housing developers to be proactive in new housing construction. Chisholm's newest housing development was in the early 2000's. The city has committed to make a city owned site shovel ready for housing.

The city has already invested in a market study, wetland delineation, geotechnical, public and private utilities assessment, bedrock exploration, landscape architect design, title work, alta survey, engineer plans and specs. The development has been methodically thought out with citizen input. The city has held two open houses during the design process to accommodate the needs of the interested buyers and the adjacent land owners. This development is crucial for the growth for Chisholm.

There is a lot of interest in this development and local builders have been contacted to engage during the planning process.

Project Timeline

Project bid 2024
Construction 2024/2025
Completion 2026

Other Considerations

Greater Minnesota has a different climate for housing development. The city is being very proactive to ensure quality homes are built while taking into consideration land use and long range planning. The city's comprehensive plan has identified this location for future housing, Chisholm is land locked and is creative with the space within it's boundaries. The city is also committed to concentrate on housing infill and rehab programs to preserve the current housing stock.

Impact on State Operating Subsidies

no additional impact.

Who will own the facility?

The city of Chisholm will own the project.

Who will operate the facility?

The city of Chisholm will operate the project.

Who will use or occupy the facility?

The residents and visitors of Chisholm will occupy the project.

Public Purpose

The public purpose of the project is ensure growth on the Iron Range and ensure quality infrastructure in the city.

Description of Previous Appropriations

No previous state appropriation.

Project Contact Person

Stephanie Skraba
City Administrator
218-254-7960
sskraba@ci.chisholm.mn.us

(\$ in thousands)

New Housing Development infrastructure

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
State Funds Pending				
Other State Funds		\$420	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$500	\$0	\$0
TOTAL	\$0	\$4,920	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$123	\$0	\$0
Design Fees	\$0	\$533	\$0	\$0
Project Management	\$0	\$164	\$0	\$0
Construction	\$0	\$3,630	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$470	\$0	\$0
TOTAL	\$0	\$4,920	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
New Library Building	1	GO	2,000	0	0	0	0	0
Total Project Requests			2,000	0	0	0	0	0
General Obligation Bonds (GO) Total			2,000	0	0	0	0	0

New Library Building

AT A GLANCE

2024 Request Amount: \$2,000

Priority Ranking: 1

Project Summary: Construction of a new library building, replacing an existing library housed in an old bank building. Clara City has never had a dedicated library space, and has always reused older spaces or buildings. The existing building is in disrepair and is unfit to continue as a library.

Project Description

In 1937 a local civic organization, the Priscilla Club, began promoting the idea of a library. Through donations, fundraisers and the aid of the Village Council, in October of 1937 a library was started in a small rented room above the Clara City State Bank. In 1952, 1976 and again in 2005 the library was moved or updated in existing buildings. These facilities were not specifically built to house libraries. The existing building is in an old Bank Building, owned and maintained by the City of Clara City, and is managed by the regional library system (Pioneerland Library System). The new building would have better access to the main part of the community (School, parks, business area), and would allow a safer and cleaner environment. The current library, as a branch of Pioneerland Library System offers books for all ages, periodicals and computers with high speed internet. The library provides weekly summer story times, free bus tours, and regular children's programming twice per month during the school year. The library is open Monday, Tuesday, Thursday and Friday from 10 AM to 2 PM, and on Saturday from 10 AM to 2 PM.

Project Rationale

The library is so much more than just a warehouse for books and knowledge, it has become a community center and gathering place for the entire community. It is also a safe place for children and others. The library offers programs to all ages and socio-economic ranges. Children come to the library to learn and play in a safe and inviting environment, and adult use it for various reasons. They can come and use free access to computers and the internet, they can print out papers they need for many reasons, and they can fax and scan documents. All age groups have programming of their own, and the different materials and activities appeal to a wide range of residents.

Project Timeline

- Issuance of RFP for Predesign: September 1, 2022 (Completed)
- Submittal Deadline: October 14, 2022 (Completed)
- Review of Proposals: October 20, 2022 (Completed)
- Consultant Interviews: November 2022 (Completed)
- Subcommittee review and recommendation to the City Council: December 15, 2022 (Completed)

Approval to Proceed with BKC Consultant:

Other Considerations

The City, through the Library Subcommittee, has been meeting for over two years to review the existing conditions of the Library and to chart the future of the building and library services. Along the way we have studied potential costs for repairs to the existing building, as well as the construction and location of a new facility. In addition, the library subcommittee surveyed the community, talked to business, officials and others to ascertain the level of support for, and need of a new building. In the end, the study completed by the subcommittee and BKV have helped in the decision making process, the project timeline, and costs.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Clara City

Who will operate the facility?

City of Clara City and Pioneerland Library System.

Who will use or occupy the facility?

City of Clara City and Pioneerland Library System.

Public Purpose

Library

Description of Previous Appropriations

NONE

Project Contact Person

Steven Jones
City Administrator
320-847-2142
cityadmin@hcinet.net

(\$ in thousands)

New Library Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$400	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$1,800	\$0	\$0
TOTAL	\$0	\$4,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,200	\$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	\$4,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Sewer Water New WTP Road System Replacement	1	GO	14,850	0	0	0	0	0
Total Project Requests			14,850	0	0	0	0	0
General Obligation Bonds (GO) Total			14,850	0	0	0	0	0

Sewer | Water | New WTP | Road System Replacement

AT A GLANCE

2024 Request Amount: \$14,850

Priority Ranking: 1

Project Summary: City of Clarks Grove sewer, road and water system are very old and in grave need of replacement. Their financial need is primarily due to the fact that they recently had a tornado destroy their fire station and has put the City into a hardship with no funds for this project. In addition, they have high levels of cooper in their water system so are in desperate need of a new WTP to deliver safe drinking water. Local doctors say this is potentially causing a high number of thyroid cancer cases.

Project Description

I) Water system replacement, New WTP plus roads

Watermain/hydrants/valves/roads Replacement
New Water treatment plant

General

The City of Clarks Grove is in desperate need of several infrastructure replacement projects including a city-wide water system replacement due to the age and condition of these facilities. The City conducted an analysis of these facilities and determine they are in extremely poor condition and need to be replaced ASAP. In addition, the City has no water treatment plant and desperately needs one. The current untreated water has high levels of copper in it. Local doctors have long indicated that the untreated water within the City of Clarks Grove may be having a negative impact on the health and wellbeing of our citizens including a disturbing large number of residents with serious thyroid problems.

There are numerous reasons why Clarks Grove have turned to the State of Minnesota for financial assistance including the fact that the City recent had a tornado devastate our community including destroying our fire station. Unfortunately, the insurance fought back against the City in their hour of need and would not fund much of the fire hall replacement project, having an enormous negative impact on the financial wellbeing of our community. This large financial burden would have been the funds that could have been used to pay for some of the infrastructure needs, but now do not have the funds to pay for these projects. This very unfortunate situation and financial hardship and has left the residents and City with no funds or capacity to pay for the new water system and water treatment plant.

PROPOSED PROJECTS

Project Name

Replace the potable water distribution system and New WTP Project description

WHAT: Replace the old, dilapidated water mains, hydrants, and valves that were installed over 50 years ago. They are both old and many undersized. In addition, the city has no water treatment plant and has MAJOR HEALTH CONCERNS with its current water supply, including high levels of copper - potentially from agriculture runoff or other sources. Local doctors have long indicated that the untreated water within the City of Clarks Grove may be having a negative impact on the health and well-being of our citizens, including a disturbingly large number of residents with serious thyroid problems. This project will greatly improve the quality and safety of our water supply and new treatment to supply safe reliable drinking water to our residents and business for the next generation.

Alternatives with costs

The city analyzed two options for replacing the water distribution system and implementing a new WTP. Here is a list of the options we analyzed and their costs -

1. A do-nothing option - This would result in leaving old, dilapidated water mains, hydrants, and valves thereby not delivering to our residents a supply of safe, high-quality drinking water for the community and businesses alike.

Estimated cost - \$0

2. Construct new water mains, valves, hydrants, and a new water treatment plant - This would result in supplying and maintaining an uninterrupted supply of safe, high-quality drinking water for the community and businesses alike.

Estimated cost - \$9,120,500

Alternative Selected

Construct new water mains, valves, hydrants, and a new water treatment plant - This would result in supplying and maintaining an uninterrupted supply of safe, high-quality drinking water for the community and businesses alike.

Estimated cost - \$9,120,500

Reason

This was the most cost-effective and reliable option for a safe source of drinking water for our residents and businesses.

II. Sewer system replacement including 2 new lift stations and roads

Replace Two Lift Stations

New sanitary system replacement

General

The City of Clarks Grove is in desperate need of several infrastructure replacement projects including two new lift stations and city-wide sewer system replacement due to the age and condition of these facilities and the large amount of inflow and infiltration (I/I). The City conducted an analysis of these facilities and determine they are in extremely poor condition and need to be replaced ASAP. In fact, the two lift stations are in such disrepair that the maintenance staff cannot enter these facilities due to their condition and terminal safety issues, so in essence it is a race against time before our community has catastrophic failure and floods out many or all of the homes and businesses within the City of Clarks Grove with sewage. There are numerous reasons why Clarks Grove has turned to the State of Minnesota for financial assistance including the fact that the City recently had a tornado devastate our community including destroying our fire station. Unfortunately, the insurance fought back against the City in its hour of need and would not fund much of the fire hall replacement project,

having an enormous negative impact on the financial well-being of our community. This large financial burden would have been the funds that could have been used to pay for some of the infrastructure needs, but now do not have the funds to pay for these projects. This very unfortunate situation and financial hardship and has left the residents and City with no funds or capacity to pay for the new lift stations and replace the old dilapidated sewer system.

In order to replace the old and antiquated lift stations and sewer system, the City of Clarks Grove proposes to complete the following project at a cost of \$7,454,600 which the City is willing to pay for a portion of this project.

Projects

1. Replace two primary sanitary lift stations - This is desperately needed for the wellbeing of all of our citizens - These two primary lift stations convey all of the wastewater to our treatment plant. We cannot enter or maintain this facility due to their age and condition, it's only a matter of time before we have a catastrophic failure that will impact every resident in our community.

2. Replace the entire 55-year-old sanitary sewer system with 15,000 linear feet of 8" PVC sewer including new manholes.

Reasons for the Request

1. The City does not have the means to fund these projects due to the financial hardship the recent tornado had on our community.
2. City of Clarks Grove has high utility rates (sewer plus water)
3. City of Clarks Grove has one of the lowest MHI.
4. Sewer facilities are over 55 years old and have to be replaced due to their condition and age.
5. Inflow and Infiltration in their sewer system.

Financial

The fundamental reason for this \$7.4 million request is due to the fact that our community was financially impacted due to the recent tornado, all of our infrastructure is in need of replacement right now including the two primary lift stations, and the need for a water treatment place for the safety and wellbeing of our residents. In addition, the current pandemic has especially been hard on Greater Minnesota communities for businesses, economic development and jobs. Our current financial situation prohibits our community from being able to fund these projects.

Alternatives with costs

The city analyzed two options for replacing the lift stations and sewer system. Here is a list of the options we analyzed and their costs -

1. A do-nothing option - This would result in leaving old, dilapidated sewer mains and lift stations thereby not delivering to our residents a safe, high-quality, and reliable sewer system for the community and businesses alike.

Estimated cost - \$0

2. Construct two new lift stations and a new sanitary sewer system - This would result in a reliable sewer system to supply a safe high-quality system for the community and businesses alike.

Estimated cost - \$7,545,600

Alternative Selected

Construct two new lift stations and a new sanitary sewer system - This would result in a reliable sewer system to supply a safe high-quality system for the community and businesses alike.

Estimated cost - \$7,545,600

Reason

This was the most cost-effective and reliable option for a reliable sewer system for our residents and businesses.

Project Rationale

BACKGROUND

The City of Clarks Grove is in desperate need of several infrastructure replacement projects including two new lift stations and city-wide sewer and water system replacement due to the age and condition of these facilities and large amount of inflow and infiltration (I/I). The City conducted an analysis of these facilities and determine they are in extremely poor condition and need to be replaced ASAP. In fact, the two lift stations are in such disrepair that the maintenance staff cannot enter these facilities due to their condition and terminal safety issues, so in essence it is a race against time before our community has catastrophic failure and floods out many or all of the homes and businesses within the City of Clarks Grove with sewage.

In addition, the City has no water treatment plant and desperately needs one. The current untreated water has high levels of copper in it. Local doctors have long indicated that the untreated water within the City of Clarks Grove may be having a negative impact on the health and wellbeing of our citizens including a disturbing large number of residents with serious thyroid problems.

There are numerous reasons why Clarks Grove have turned to the State of Minnesota for financial assistance including the fact that the City recent had a tornado devastate our community including destroying our fire station. Unfortunately, the insurance fought back against the City in their hour of need and would not fund much of the fire hall replacement project, having an enormous negative impact on the financial wellbeing of our community. This large financial burden would have been the funds that could have been used to pay for some of the infrastructure needs, but now do not have the funds to pay for these projects. This very unfortunate situation and financial hardship and has left the residents and City with no funds or capacity to pay for the new lift stations, sewer, water or treatment plant facilities.

PROPOSED PROJECTS

In order to replace the old and antiquated lift stations, sewer and water pipes and water treatment plant, the City of Clarks Grove proposes to complete the following project at a cost of \$16,500,000 which the City is willing to pay for a portion of this project (10% of the project costs or \$1,650,000) for a net request from the State of \$14,850,000.

Projects

1. Replace two primary sanitary lift stations - This is desperately needed for the wellbeing of all of our citizens - Theses two primary lift stations convey all of the wastewater to our treatment plant. We cannot enter or maintain this facility due to their age and condition, it's only a matter of time before we have a catastrophic failure that will impact every resident in our community.
2. Replace the entire 55-year-old sanitary sewer system with 15,000 linear feet of 8" PVC sewer

including new manholes and roads.

3. Replace the entire 55-year-old watermain system with 15,000 linear feet of 6” watermain including new gate valves and hydrants. and roads
4. Construct a new water treatment plant - we currently have no treatment of our potable water. The current untreated water has high levels of copper in it. Some doctors are indicating that this is causing serious health problems including thyroid issues to our citizens.

Reasons for the Request

1. The City does not have the means to fund these projects due to the financial hardship the recent tornado had on our community.
2. City of Clarks Grove has high utility rates (sewer plus water).
3. City of Clarks Grove has one of the lowest MHI.
4. Sewer and water facilities are over 55 years old and have to be replaced due to their condition and age.
5. Inflow and Infiltration in their sewer system.
6. High levels of copper in our water with no current treatment of our water - need to be replaced due to health concerns.

Financial

The fundamental reason for this \$14.85 million request is due to the fact that our community was financially impacted due to the recent tornado, all of our infrastructure is in need of replacement right now including the two primary lift stations, and the need for a water treatment place for the safety and wellbeing of our residents. In addition, the current pandemic has especially been hard on Greater Minnesota communities for businesses, economic development and jobs. Our current financial situation prohibits our community from being able to fund these projects.

Project Timeline

Project Task	Start date	Ending date
I. FUNDING		
Funding Applications; PFA	March 2022	Ongoing
Facility Plan - Pre-design	March 21, 2022	COMPLETE
Public Hearing		COMPLETE
Obtain grant/loan dollars for project		Ongoing
II. DESIGN		
30% Plan Submittal	August 2024	October 2024
60% Plan Submittal	October 2024	November 2024
90% Plan Submittal	November 2024	December 2024
Final Submittal	December 2024	January 2025
MPCA Review Plans	January 2025	February 2025
Bidding/Contractor Award	February 2025	March 2025
III. CONSTRUCTION PHASE		
Construction	May 2025	August 2026

Other Considerations

BACKGROUND

The City of Clarks Grove is in desperate need of several infrastructure replacement projects including two new lift stations and city-wide sewer and water system replacement due to the age and condition of these facilities and large amount of inflow and infiltration (I/I). The City conducted an analysis of these facilities and determine they are in extremely poor condition and need to be replaced ASAP. In fact, the two lift stations are in such disrepair that the maintenance staff cannot enter these facilities due to their condition and terminal safety issues, so in essence it is a race against time before our community has catastrophic failure and floods out many or all of the homes and businesses within the City of Clarks Grove with sewage.

In addition, the City has no water treatment plant and desperately needs one. The current untreated water has high levels of copper in it. Local doctors have long indicated that the untreated water within the City of Clarks Grove may be having a negative impact on the health and wellbeing of our citizens including a disturbing large number of residents with serious thyroid problems.

There are numerous reasons why Clarks Grove have turned to the State of Minnesota for financial assistance including the fact that the City recent had a tornado devastate our community including destroying our fire station. Unfortunately, the insurance fought back against the City in their hour of need and would not fund much of the fire hall replacement project, having an enormous negative impact on the financial wellbeing of our community. This large financial burden would have been the funds that could have been used to pay for some of the infrastructure needs, but now do not have the funds to pay for these projects. This very unfortunate situation and financial hardship and has left the residents and City with no funds or capacity to pay for the new lift stations, sewer, water or treatment plant facilities.

PROPOSED PROJECTS

In order to replace the old and antiquated lift stations, sewer and water pipes and water treatment plant, the City of Clarks Grove proposes to complete the following project at a cost of \$16,500,000 which the City is willing to pay for a portion of this project (10% of the project costs or \$1,650,000) for a net request from the State of \$14,850,000.

Projects

1. Replace two primary sanitary lift stations - This is desperately needed for the wellbeing of all of our citizens - Theses two primary lift stations convey all of the wastewater to our treatment plant. We cannot enter or maintain this facility due to their age and condition, it's only a matter of time before we have a catastrophic failure that will impact every resident in our community.
2. Replace the entire 55-year-old sanitary sewer system with 15,000 linear feet of 8" PVC sewer including new manholes and roads.
3. Replace the entire 55-year-old watermain system with 15,000 linear feet of 6" watermain including new gate valves and hydrants. and roads
4. Construct a new water treatment plant - we currently have no treatment of our potable water.

The current untreated water has high levels of copper in it. Some doctors are indicating that this is causing serious health problems including thyroid issues to our citizens.

Reasons for the Request

1. The City does not have the means to fund these projects due to the financial hardship the recent tornado had on our community.
2. City of Clarks Grove has high utility rates (sewer plus water).
3. City of Clarks Grove has one of the lowest MHI.
4. Sewer and water facilities are over 55 years old and have to be replaced due to their condition and age.
5. Inflow and Infiltration in their sewer system.
6. High levels of copper in our water with no current treatment of our water - need to be replaced due to health concerns.

Financial

The fundamental reason for this \$14.85 million request is due to the fact that our community was financially impacted due to the recent tornado, all of our infrastructure is in need of replacement right now including the two primary lift stations, and the need for a water treatment plant for the safety and wellbeing of our residents. In addition, the current pandemic has especially been hard on Greater Minnesota communities for businesses, economic development and jobs. Our current financial situation prohibits our community from being able to fund these projects.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Clarks Grove

Who will operate the facility?

City of Clarks Grove

Who will use or occupy the facility?

City of Clarks Grove

Public Purpose

For human healths safety, life and wellbeing

Description of Previous Appropriations

None

Project Contact Person

Tim Korby
City Engineer
612-655-9878
tkorby@hrgreen.com

(\$ in thousands)

Sewer | Water | New WTP | Road System Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$14,850	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$150	\$1,650	\$0	\$0
Non-State Funds Pending				
TOTAL	\$150	\$16,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$150	\$0	\$0	\$0
Design Fees	\$0	\$2,400	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$14,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$150	\$16,500	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Ambulance and Fire Public Safety Facility	1	GO	10,000	0	0	0	0	0
Total Project Requests			10,000	0	0	0	0	0
General Obligation Bonds (GO) Total			10,000	0	0	0	0	0

(\$ in thousands)

Ambulance and Fire Public Safety Facility

AT A GLANCE

2024 Request Amount: \$10,000

Priority Ranking: 1

Project Summary: A new public safety facility that will house the Cloquet Area Fire District's (CAFD) ambulance, fire & rescue operations as well as fire prevention and public education departments will be constructed to replace an aging, undersized building. A unique organization in Minnesota, the CAFD is currently the only fire & ambulance special taxing district, creating special funding challenges that have curtailed our significant facility needs.

Project Description

The Cloquet Area Fire District will construct a new, modern, efficient public safety center that will be the facility for emergency operations, public education and prevention activities. Community will be the focus in design and access, our mission is to better the entire region while providing the essential service of emergency response as well as education and prevention. This "shovel ready" project for the CAFD includes ownership of a 13 acre site, a plan developed in partnership with architects and consultants, site testing and engineering and significant staff and community input through board representation. Administrative offices and public education space will allow for all district functions to occur in one location. Training room space will be sufficient to allow for all CAFD staff to gather and become proficient in their charge, while community CPR and emergency medical classes, car seat installation training, fall prevention, juvenile fire setter programs, cultural training (Fond du Lac programs) and many more community based programs will be hosted from this facility. Limitations in our current station make access extremely difficult for those with disabilities and the size and age of our facility hampers public use.

All fire, rescue and ambulance emergency operations for 10 municipalities and the Fond du Lac Band will originate from this facility including 4 advanced life support ambulances, primary fire suppression apparatus and all rescue equipment. Modern safety features will create an environment that supports and shows inclusion for our staff; vehicle exhaust removal, cancer prevention initiatives (stemming from carcinogens in gear following a fire incident), drive through apparatus bays, station alerting systems that minimize cardiac injury and mental health impacts, etc. will be included in our design. The CAFD's staffing model is also a consideration for our facility needs. To effectively respond to 3,300 incidents in 2022, we utilize a combination of full-time and paid-on-call staff. Each has unique elements to be considered in facility design. Adequate parking, training space, 24-hour accommodations for full-time staff and features that allow for diversity in our employees are designed into our building plan. LGBTQ considerations do not allow modern public safety buildings that house 24-hour staff to group sleeping and bathroom/shower facilities by gender. The CAFD is an inclusive organization, proudly employing a diverse group culturally and without bias to sexual orientation. We have creatively been able to manage our challenge of becoming a modern diverse

public safety organization, but a new facility is needed to ensure we can accommodate our staff in the future.

Reliability, efficiency and functionality guide our design and construction decisions. The exploration of renewable energy sources like solar and geothermal are at the forefront of our goal to be as efficient and cost effective as possible. We will seek out opportunity to include these critical features into our plan.

The core function of the facility will be to allow for all administrative offices, public spaces, emergency response operations and public safety equipment to be centrally located in our district and fully accessible and sustainable. Our design work has created wellness space, offices, training space and public assembly space to meet the needs of the Cloquet Area Fire District's community.

Project Rationale

Efficiency, a commitment to public safety & emergency response demand from multiple communities in Northeastern Minnesota guide the planning, strategies and operational direction for the Cloquet Area Fire District (CAFD). In 2017 we determined that we could not maintain operations long term in our current public safety facility due to site limitations, building and infrastructure age, size and the expanding needs of our organization along with service demand from the communities who make up the CAFD. Multiple cities, townships and most of the Fond du Lac Band of Lake Superior Ojibwa compose our district. The public safety, education and community involvement our fire and ambulance special taxing district has regionally is a shining example for NE Minnesota and is a model of efficiency, consolidation and regional service delivery that must be supported by our state to encourage others to follow suit. Limitations in funding sources have become evident and significant capital projects such as our facility needs are not able to be supported by local taxpayer dollars. Without local government aid, federal stimulus funds, and few options besides billing or taxing our residents an unsustainable amount, we are unable to meet the needs of our organization. This translates into a unattainable struggle to meet the significant needs of our rural community!

The CAFD has invested significant time, local funds and effort into obtaining a site, designing a public safety building to meet the needs of community and have completed site evaluation, testing and planning. Legislative efforts to fix our enabling language had to occur in 2018 to allow for bonding which delayed our initial efforts to construct a new facility. With our legislative language updated, we are able to bond for the local match amount of a new facility, yet we are limited by several circumstances. The CAFD's district is predominantly rural with factors that limit our ability to generate sufficient tax revenues without an undue burden on our community. The abundance of non-taxable government owned property shifts the burden of public safety onto fewer taxpayers. University of Minnesota forestry lands, MN DNR, state owned property, and land in federal Indian trust are contributors to our challenge in funding larger capital projects.

CAFD's model for service is how all public safety entities should be reshaped. We have successfully eliminated municipal boundaries in the provision of service and have reduced the need for 1 fire station, several large fire/rescue apparatus and four separate administrations. This model comes at a cost though, reduced funding sources cause the CAFD not to qualify for programs that are readily available to the cities and townships we provide service to. To date, they are unwilling to share LGA or meaningful amounts of other funds with the CAFD. State support will allow us to build a long term, efficient, modern public safety facility that will propel our district into a model that others will follow.

We strive to be the example for public safety in the state of Minnesota and hope to be the catalyst that causes others to follow suit!

Project Timeline

Projected completion will be 18 months from the beginning of construction. Considering the efforts already undertaken by the CAFD, construction may begin as early as fall of 2024 and occupancy may occur by January of 2026. Since the site is already procured by the CAFD, building plans have been developed and soil testing and design has occurred, project timelines may be compressed. Bonding concerns by our initial legislative language have been corrected and our ability to bond locally for the CAFD's match is secured. Support from our local governmental representatives (CAFD Board of Directors) has compelled me to apply for state bonding monies to allow for the construction of a new facility.

Other Considerations

The Cloquet Area Fire District serves a predominantly rural community that is comprised of a mix of cultures and economic status. The inclusion of most of the Fond du Lac Band of Lake Superior Ojibwa, industry, rural properties and lower economic status as compared to metro areas drive our need for state support. As a unique governmental entity in Minnesota, the state (at our urging) has yet to adjust funding opportunities for our public safety organization to be similar to what cities, counties or townships in greater Minnesota receive.

We firmly believe that districts are the best way to make public safety effective, efficient and sustainable, but they need to be supported by the State of Minnesota with revenue sources, including bonding funds. Placing the burden of emergency services on local taxpayers is common and expected by Minnesota's tax payers. What is becoming an insurmountable challenge is providing the service. Staffing availability, equipment costs, facility improvements or replacements, and all costs to provide service have increased significantly in recent years, though our community's ability to sustain the increased taxes has caused an undue burden on our residents and businesses. Ambulance provision is not funded by taxpayers in many communities. It is a cost borne by private services on a shoestring budget, or more likely by hospital based services that operate at a loss yet generate revenue by admitting patients into their hospital. The CAFD provides a critical, essential service to many cities, townships and the Fond du Lac Band!

Impact on State Operating Subsidies

There are no additional anticipated requests for funding for this project, ongoing costs will be supported by levy authority.

Who will own the facility?

Cloquet Area Fire District

Who will operate the facility?

Cloquet Area Fire District

Who will use or occupy the facility?

The land, facility and all equipment will be occupied by the Cloquet Area Fire District, a special taxing district in the State of Minnesota for the life of the facility.

Public Purpose

This public safety facility will be the epicenter for community education and prevention training along with the base for all emergency response and administrative activities. The CAFD has been recognized as a state leader in our programs for car seat installation education, public CPR and emergency medical training, fall prevention & elderly care programs, defibrillators in our community and early access to CPR programs and much more. By constructing a facility that has the accessibility and space needs to meet our community and staff's needs, we will be able to enhance and grow our impact to the regions well-being.

Description of Previous Appropriations

None

Project Contact Person

Jesse R Buhs
Fire Chief
218-499-4258
jbuhs@cloquetafd.com

(\$ in thousands)

Ambulance and Fire Public Safety Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$390	\$500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$390	\$10,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$10	\$0	\$0	\$0
Predesign Fees	\$180	\$0	\$0	\$0
Design Fees	\$100	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$100	\$9,685	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$815	\$0	\$0
TOTAL	\$390	\$10,500	\$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?	N/A
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Cohasset Athletic Community Center	1	GO	16,000	0	0	0	0	0
Total Project Requests			16,000	0	0	0	0	0
General Obligation Bonds (GO) Total			16,000	0	0	0	0	0

Cohasset Athletic Community Center

AT A GLANCE

2024 Request Amount:	\$16,000
Priority Ranking:	1
Project Summary:	\$16 million in state funds is requested for pre-design, design, construction and equipping a new 77,000 ft ² athletic facility in an abandoned industrial site in the City of Cohasset. This facility will be the cornerstone of a planned \$120 million downtown development to replace the tax base lost by the closure of the MN Power Clay-Boswell coal fired power plant units.

Project Description

The purpose of the proposed project is to re-develop an abandoned industrial brown-field site and to replace the significant tax base loss due to the required, closing of the Minnesota Power Clay-Boswell coal burning energy station by the State of Minnesota. The 47 acres site has over 1600 ft of prime Mississippi River frontage in the heart of the City of Cohasset. The proposed project is also needed to accomplish goals outlined in the City of Cohasset Comprehensive Plan. The \$34 million public portion of the project complements the City's \$12 million investment in site infrastructure for the 47 acre site.

The proposed Project Site is a high value abandoned brown-field site strategically located on the banks of the Mississippi River, in the heart of the City. It will be a hub for city growth and provide a variety of water-oriented residential housing, commercial and hotel space and recreational activities. The project is intended to be a destination site to benefit area residents and to attract additional seasonal residents and a growing tourist trade to the City of Cohasset.

The project will also benefit the economy of the City of Cohasset by providing an estimated 50 new jobs, additional services and expanding the tax base for residents, while providing hotel accommodations for visitors to the area.

Project Rationale

The State required shut down of Clay-Boswell coal generating units 1 & 2 in 2018 substantially impacted the City of Cohasset tax base. Planned closure of units 3 & 4 would remove 70% of the 2018 City tax base.

The City is proposing a \$120M public and private development on a brown-field site on the banks of the Mississippi River. The City would provide with infrastructure and an anchor athletic facility to allow investment in housing, retail and a hotel/restaurant and ancillary buildings.

This would rebuild the City tax base and provide core features for additional investment in the City.

Project Timeline

A 3 year process with the City completing pre-design of the site and infrastructure has been finished. In 2022 the required EAW was completed, permit negotiation has been on-going with the DNR and the USACOE and final decision are expected in June and May. Ground breaking will be fall 2023.

Negotiations with private entities on development of housing, retail and a hotel/restaurant have been in process for 2 years. No agreements can be negotiated until the permits are finalized and City finance options are known. Groundbreaking will be spring 2024.

Athletic Facility will begin construction Fall of 2024. A 3 year process with the City completing pre-design of the site and infrastructure has been finished. In 2022 the required EAW was completed, permit negotiation has been on-going with the DNR and the USACOE and final decision are expected in June and May. Ground breaking will be fall 2023.

Negotiations with private entities on development of housing, retail and a hotel/restaurant have been in process for 2 years. No agreements can be negotiated until the permits are finalized and City finance options are known. Groundbreaking will be spring 2024.

Athletic Facility will begin construction Fall of 2024.

Other Considerations

Permitting for the project is in final stages at both the state (MNDNR) and Federal (USACOE) levels. An EAW was completed and approved for the project. A Traffic and archaeological study 1 & 2 were completed and input was gained from the Leech Lake Band of Ojibwe tribe. All land is procured and surveyed by the City to allow for re-platting and installation of infrastructure.

Impact on State Operating Subsidies

Athletic Facility study showed operational breakeven revenue with minimal operating budget impact to the City of Cohasset.

Who will own the facility?

The City of Cohasset will own Athletic facility and event area.

Who will operate the facility?

The City will lease the Athletic space to an independent operator. Food space will be leased.

Who will use or occupy the facility?

Primarily youth sports groups, with the facility also being used for shows, as an entertainment venue, and a community gathering space.

Public Purpose

Replace the lost tax base of the MN Power Clay-Boswell coal fired energy center and provide the City with a tax base to continue to providing required services to residents.

Description of Previous Appropriations

Project Contact Person

Max Peters
City Administrator
218-328-6225
maxp@cohasset-mn.com

(\$ in thousands)

Cohasset Athletic Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$16,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$16,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$1,750	\$0	\$0
Predesign Fees	\$0	\$660	\$0	\$0
Design Fees	\$0	\$2,640	\$0	\$0
Project Management	\$0	\$660	\$0	\$0
Construction	\$0	\$8,361	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$400	\$0	\$0
Inflationary Adjustment	\$0	\$1,529	\$0	\$0
TOTAL	\$0	\$16,000	\$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.	No

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Cokato to Dassel Cokato High School Watermain Extension	1	GO	419	0	0	0	0	0
Total Project Requests			419	0	0	0	0	0
General Obligation Bonds (GO) Total			419	0	0	0	0	0

City of Cokato to Dassel Cokato High School Watermain Extension

AT A GLANCE**2024 Request Amount:** \$419**Priority Ranking:** 1**Project Summary:** Dassel-Cokato School District has approached the City of Cokato about the capability of extending the City's watermain system to provide palatable drinking water service to the existing Middle and High School campus.**Project Description**

The Dassel-Cokato Middle and High School campus is shown in Figure 1 and is located approximately 1.5 miles west of the City of Cokato at the intersection of US HWY 12 and Reardon Avenue SW. The proposed improvements include a watermain extension from the existing western extents of the City of Cokato's watermain system to the school campus. Dassel Cokato Schools have concerns over maintaining a water system for their campus that exists with a series of wells drilled on the school property. The school has an interest in connecting to the City water system which has a Water Treatment System and is regulated by the Minnesota Department of Health for water quality as well as looking at a viable water source for life safety issues (Building Fire Sprinkler System). The school campus already has City wastewater services.

Project Rationale

Dassel Cokato School is need of a reliable and viable water source for the Dassel Cokato school.

Project Timeline

Spring 2023 - Feasibility Study is completed
 June 2024- October 2024 - Project Design (engineering)
 November 2024 - Project Bidding
 June 2025 - November 2025 Project Construction

Other Considerations

There may several businesses who may have the opportunity to hook up to City sewer and water.

Impact on State Operating Subsidies

The project is requesting one time funding for the construction of the watermain.

Who will own the facility?

The City of Cokato

Who will operate the facility?

The City of Cokato

Who will use or occupy the facility?

Dassel Cokato schools will be the primary user of the water main.

Public Purpose

The project would assist in providing a viable water supply for Dassel Cokato schools.

Description of Previous Appropriations

Not applicable

Project Contact Person

Brad Potter
City Administrator
320-286-5505
bpotter@cokato.mn.us

(\$ in thousands)

City of Cokato to Dassel Cokato High School Watermain Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$419	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,300	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$1,719	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$10	\$0	\$0
Design Fees	\$0	\$63	\$0	\$0
Project Management	\$0	\$31	\$0	\$0
Construction	\$0	\$1,615	\$0	\$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	\$1,719	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wastewater Treatment Facility (WWTF) Improvements	1	GO	29,861	0	0	0	0	0
Total Project Requests			29,861	0	0	0	0	0
General Obligation Bonds (GO) Total			29,861	0	0	0	0	0

Wastewater Treatment Facility (WWTF) Improvements

AT A GLANCE**2024 Request Amount:** \$29,861**Priority Ranking:** 1

Project Summary: Improvements are needed to the City's WWTF to address the aging infrastructure and provide continued reliable treatment for the City. Major proposed changes at the WWTF include replacing the existing 60-year-old trickling filter process with an expanded biological nutrient removal activated sludge process, as well as significant changes to the biosolids treatment and management infrastructure.

Project Description

The City of Cold Spring, Minnesota (the City) operates a Wastewater Treatment Facility (WWTF) that receives domestic and industrial wastewater. The WWTF is authorized to discharge treated wastewater into the Sauk River under National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) permit number MN0023094 issued by the Minnesota Pollution Control Agency (MPCA).

Need for the Project:

The WWTF components range in age from 20 to 60 years. Certain parts of the WWTF need replacement or repair. The WWTF is currently operating near its design organic loading capacity, although the new Industrial Pretreatment Facility being constructed for the Cold Spring Brewing Company will help reduce the organic load to the WWTF. The WWTF consists of two biological treatment systems, or "trains," that operate in parallel.

The older system, a Trickling Filter Solids Contact (TFSC) process originally built in 1963, has been upgraded twice - once in 1990 when the rock media was replaced with 10 feet of plastic media, and again in 2003, when it was upgraded for chemical phosphorus removal and nitrification. The newer biological treatment system was constructed in 2003 and consists of a single-stage nitrification Activated Sludge system with biological nutrient removal (BNR). Influent flow at current design is diverted between the parallel processes in an approximate ratio of 30% to the Trickling Filter process and 70% to the Activated Sludge process.

Additionally, two-flow Equalization Basins, each with a volume of 1 million gallons, currently receive flow in excess of 1.15 MGD (designed in 2003 for peak hourly flow in excess of 4.25 MGD) by gravity via the influent splitter box. Each basin has approximately ½ acre of surface area and is lined with HDPE (new liners have been installed within the last ten years). The equalized flow is returned to the influent splitter box by one of two submersible return flow pumps, each capable of pumping 250 gallons per minute (gpm). Operations staff have found that the available equalization volume is never fully utilized. Additionally, because of the large surface area of the basins, stored wastewater will

occasionally freeze during winter. The City desires a more compact equalization storage structure, such as an above ground storage tank, that could better keep the wastewater mixed to prevent freezing and settling issues.

The TFSC treatment train currently treats approximately 30 percent of the influent flow to the plant. The train consists of a Control Building, Primary Clarifier, the Trickling Filter itself, and Solids Contact Tanks to provide complete nitrification. In general, this treatment train consists of some of the oldest structures at the facility and is nearing the end of its useful life. The City desires to remove the TFSC treatment train in favor of expanding the Activated Sludge/BNR train.

The City provides wastewater treatment service to the Cold Spring Brewing Company (CSBC) and the City of Rockville under separate agreements. The City, in partnership with CSBC, is currently constructing an Industrial Pretreatment Facility (IPF) for the brewery's wastewater. The City has also engaged in conversations with the City of Rockville as part of this proposed project to keep them informed of the WWTF needs and incorporate their requested flow/load needs into the design.

Proposed Improvements:

Major changes at the WWTF will include replacing the existing 60-year-old Trickling Filter process with an expanded biological nutrient removal Activated Sludge process, as well as significant changes to the biosolids treatment and management infrastructure, including:

- Headworks (screening & grit removal)
- Influent equalization (1.2 million gallons)
- Biological nutrient removal only (eliminate Trickling Filter)
- Chemical addition for phosphorus removal
- UV disinfection
- Anaerobic digestion (Class B) & dewatering land application of cake biosolids.
- Effluent water pump station (past its useful life)
- Modernized electrical service panel, a new generator, and updated Supervisory Control and Data Acquisition (SCADA) computers and software in the Public Works Building.

Project Rationale

The City of Cold Spring's wastewater treatment facility (WWTF) components range in age from 20 to 60 years and many are need of replacement or repair. Additionally, the WWTF is currently operating near its design organic loading capacity.

Additionally, the improvements are needed not only for the residents of Cold Spring (4,168) and Rockville (2,357) but also the retention and expansion of industry in each City, including Pilgrim's (1,350 employees) and Cold Spring Brewing (600+ employees).

Project Timeline

The anticipated schedule for the project is shown below.

- 2023: Finalize City of Rockville & City of Cold Spring Agreement
- December 2023: Industrial Pretreatment Facility begins operation
- March 2024: Facility Plan and Supplemental Information submitted to MPCA
- June 2024: Apply for PFA Intended Use Plan
- July 2024: Point Source Implementation Grant application submittal
- August 2024: Design
- May 2025: MPCA review of plans/specs
- June 2025: Advertise for Bids & Contract Award
- August 2025: Start construction

- August 2027: Construction complete

Other Considerations

This is a regionally significant project as Cold Spring and Rockville regionalized their wastewater treatment facilities. But they would endure economic hardship if bearing the complete burden of this estimated \$51.4 million project. The wastewater system has approximately 2,143 users; spreading the full costs of the proposed improvements would mean \$23,985.07 per user, which is unaffordable to most and impossible for the low-income residents; 11% of Cold Spring families living in poverty.

Impact on State Operating Subsidies

N/A

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, it's residents and businesses, and Rockville residents and businesses.

Public Purpose

Public, municipal wastewater system.

Description of Previous Appropriations

None

Project Contact Person

Kris Dockendorf
320-685-3653
kdockendorf@coldspring.govoffice.com

(\$ in thousands)

Wastewater Treatment Facility (WWTF) Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$29,861	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$29,861	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$59,722	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$6,680	\$0	\$0
Project Management	\$0	\$1,010	\$0	\$0
Construction	\$0	\$43,710	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$8,322	\$0	\$0
TOTAL	\$0	\$59,722	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wastewater Treatment Facility	1	GO	13,940	0	0	0	0	0
Total Project Requests			13,940	0	0	0	0	0
General Obligation Bonds (GO) Total			13,940	0	0	0	0	0

(\$ in thousands)

Wastewater Treatment Facility**AT A GLANCE**

2024 Request Amount:	\$13,940
Priority Ranking:	1
Project Summary:	The City of Cologne is replacing its wastewater treatment facility which is roughly 25 years old.

Project Description

The project includes the planning, design, and construction of improvements to the existing wastewater treatment facility. The improvements will include a pretreatment system, construction of new aeration basins, a new clarifier, filters, construction of an additional biosolids storage tank, and other misc. repairs. These improvements will provide the facility with the ability to meet current and future MPCA imposed effluent limits. The total estimated project cost for this project is \$15 million. This includes approximately \$12.5 million for construction, \$900,000 for preliminary and final design, \$900,000 for inspection and construction management, and \$700,000 for contingencies and land acquisition costs. Please note these are current estimates that will need to be adjusted to the appropriate year for design and for construction.

Project Rationale

The current treatment facility is nearing its treatment capacity and can no longer reliably meet the Effluent Phosphorous Limits set by the Minnesota Pollution Control Agency. The current facility is approximately 25 years old and nearing the end of its design life.

Project Timeline

- Begin Final Design: Spring/Summer 2023
- Submit IUP Request: June 2023
- Submit PSIG Application for Phosphorus: July 2023
- Submit PFA Application: Fall/Winter 2023
- Submit Plans and Specs to the MPCA: Winter 2023-24
- Advertise to Receive Construction Bids: Spring 2024
- Initiate Operation of New Facilities: Winter 2026

Other Considerations

The City of Cologne has completed several steps to get to this point in the funding request:

- Updated the flow and loading information contained in the 2016 Facility Plan through and

amendment, which has been accepted by the Minnesota Pollution Control Agency.

- Collected topographic survey of the site.
- Gathered quotes for soil borings and completed soil borings.
- Submitted the required MPCA permit applications.
- Determined an EAW and antidegradation study are not needed.

The City has also applied for Point Source Implementation Grant dollars and is estimated to be eligible for roughly \$3.9 million related to treating phosphorus.

Cologne has utilized cured in place pipe on nearly every clay sewer pipe in town to reduce inflow and infiltration of ground water into the sewer system, therefore prolonging the life of the existing sewer plant.

Impact on State Operating Subsidies

Cologne will apply once again for Point Source Implementation Grant funds for 2024. If the state Legislature pursues a bonding bill in 2024 Cologne would likely attempt to secure funds for construction costs.

Who will own the facility?

The City of Cologne will own the new wastewater treatment facility and its public works department will operate the facility. Cologne will continue to utilize Bolton & Menk for its engineering needs as it relates to the operation of the facility.

Who will operate the facility?

City of Cologne Public Works Department.

Who will use or occupy the facility?

City of Cologne Public Works will occupy the new facility. The entirety of Cologne's existing and future sewer customers will use the facility.

Public Purpose

The replacement of the existing facility will increase the hydraulic capacity of Cologne's sewer system and allow it to meet the stringent effluent phosphorus limits put in place by the MPCA. Cologne's wastewater facility discharges into the Lake Benton watershed, and increased treatment of phosphorus will protect Lake Benton, as well as the downstream waters of the Minnesota River Basin. Cologne's request for state funds also relates to the City's inability to fund the project locally without causing undue burden on the current residents. As the current facility is nearly at its capacity to treat wastewater, the City can't support future residential and commercial growth to an extent that user rates would be able to cover debt service of a new facility.

Description of Previous Appropriations

Cologne was granted bonding funds in the recent state bonding appropriation in the amount of \$1,060,000 for :the City of Cologne to design, permit, engineer, construct, and equip a new municipal

wastewater treatment facility and related infrastructure." The funds will be administered by the Public Facilities Authority.

Project Contact Person

Jesse Dickson
City Administrator
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(\$ in thousands)

Wastewater Treatment Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$13,940	\$0	\$0
General Fund Cash	\$1,060	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$1,060	\$13,940	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$122	\$0	\$0	\$0
Project Management	\$0	\$900	\$0	\$0
Construction	\$938	\$11,657	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,383	\$0	\$0
TOTAL	\$1,060	\$13,940	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Columbia Heights Public Works Facility	1	GO	12,000	0	0	0	0	0
Total Project Requests			12,000	0	0	0	0	0
General Obligation Bonds (GO) Total			12,000	0	0	0	0	0

(\$ in thousands)

Columbia Heights Public Works Facility

AT A GLANCE

2024 Request Amount: \$12,000

Priority Ranking: 1

Project Summary: \$12 million in state funds is requested to design, construct, furnish and equip a facility and out-buildings for the Columbia Heights Public Works Department, to be located on the existing City owned site at 637 38th Avenue NE, Columbia Heights, MN 55421, with two adjacent site acquisitions.

Project Description

The proposed new facility will replace an existing 51,605 s.f. facility constructed in 1972. An existing facility study was completed in 2021 identifying issues with total space, accessibility and safety of employees and visitors to the facility. The study identified a need for 78,805 s.f. of office, vehicle storage and vehicle maintenance spaces as well as a new fuel island and expanded public recycling area. The Public Works Department provides streets, parks, utilities, engineering, forestry, refuse, central garage and central building services for the City. As Columbia Heights is an inner-ring suburb, the City is fully developed with no available land large enough for the estimated 7.6 acre need. Thus, redevelopment on the existing site is the best option. To facilitate the redevelopment, the Public Works operations will need to relocate during construction, with tentative agreements in place to work cooperatively out of the cities of Fridley and New Brighton Public Works facilities.

The existing site is 4.75 acres. To accommodate the increased department needs, the Southern Anoka Community Assistance (SACA) vacated building (located on City owned land) to the NE will be purchased and incorporated into the Public Works site planning, as well as design and construction of a new N-S access road for adjacent businesses to the east, allowing the small portion of Madison Street in the center of the property to be vacated.

These two site modifications will allow for the increased office area and employee parking to be separated from the heavy truck traffic of the yard and keep local business traffic separate from the operations of Public Works. The vacated street will allow for the vehicle maintenance and storage areas to be on one on-grade level, eliminating the safety issues with heavy equipment on an elevated floor slab.

Funding for the project is proposed to be a split between the State and the City. The total project cost is projected to be \$24 million which will include demolition of the existing facility, purchase of and demolition of the SACA building, construction of a new section of city street, on grade parking, new code compliant and energy efficient 78,805 s.f. main facility, new fuel island with canopy, improved resident recycling area, increased utility service, relocation of existing roof mounted solar panels and additional storm water management.

Project Rationale

Our community is characterized by its diversity, with a range of ethnic and socio-economic backgrounds and varying needs. However, our lower median household income compared to the broader metro area presents unique challenges to fund the public works facility our residents deserve.

The current facility, with its aging infrastructure, is plagued by many deficiencies that compromise its functionality. However, one critical area of concern is the structural stability of the floor. Extensive assessments conducted by structural engineers have revealed deterioration, including cracks, settling, and weaknesses that threaten the overall integrity of the building. These findings raise significant safety concerns for our personnel working within the facility.

The compromised floor not only poses risks to the safety of our staff but also hampers operational efficiency. With limited load-bearing capacity, we face restrictions on the storage of heavy equipment and supplies, compromising our ability to maintain and repair essential equipment effectively. The inadequacy of the current facility impedes our ability to meet the demands and challenges of our community.

A study from 2021 notes a need for 50% additional space to provide operational efficiency in the storage and handling of equipment, a current envelope design for energy efficiency, increased utilities to meet the needs of modern equipment, and redesigned office space to meet accessibility requirements for employees and the public visitors.

The obsolete layout and limited space exacerbate operational inefficiencies. Inadequate storage areas, cramped workspaces, and outdated equipment maintenance facilities hinder the productivity and effectiveness of our public works personnel. The lack of sufficient spaces for vehicle and equipment maintenance and insufficient workshop areas results in delays, reduced productivity, and increased downtime.

Furthermore, the current facility fails to meet the requirements of a modern public works operation. It lacks the necessary infrastructure to support advanced technologies and information systems critical for efficient asset management, project tracking, and data analysis. Outdated electrical systems, inadequate connectivity, and limited IT infrastructure inhibit our ability to optimize processes and make data-driven decisions.

Due to the extensive limitations of the existing facility, the 2021 study determined a new facility will more cost effectively provide support for the needed services for the next 50+ years while providing safe, functional, and accessible spaces for our personnel, free from the risks posed by the deteriorating infrastructure. It will offer expanded storage capacity, modernized workspaces, and dedicated areas for equipment maintenance, fostering operational efficiency and productivity. The need for a new public works facility goes beyond operational challenges. It is rooted in our commitment to providing equitable services to our diverse community, which has a lower median household income compared to the metro area. By investing in a new facility, we can bridge the service gap, uplift the well-being of our residents, and ensure that our residents receive excellent public service. The new facility will help us provide equitable, efficient, and responsive services, driving positive change and enhancing the overall quality of life for all members of our community.

Project Timeline

- Summer/Fall 2023 - Preliminary Design
- Winter 2023-2024 - Road Extension and Storm Water Design
- Summer 2024 - Road and Storm Water Pond Construction

Spring '24 - Winter '25 - Final Building Design
April 2025 - Relocate operations to Fridley and New Brighton
May 2025-May 2026 - Site Preparation and Building Construction
June 1, 2026 - Begin operating from new facility

Other Considerations

The structural deficiencies of the elevated vehicle maintenance floor are creating an urgent need for the City. Replacing the existing facility will ensure the safety of employees and their ability to adequately maintain public equipment and provide needed services. The deficiencies in the remainder of the building: roof at life expectancy, electrical service maxed out, office area not ADA accessible, and building walls not insulated and deteriorating, make investing funds for temporary fixes an unwise use of public dollars.

Impact on State Operating Subsidies

Not Applicable. All operating costs born by the City of Columbia Heights

Who will own the facility?

City of Columbia Heights

Who will operate the facility?

City of Columbia Heights

Who will use or occupy the facility?

The City of Columbia Heights Public Works Department will occupy the facility. The Public Works Department includes Engineering, Parks, Streets, Utilities, Forestry, Refuse, Central Garage and Central Building Services.

Public Purpose

This facility serves a crucial public purpose, addressing the needs of the City by enhancing well-being, safety, and infrastructure. It will be a central hub for essential services, benefiting residents, businesses, and the community. The current facility suffers from outdated infrastructure, hampering productivity and efficiency. Limited storage, workspace, and equipment maintenance areas cause delays in projects and tasks. The existing facility also poses safety risks to personnel and the community. The new facility will play a crucial role in emergency preparedness. It will house personnel, equipment, and supplies to address disasters, health emergencies, and unforeseen events. With an updated facility, our community will be better equipped. Environmental sustainability is a key aspect of the proposed facility. It will implement energy-efficient technologies, provide space for a citywide recycling center, and support the electrification of the municipal fleet.

Description of Previous Appropriations

Columbia Heights has received no previous appropriations

Project Contact Person

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(\$ in thousands)

Columbia Heights Public Works Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$14	\$4,000	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$8,000	\$0	\$0
TOTAL	\$14	\$24,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$300	\$0	\$0
Predesign Fees	\$14	\$0	\$0	\$0
Design Fees	\$0	\$1,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$22,125	\$0	\$0
Relocation Expenses	\$0	\$100	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$275	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$14	\$24,000	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Cook County Courthouse and Law Enforcement Center Renovations and Expansion	1	GO	8,700	0	0	0	0	0
Cook County Transfer Station Facility	2	GO	2,000	0	0	0	0	0
Total Project Requests			10,700	0	0	0	0	0
General Obligation Bonds (GO) Total			10,700	0	0	0	0	0

Cook County Courthouse and Law Enforcement Center Renovations and Expansion

AT A GLANCE**2024 Request Amount:** \$8,700**Priority Ranking:** 1

Project Summary: This project will address critical facility deficiencies at the Cook County Courthouse and Law Enforcement Center (LEC) and will add space at the LEC to create a Justice Center in which law enforcement and court services will be colocated. These changes will enhance public safety and operational efficiency, alleviate crowding in County offices, provide permanent workspaces for current staff members who currently do not have one, and allow for future growth.

Project Description

County Background

Cook County is in the northeast corner of Minnesota and is bordered by Lake Superior to the south and east, Canada to the north, and Lake County to the west. The County's total area is 3,340 square miles, much of which is federally-, state-, and tribally-owned. The Grand Portage Band of Lake Superior Chippewa reservation occupies approximate 75.7 square miles in the easternmost part of the County. Only nine percent of land in the County is privately owned.

The population of Cook County was 5,600 in the 2020 census, making it one of the least populous (ranked 80th of 87) of Minnesota's counties. Population growth accelerated during the COVID-19 pandemic as people living in populated areas sought more remote areas to call home. Cook County's natural beauty, proximity to fresh water, and excellent broadband network have made it an attractive area for urbanites from Minnesota and other parts of the country to relocate to. This has increased the demand for local services. While the full-time population is low, tourism is a primary component of the county's economy, and on an annual basis, over one million people are estimated to visit the County. The presence of tourists also places heavy demands on a range of local services. First responders, including law enforcement, see call numbers increase during the peak tourism season.

Cook County Government provides a range of basic services to county residents. The organization has approximately 126 full-time equivalent employees. The biggest departments include Public Health and Human Services, the Highway Department, and the Sheriff's Office. In 1998, the County completed construction of a new Law Enforcement Center and an addition to the County Courthouse to increase available office space. The County built a new Highway Department garage in 2019 but has not undertaken any capital projects since 1998 to add new workspaces.

Capital Improvement Plan

In May 2022, the Cook County Board approved the expenditure of \$224,400 in local levy funding for

the development of a capital improvement plan (CIP) to identify deferred maintenance needs in its 25 buildings, assess current and future space needs, and develop a schedule and financial plan for making needed improvements. The CIP is substantially complete and scheduled to be approved by the County Board in July 2023. A copy of the document is attached.

The centerpiece of the CIP is a complete renovation of the Cook County Courthouse and Law Enforcement Center, and an expansion of space at the Law Enforcement Center (LEC). The LEC, built in 1998, is an 8,692 square foot (SF) single-story building that includes the jail, 911 dispatch center, booking area, evidence storage space, meeting spaces, and workspaces for Sheriff's Office staff. The project will add to the first level new office space (1,000 SF), evidence processing and storage space (1,150 SF), and an expanded sallyport (850 SF). An office for the Emergency Manager and a permanent Emergency Operations Center (EOC; 2,250 SF) will also be part of the first story addition.

The conversion of the LEC to the Cook County Justice Center (Option 1 in the attached CIP) would include the addition of a 7,650 SF second level that would provide space for court functions. The second level would include a new courtroom and ancillary spaces (2,500 SF) and offices for Court Administration and Probation (1,260 SF) and County Attorney and staff (1,240 SF). The space would also include 2,505 SF of space for circulation. The total footprint of the building after all additions would be 18,440 SF.

Once Court Administration, Probation and the County Attorney and court functions have been relocated to the Justice Center, the County Courthouse will be fully renovated. The original Courthouse was built in 1912, with a major addition constructed in 1998. Offices vacated by court-related departments will be reconfigured to provide offices for several staff who currently do not have permanent workspaces and for Public Health and Human Services staff who are doubled and tripled up in spaces that were intended for only one or two people. The Courtroom will be converted into a County Board hearing room, and the existing hearing room will be converted into smaller meeting rooms and offices.

As part of the CIP development process, Cook County's consultant, CR-BPS, performed a comprehensive assessment of all County buildings. This included an initial assessment of all available building plans and drawings, utility bills, and facilities reports. Building walk-throughs were then conducted to collect as-built data; examine mechanical, electrical and plumbing systems; and assess the age and condition of HVAC equipment, fixtures, and interior finishes. Building envelopes also underwent a thorough assessment to gauge the integrity of exterior walls and roofs, condition of windows, and to the extent possible through non-invasive means, the amount of wall and ceiling insulation.

Once all building systems and assemblies were inspected, CR-BPS entered all systems and baseline facility and energy data into an Asset and Energy Management software tool. The team followed a UniFormat classification of systems, RS Means cost estimating, ASHRAE energy auditing standards and other industry standards. It developed a Facility Condition Index (FCI) for each building to determine which buildings were in the greatest need of maintenance and repair. It then developed a five-year set of recommended improvements using a set of six priority levels based on health and safety, likelihood of near-term equipment failure, building performance concerns, code compliance and energy requirements. Costs have been assigned to each recommended action using RS Means.

The Cook County CIP is based on robust data, and the County Board and staff have a high degree of

confidence that the priorities identified reflect the highest and best use of local and state tax dollars. The County has not sought State assistance for building projects at any time in recent memory and believes that the scope of its proposal aligns clearly with the priorities identified by Commissioner Schowalter in his May 15, 2023, memo to applicants.

Project Rationale

Overview

Cook County initiated the CIP process to gain a full understanding of the condition of all its buildings, identify deficiencies, and prioritize investments that would increase their service life and functionality. The project for which the County is seeking state assistance focuses on two buildings that are not only among the most essential that the County owns, but whose FCIs indicate the greatest need for attention. Together, the Courthouse and LEC will require an estimated \$5.56 million in repairs and equipment replacement. A detailed list of maintenance needs for the two buildings is included as an attachment.

In the process of collecting data on County buildings, CR-BPS met with and interviewed staff in each location to discuss the condition and functionality of their workspaces. From these interviews, the team was able to identify space deficits and inefficiencies resulting from the utilization of spaces in ways and for purposes for which they were not designed. The recommendations included in Option 1 in the CIP are intended to address current space deficiencies, provide room for future growth, and allow for colocation of related functions to increase operational efficiency. These are detailed below.

Law Enforcement Center Condition and Needs

With an FCI of .061, the 8,943 SF LEC requires significant investment to replace systems that are deficient and/or near end of life. The building is 25 years old and has been maintained at a less than optimal level. A number of systems and system components are due for replacement. “Value engineering” during the building’s design and construction led the County to prioritize the minimization of initial costs over that of long-term operating costs. For example, single-pane, residential windows were installed instead of thermal commercial-grade windows (the windows were upgraded in 2021). Exterior walls were not appropriately insulated. The Cook County Board and Administration recognize that short-sighted decision-making does a disservice to the taxpaying public and is committed to using a life-cycle costing approach to guide future capital investments.

The Law Enforcement Center also suffers from a lack of adequate space for daily operations. At 392 SF, the sallyport is too small to accommodate modern EMS vehicles that are frequently called to the center and the Ram pickup trucks that deputies use as squads. Vehicles must be oriented at an angle when transferring inmates in and out of the facility. The LEC was also built without sufficient evidence processing and storage space. Deputies currently use a conference room that doubles as a lunchroom for processing evidence. Given the high toxicity of fentanyl and its increasing prevalence in communities across the country, this poses a serious threat to the health and safety of building occupants. The current evidence storage room is reaching capacity, and there are no options for converting other spaces to evidence storage without impacting other departmental functions. The LEC also lacks sufficient workspaces for deputies to perform required desk work. Proposed additions to the first level of the LEC would address all these deficits.

The County currently does not have a permanent Emergency Operations Center (EOC). During the pandemic, the County stood up an EOC in the Community Room, a large open meeting space in the Cook County Community Center. The space is unsecured and is used for community meetings and rented out for private receptions. The use of the space as an EOC was workable during the pandemic because of restrictions on social activities. However, post-pandemic, in the event of an emergency like a wildfire, the Community Center would not be an appropriate location for a temporary EOC because the Community Room is adjacent to a commercial kitchen that could be put into service to feed residents displaced by the fire. The County does have other spaces that could be used as a temporary EOC on a short-term basis, but these, too, would conflict with other uses.

The addition to the first level of the LEC would include space for a permanent EOC that would be purpose-built and within the secured, non-public portion of the facility. Colocating the EOC with the Sheriff's Office and existing PSAP makes sense from an organizational perspective and would provide a number of operational advantages in terms of reducing the time needed to activate the EOC, ensuring that members of the County's emergency management team can respond to an incident in a secure environment and without interruption, and providing a training facility for emergency management exercises. Having a permanent, dedicated EOC would eliminate staff time needed to set up and tear down a temporary site each time there is an incident. The plan to create a dedicated EOC also includes the construction of an office for the County's Emergency Manager, who currently works out of the Auditor/Treasurer's office in an open area that is noisy and has significant foot traffic. Relocating the Emergency Manager to the Sheriff's Office would provide a more conducive working environment, offer operational efficiencies, and enable easier coordination and collaboration during an incident.

A second major component of the LEC project would be the addition of a 7,650 SF second level to house a new courtroom and ancillary spaces, as well as offices for Court Administration, Probation and the County Attorney and staff. Again, the colocation of court and law enforcement functions would create operational efficiencies. Currently, inmates housed in the LEC jail must be transported by car to the Courthouse a mile away. These transfers create safety risks for the assigned deputies and potentially for the community at large. Because the existing Courthouse is a historic building, it was not designed with modern security concerns in mind. Defendants must enter the courtroom from the same corridor that plaintiffs do, which can be traumatizing for victims of violent crimes. At 239 SF, the jury deliberation room in the existing courthouse is significantly undersized. It is also poorly ventilated, making lengthy deliberations a particularly unpleasant experience for jurors.

Moving the courtroom and court-related departments to a combined Justice Center would create an opportunity to reduce risks, enhance operational efficiency, and improve the experience and safety of those involved in court hearings. Building security would be more efficient and easier to manage. Inmates would no longer need to be transported between buildings for court appearances and would be able to enter and exit the courtroom separately from other trial participants. In the event of an incident during a court proceeding, the Sheriff's Office would be able to provide timelier response. It would have more flexibility in staffing court proceedings because they would be held on premises, making it easier to cover deputy breaks and substitute staff to respond to other calls.

Courthouse Condition and Needs

With an FCI of 0.39, the 36,302 SF Courthouse scores better than the LEC but will still require \$3.87 million of investments to address deferred maintenance needs. In addition to the three justice-

related departments mentioned above, the Courthouse is home to nine departments: Administration, Assessor, Land Services, Management Information Systems, Human Resources, Recorder, Auditor/Treasurer, and the Veteran Services Office.

The transfer of court functions and staff to the Justice Center would free up 4,295 SF if badly needed space in the existing courthouse to address multiple concerns:

- Currently there is no permanent office space for the Human Resources Director and HR Generalist. The HR Director has been working out of meeting rooms and temporarily vacant office spaces, but her current space will soon be occupied by a new hire. It is imperative that she have a permanent, secure office for confidential meetings and with space for personnel files. The County was planning to partition an existing meeting room for an HR office, but this would reduce already limited meeting space, and the office would offer no natural light. The HR Generalist has been working primarily remotely but having her on premises would enable her to be more engaged with and available to staff.
- The County has a service agreement with the Cook County Soil and Water Conservation District (SWCD) to provide office space and support services for SWCD staff. There are currently four staff sharing an open office space consisting of 273 SF, and the District is in the process of adding a fifth employee. The SWCD Manager does not have a private office for meetings with staff and visitors. Phone conversations can be heard by everyone in the office and are difficult to conduct if two or more people are on the phone simultaneously. The space does not adequately serve the needs of its occupants.
- The County shares a full-time Public Information Coordinator (PIC) with North Shore Health, the area's hospital. The PIC has a dedicated workspace at the hospital but not at the Courthouse. While this generally works well, it does limit his ability to work and integrate with County staff. The County's communication needs have grown over time, and there has been discussion about making the PIC a full-time position. If this transition occurs, the PIC will need a dedicated workspace.
- There is currently no office space designated for County Commissioners, who frequently have multiple meetings a day at the Courthouse. Currently, if they want to work between meetings, they have to look for a vacant meeting space, which is not always available. Too, there is no dedicated office they can use for one-on-one meetings with constituents.
- With 32 employees, Public Health and Human Services is the County's largest department. In the last decade, the department has added 13.75 FTE:
 - o Five full-time behavioral health positions were added in 2019, 2021 and 2021 in response to the closure of the Human Development Center (HDC) office in Grand Marais and the loss of community-based mental health services previously provided by HDC and Accend Services and an increase in referrals for mental health case management services.
 - o Four economic assistance positions (3 FTE) were added in 2016 and 2019 when caseloads doubled due to Federal Medicaid expansion and the creation of the state-wide MNSure/METS health exchange increasing access to MN health care programs administered by PHHS staff. Dual positions (Financial Worker/Account Tech and Financial Worker / Veteran's Service Officer) were filled with full time financial workers as experienced staff left their positions.
 - o Two public health positions (1.5 FTE) were added in 2021 and 2022 to provide ongoing coverage of essential public health response duties during the recovery phase of the pandemic. A half-time, grant-funded Statewide Health Improvement Partnership coordinator position that was previously subcontracted to Sawtooth Mountain Clinic moved back to PHHS.
 - o The growth in the number of employees has led to a situation where offices intended for one person now hold two or three employees. Because PHHS staff members work directly with clients and handle confidential information, the crowding has a negative effect on the department's operations.

In a shared office, only one person can be on the phone at a time without risking a breach of confidentiality, and in-person meetings become more difficult to schedule.

Office spaces previously occupied by Court Administration, the County Attorney and Probation would be reconfigured and reallocated to meet the space needs described above. The existing Courtroom would become the County Board Room. The Administration office would move to the second floor and would include space for HR and Communications staff. A shared commissioners' office would also be included adjacent to the Board Room. Office space vacated by Court Administration and Probation would be reallocated to Public Health and Human Services to relieve crowding in the existing space. The existing first floor County Board room would be reconfigured to provide office space for the SWCD and a small meeting room.

Project Timeline

The proposed project is estimated to take a maximum of three years, three months from the time that awarded funds are encumbered, assumed to be July 1, 2024:

- July 1, 2024 – June 30, 2025: Project planning, design and pre-construction
- July 1, 2025 – December 31, 2026: Construction
- Jan 1, 2027 – September 30, 2027: Post construction/project wrap-up

Cook County would contract with a professional construction management firm to oversee all phases of the project.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Cook County Government

Who will operate the facility?

Cook County Government

Who will use or occupy the facility?

Cook County Government

Public Purpose

The project will provide facilities for county court and law enforcement use and will enhance the operational efficiency of multiple county departments, including Public Health and Human Services, Land Services, Veteran Services Office, and several administrative/central services departments.

Description of Previous Appropriations

None

Project Contact Person

James Joerke

County Administrator

218-387-3687

james.joerke@co.cook.mn.us

(\$ in thousands)

Cook County Courthouse and Law Enforcement Center Renovations and Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,700	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$8,700	\$0	\$0
TOTAL	\$0	\$17,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$981	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$15,788	\$0	\$0
Relocation Expenses	\$0	\$20	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$611	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$17,400	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Cook County Transfer Station Facility

AT A GLANCE

2024 Request Amount: \$2,000

Priority Ranking: 2

Project Summary: Cook County requests \$2 million to construct a transfer station facility to improve solid waste processing in Cook and eastern Lake County. Managing waste in an indoor facility will reduce or eliminate the risk of pollutants becoming airborne or leeching into ground water, protecting Lake Superior from forever chemicals such as PFAs; addresses climate impacts by reducing the amount of fossil fuels used; and creates operational efficiencies that ensure a sustainable operation.

Project Description

Cook County is the twelfth largest Minnesota County by area but one of the smallest (81 out of 87) by population at 5,574 residents, representing less than 2% of the population in the seven county NE region. However, seasonal residents and more than a million visitors annually significantly impact the waste management requirements at the county.

Waste management is a necessary public health service that must be conducted in an environmentally sustainable manner. In larger population areas, local government provides waste management services as a utility. In our small rural community this work is done by North Shore Waste, which is the sole provider of construction waste transfer and trash hauling services for business and residential customers for all of Cook County and eastern Lake County. Collection services occur over a large geographical area that includes Finland on the west (Lake County), the communities of Schroeder, Tofte, and Lutsen in the western part of Cook County, the City of Grand Marais, the Gunflint Trail, the Grand Portage Band of Lake Superior Chippewa Reservation and approximately 100 miles of Highway 61.

The proposed project is the first phase of a multi-project program. Subsequent phases include adding solar power, EV charging stations, and a transition to electric equipment and vehicles. The scope of the proposed project (Phase 1) is to build a 22,000 square foot transfer station facility on the 11 acres recently purchased, adjacent to the current Grand Marais transfer station. The structure will utilize the elevation of the property to allow semi-trucks to enter a loading bay that is below the unloading platform where waste is unloaded by both customers and waste collection trucks. This design allows waste to be moved using a skid steer into the top of the semi-truck.

Household waste is considered hazardous waste once it has been collected. According to state statutes, the waste collected from businesses and residents cannot be transferred to a semi in the open air. This means that every day trash collected from residents and businesses must be transported to the Western Lake Superior Sanitation District (WLSSD) transfer station in Duluth. This is a 240-mile round trip in a vehicle which is not meant for long distance driving and gets 3.5 mpg diesel. A semi-truck by contrast can haul the contents of 2-3 collection trucks and gets 7.0 mpg diesel.

This project represents significant savings in transportation costs, driver time, and the use of fossil fuels.

Another feature of the building design is a 22,000 square foot roof that slopes to the south. The building has been engineered to support south facing solar panels. Conduits will be available for adding EV charging stations, anticipating future requirements to transition to electric vehicles. In addition to the loading bay, there are five other bays for washing vehicles, maintenance, and vehicle storage (a necessity for EV batteries in our harsh winter environment).

To date the following project activities have been completed: property acquisition, wetland delineation study, soil boring tests, site development and storm water management plans, architectural and engineering plans, cost estimates for site development and building construction.

Total cost for Phase One of the project – Transfer Station Facility is \$4.5 million. Key funding resources secured to date include: \$500,000 cash, up to \$1,000,000 loan from local credit union, \$450,000 infrastructure grant from the IRRRB.

This request is for \$2,000,000 as a cash option project.

Project Rationale

This section will detail the reasons for this request by presenting issues and risks related to the current waste management operations and the opportunities and benefits expected from the proposed transfer station facility.

The key benefits resulting from the completion of this project are:

- Environmental – Impacts on water, soil, and air quality
- Reduction of fossil fuels
- Controlling costs
- Addressing the goals of the NE MN Regional Solid Waste Management Plan
- Sustainability

The risks associated with not addressing this problem include:

- Rising unaffordability of managing waste in Cook County and eastern Lake County
- Leaching of pollutants into the air and potentially into Lake Superior
- Minimal recycling options for Cook and eastern Lake County residents
- Continuing use of excess fossil fuels

Current Situation

There are currently two transfer station locations in Cook County: Tofte and Grand Marais. Both lie within the Lake Superior watershed. Both transfer stations are managed by North Shore Waste, which is also the only waste hauler for Cook County residents and businesses. The transfer stations operate as a transfer site for scrap metal, construction and demolition materials, appliances, electronics, and mattresses. These waste materials are processed on the ground in the open air. There are no indoor facilities in Cook County for transferring solid waste materials for transport to WLSSD.

Additionally, individuals can bring household waste, paying by the bag. Household waste is placed in dumpsters. Along with the household waste collected from businesses and residents the dumpsters located at the transfer station sites are loaded into the Packer/collection trucks. Using dumpsters to collect customer household waste at the transfer stations allows the waste collected to be put to the Packer trucks in the same way as it is collected from business dumpsters.

The scrap metal, construction and demolition materials, appliances, electronics, and mattresses are

collected in sorted piles outside on the ground. Roll off dumpsters used on construction sites for construction and demolition waste are unloaded on the appropriate piles. It should be noted however, that food waste and other items which may be considered household waste are often added to the roll offs even though customers agree not to add other waste. These waste items are loaded daily into semis using a claw excavator or similar equipment. This process takes about 45 minutes for each load. The semis then drive the waste materials 120 miles to the WLSSD transfer station in Duluth where it will be reloaded into another semi then transported to the Moccasin Mike landfill in Superior, WI. During the construction season this process is repeated two or more times a day. Diesel fuel is used by both the claw excavator and the semi-trucks.

Household waste collected by Packer trucks from businesses and residents along with the household waste brought by individuals is considered hazardous waste and cannot be transferred outdoors to a semi-truck. Daily the packer trucks used for collection are also driven to WLSSD in Duluth where they can be unloaded in an indoor facility and then reloaded into semis for transport to the landfill in Superior, WI. Packer trucks, which are not well suited to long distance highway driving, get about 3.5 mpg using diesel fuel. Semi-trucks in contrast get 7.0 mpg and can transport 2-3 packer truck loads in a single trip.

The Moccasin Mike landfill in Superior, WI is scheduled to close in 2026. The 2023 NE MN Solid Waste Management Plan has proposed the use of two different landfills for the NE seven county region. The Voyageur Industrial Landfill in Canyon, MN and the General Waste and Recycling Industrial Landfill in Keewatin, MN.

Environmental Benefits

About 90% of the land in Cook County is public including the BWCAW, the Superior National Park, four DNR State Parks, and other public lands. The residents of Cook County and the many seasonal residents and visitors are drawn to the area because of its wildlife, pristine lakes and forests, and outdoor opportunities. Because Cook County's primary economy is based on tourism, environmental impacts are also critical to the financial well-being of the county.

The proposed transfer station facility would allow all waste to be collected and transferred in an indoor environment. Customers would enter the transfer station and deposit their waste materials on the concrete platform in designated locations based on the type of waste materials (e.g., scrap metal, construction/demolition, electronic, mattresses, appliances, or household waste).

The process for collecting and managing all these waste types except household waste is acceptable under the current state regulations. However, construction\demolition materials, furniture and appliances often contain chemicals and forever chemicals such as PFAs which can leach into the soil or become airborne impacting water quality and public health. The impacts are worse due to run off from rain or snow. Indoor collection and processing of these materials would have an immediate positive impact on the soil, water, and air in Cook County.

Reduction in Fossil Fuels

With the impending closure of the Moccasin Mike Landfill in Superior, the NE Solid Waste Management Plan reports that the one-way hauling distance will increase by 53 miles. Four counties will be negatively impacted by this increase including: Cook, Lake, Carlton, and the Duluth area. For these regions the number of gallons of diesel fuel will increase by 16,042 annually, releasing an additional 163 metric tons of CO₂ into the atmosphere. (NE MN Regional Solid Waste Management Plan, 2023, Table 4.4 NE MN Transportation Analysis: Carlton, Cook, Lake, & WLSSD Totals)

This project addresses the impacts of fossil fuel in two ways.

1. By providing a way to transfer household waste to semi-trucks in an indoor environment the number of trips requiring diesel fuel will be reduced 2-3 times.
2. The design of the transfer station building allows for the addition of solar panels and EV chargers. Future projects in the Waste Management Improvement program will transition diesel

powered equipment to EVs and will use solar to help power those vehicles. A transfer station facility is foundational to a more energy efficient operation.

Controlling Costs

The distance that waste is transported coupled with the rising costs of diesel fuel has a direct impact on the cost absorbed by individual residents and businesses. Last year's increases in the cost of diesel fuel, up almost 80%, had a dramatic impact on the costs of transporting waste. At the same time tipping fees at WLSSD and the Superior Landfill increased by 26%. These cost increases resulted in a 12.5% increase for residential and 15% increase for business customers. The NE MN Regional Solid Waste Management Plan predicts that the cost per ton to transport waste will rise from \$18.32 to \$22.21 after 2026 when the Canyon landfill will be used. An increase of \$3.89 per ton may not seem significant, however, in 2020 the number of tons of household and construction demolition waste was 4,561. The NE Regional Plan predicts this number will grow to 5,504 tons by 2030.

The County is invested in waste management as the public health program for the county. Although the Land Services Department at the County manages a recycling program, the remaining waste management services are completely handled by a private hauler which also manages the transfer stations. Cook County government does not have the resources to build, maintain, or operate a transfer station facility but are in support of NSW's plan as a public health, water quality, essential service. Currently Cook County does not have the resources to fund 50% of this project, (50% local match will be provided with other public and private funds).

As costs to dispose of waste rise for individuals, an observable level of illegal dumping also rises, both dumped along roadsides as well as using business, county, or municipal dumpsters.

A key way to mitigate rising costs is to improve the efficiency of operations. The transfer station with its concrete platform and semi loading bay will reduce the time to load a semi from 45 to 10 minutes. On a typical day this is a time savings of 2-3 hours of staff time. In addition to saving fuel costs, fewer trips to WLSSD due to the ability to transfer household waste to a semi reduces staff time by six hours per trip.

Future investments in solar energy and EV will also help stabilize prices. As mentioned previously, planning for the addition of these technologies is included in the proposed project design.

Addressing the Goals of the NE MN Regional Solid Waste Plan

At the heart of the recently completed NE Regional Solid Waste Plan is a goal of reducing what goes into landfills through increasing participation in recycling and composting. In the case of composting, items are removed from the waste stream which reduces the amount of waste that is hauled and the associated transportation cost.

Although recycled materials would still need to be transported to WLSSD they would no longer be added to the landfill.

According to the Plan, Cook County is the only County in the 7 County Region that does not offer any curbside recycling collection. Currently, residents and businesses bring their recycling to one of several locations where they sort recyclables themselves.

According to the Plan the St Louis County Materials Recovery Facility (MRF) is seeking a grant from the EPA to fund the design and construction of a retrofit that would allow for single stream processing of recyclables by 2026.

The Proposed Transfer Station facility would facilitate the transfer of material from the Collection trucks to a semi for transport to Duluth. The Plan for Cook County states, "The local hauling companies would be responsible for the establishment of the curbside recycling program." (5-13) The proposed transfer station facility is essential to operationalize this goal. The impact, which has been well documented, is recycling will increase if you make it easier for people.

A Sustainable Solution

The design of the proposed transfer station facility is sized to handle both the waste stream surges during tourist season and anticipated future growth in the County. The engineering and architectural

goal was to design a facility that would last 50 years.

Project Timeline

September 2020: Property Acquisition – Completed
September 2021: Wetland Delineation Study – Completed
November 2022: Soil Boring Assessment – Completed
February 2023: Pre-Design and Design - Completed
May 2024: Site work and utilities
July 2024: Construction Begins
April 2025: Project is Complete

Other Considerations

For questions specific to the project design and current operations please contact the following individuals:

Dustin Hansen - North Shore Waste Owner
dustin@nswaste.com
218-264-9566

Rena Rogers - Program Manager
rena@nswaste.com
612-965-6786

Impact on State Operating Subsidies

None

Who will own the facility?

North Shore Waste through a Joint Powers Agreement with Cook County

Who will operate the facility?

North Shore Waste, a privately owned LLP

Who will use or occupy the facility?

Members of the public including permanent and seasonal residents, visitors, businesses, and members of the Grand Portage Band of Lake Superior Chippewa are customers of the service and will benefit from this project.

Public Purpose

Reducing environmental, economic and public health impacts associated with the management of solid waste disposal.

Description of Previous Appropriations

Infrastructure Grant of \$450,000 from IRRRB – December 2022

Project Contact Person

James Joerke

County Administrator

218-387-3687

james.joerke@co.cook.mn.us

(\$ in thousands)

Cook County Transfer Station Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
Other Funding	\$450	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-Governmental Funds	\$318	\$0	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$1,500	\$0	\$0
Other Funding	\$0	\$1,000	\$0	\$0
TOTAL	\$768	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$250	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$308	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$210	\$4,219	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$281	\$0	\$0
TOTAL	\$768	\$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?	No

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	No
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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Trunk Highway 610 and East River Road Interchange Improvement	1	GO	23,000	0	0	0	0	0
Total Project Requests			23,000	0	0	0	0	0
General Obligation Bonds (GO) Total			23,000	0	0	0	0	0

Trunk Highway 610 and East River Road Interchange Improvement**AT A GLANCE****2024 Request Amount:** \$23,000**Priority Ranking:** 1**Project Summary:** \$23 million in state funds to complete final design, environmental documentation, acquire right-of-way, and construct improvements to the existing interchange at Trunk Highway 610 and East River Road in the City of Coon Rapids. The current interchange only allows access to/from Trunk Highway 610 in one direction.**Project Description**

This project will complete the existing directional interchange at Trunk Highway 610 and East River Road by adding eastbound on and westbound off loops from Trunk Highway 610 to East River Road. Total project costs are estimated at \$35 million. The project was included in one of the final funding scenarios for federal funds under the 2022 Met Council Regional Solicitation program, but an alternative funding scenario was selected. Coon Rapids is currently awaiting a decision on our funding request through the 2023 Corridors of Commerce program. Anoka County and Coon Rapids will be budgeting funds to participate in funding a portion of the project at the local level. Coon Rapids will also be seeking Regional Solicitation funding again in 2024. For a more detailed description and history please visit to project website at:
<https://storymaps.arcgis.com/stories/beb4471ffd5b49d18a16ee661f970694>

Project Rationale

The proposed interchange access improvements will improve safety and reliability on both the regional and local transportation systems, increase access for improved emergency response and economic development, include pedestrian sidewalk and regional trail connections, and minimize impacts to adjacent properties and the community.

Project Timeline

Coon Rapids has been working towards a full access interchange along Highway 610 since 2011. Design alternatives have evolved over time to address site constraints. In 2019, Coon Rapids and Anoka County partnered on a railroad grade separation project and realigned Foley Blvd; providing the opportunity for a full access interchange at East River Road. The project received state funding in 2020 for preliminary design, which has been utilized to develop the current preferred layout (NE loop) through stakeholder participation. Environmental documents and final design will be complete in early 2024 and, if construction funding is secured, construction could commence as early as May 2024 and be completed by September 2025.

Other Considerations

The City of Coon Rapids is not looking for funds to construct a new interchange. The purpose of this project is to improve operations, safety, and access of an existing transportation facility. The existing interchange only provides access points for two of the four possible traffic movements, which causes significant inefficiencies and safety concerns on both the state and local transportation systems.

Impact on State Operating Subsidies

N/A

Who will own the facility?

MnDOT and Anoka County

Who will operate the facility?

MnDOT, Anoka County, and the City of Coon Rapids

Who will use or occupy the facility?

N/A

Public Purpose

Enhance a critical corridor on the state transportation system (less travel time and trips), improve safety and reliability for the general and traveling public, and increase access for improved emergency response.

Description of Previous Appropriations

\$1.5 million was received in 2020 for preliminary engineering, environmental documentation, and final design. An additional \$1 million for completion of final design, right-of-way acquisition, and construction was received in 2023.

Project Contact Person

Tim Himmer
Public Works Director
763-767-6494
thimmer@coonrapidsmn.gov

(\$ in thousands)

Trunk Highway 610 and East River Road Interchange Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$2,500	\$23,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$12,000	\$0	\$0
TOTAL	\$2,500	\$35,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$2,800	\$0	\$0
Predesign Fees	\$1,500	\$0	\$0	\$0
Design Fees	\$1,000	\$0	\$0	\$0
Project Management	\$0	\$1,500	\$0	\$0
Construction	\$0	\$30,700	\$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	\$2,500	\$35,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
County Road 19A and 100th Street South Realignment Project	1	GO	12,500	0	0	0	0	0
Total Project Requests			12,500	0	0	0	0	0
General Obligation Bonds (GO) Total			12,500	0	0	0	0	0

County Road 19A and 100th Street South Realignment Project

AT A GLANCE**2024 Request Amount:** \$12,500**Priority Ranking:** 1

Project Summary: The City of Cottage Grove is requesting \$12.5 million to construct the County 19A and 100th Street Realignment Project. The city, in partnership with Washington County, identified a need for a new arterial route to support 2,000 acres of planned industrial and residential development and help balance the regional traffic patterns on US Highway 61. A new railway grade separation will safely and efficiently accommodate growth in freight traffic associated with the rapidly growing industrial area.

Project Description

Project Location

The County 19A and 100th Street Realignment Project is in the southwest corner of Washington County in the City of Cottage Grove. The community is on the fringe of the Minneapolis-Saint Paul metropolitan area and is classified as suburban edge by the Metropolitan Council.

In the southwest area bound by Highway 61 and the Mississippi River, Cottage Grove has seen a dramatic increase in industrial and commercial growth with residential development to support this economic activity. Rapid development within the project area places increased demand on Highway 61 because the city's entire southern border is the Mississippi River and Highway 61 is the primary connection to the rest of the region. Since 2021, development in the business park and nearby residential development has been unprecedented.

The project area's geography makes it a critical rail and highway freight corridor. Enclosed by two major railways, about 5 percent of national freight rail volume travels through the project area. Planned industrial developments by NorthPoint, Renewal by Anderson and others are anticipated to further increase heavy traffic demand in the project area. However, the current connected roadway network is not equipped to support efficient freight movement. Currently, heavy traffic utilizes the Jamaica Avenue interchange or routes through residential neighborhoods in St. Paul Park. This has resulted in congestion at the Jamaica Avenue interchange and safety concerns for all modes of travel in the adjacent residential neighborhoods.

The future Red Rock BRT Transit Station is planned just north of the project area and adjacent the Jamaica Avenue interchange. This new transit station will provide greater transportation choice for all Cottage Grove residents. The demand for regional and local access to the future BRT station will add further congestion to the Jamaica Avenue interchange with Highway 61. Similarly, the success of the future BRT station and growing industrial park will be contingent on the congestion relief delivered by the proposed County 19A and 100th Street Realignment Project. The project area also is situated in

an important location for non-motorized travel. Proposed trail connections with the project will connect to the Mississippi River Trail that includes more than 600 miles of trail in Minnesota.

Project Area Transportation Challenges

The areas surrounding the proposed improvement feature disjointed, aging and inadequate infrastructure. Population growth is expected to deliver more than 15,000 residents and 2,200 additional jobs to surrounding communities. However, lack of adequate roadway networks and efficient connections to local and regional arterials hinders this potential growth.

Further, the existing roads serving this area are aging beyond their design life, do not provide space for non-motorized users and lack capacity to serve existing and forecasted traffic volumes. The existing 100th Street connection, today, is a two-lane rural roadway and currently does not provide a direct connection between Highway 61 and the business park. As a result, most regional traffic accesses the business park from the roundabout south of US Highway 61 at the Jamaica Avenue interchange, which frequently sees significant delays. In addition, both the Jamaica Avenue and Miller Road routes to the business park cross the BNSF and Canadian Pacific railways in areas that are either at-grade with outdated crossing devices or under a low-clearance railway bridge that restricts truck access.

Much of the project area does not feature pedestrian-dedicated facilities, hampering non-motorized travel of all types. Due to heavy truck traffic and existing safety issues, many residents do not feel comfortable walking and biking along road shoulders in the area. Increased ease of non-motorized travel also reduces the demand for vehicular travel relieving the roadway of demand. However, with the amount of growth expected in the region an improved roadway section is needed to provide adequate capacity for the forecasted growth.

The issues faced by the region originate from one fact: there is no cohesive and adequate facility between Lower Grey Cloud Island and US Highway 61 that safely and efficiently serves multiple modes. Failure to act will be detrimental to these communities as improvements may be developed and not fit the vision for responsible and sustainable development.

Project History

Washington County partnered with the cities of Cottage Grove and St. Paul Park, and Grey Cloud Island Township, to develop the Southwest Arterial Planning Study (2019), which provides a clear project vision that reflects community needs. Rapid development in the area bounded by US Highway 61 in the northeast and the Mississippi River in the southwest prompted project partners to develop a vision for an east-west arterial roadway.

Southwest Arterial Planning Study Goals

- o Create an alternate route and relieve congestion at Jamaica Avenue and Highway 61.
- o Provide a better route for truck freight.
- o Create pedestrian and bicycle connections to existing and future trail systems.
- o Improve access/accommodation to the Langdon development area.

A public involvement plan was created at the outset of the study. Public open houses were held in July 2019 and June 2020. Throughout the study, almost 1,400 residents and business owners received communications about the project. Community engagement efforts reached hundreds of residents and yielded feedback that has been integrated into project design. Frequent concerns heard in

feedback included: preserving greenspace, leaving 110th Street South alone, making the new arterial route a truck route, and concerns regarding impacts to private property.

Statement of Work – The Proposed Solution

The Southwest Arterial Planning Study provided a multi-phased and community-supported vision for the east-west arterial roadway. The County 19A and 100th Street Realignment Project, which is segment one of the overall Southwest Arterial route, is the most important as it will provide a direct connection, grade-separated from the railway, between the industrial areas and an existing interchange at Highway 61. This will consist of a half-mile of new roadway alignment between Keats Avenue and Jamaica Avenue and approximately a half-mile reconstruction of 100th Street, stopping east of Ideal Avenue. When complete, the roadway will be upgraded from a three-lane, undivided roadway to a two-lane, divided section with turn lanes between Highway 61 and the Miller Road intersection and a three-lane section with a center turn lane between Miller Road and the western project extent at Jamaica Avenue. The project also includes a 10-foot-wide multiuse trail on each side.

The Southwest Arterial Roadway will require the realignment of Innovation Road and Miller Road intersections. Each of these intersections will be controlled by minor roadway stop signs. The intersection of the new roadway and Jamaica Avenue will be signalized, and a roundabout will be added at the arterial/Keats Avenue/ US Highway 61 ramp terminal intersection. All intersections will include ADA improvements and lighting for enhanced pedestrian and vehicle safety. At the railway, a new bridge that is expandable to four-lanes will carry the road and new multiuse trails over the tracks. Compared to an at-grade crossing, the bridge will enhance safety for traffic, pedestrians and bicyclists and improve efficiency for freight.

Project Rationale

The County 19A and 100th Street Realignment Project will be a transformative project for the City of Cottage Grove. The project justifies investment because it will:

- Improve safety.
- Create economic opportunity.
- Improve mobility.
- Preserve the environment.

Safety

Outdated design and excessive congestion combine to create significant safety issues in the project area. Jamaica Avenue between 95th Street and East Point Douglas Road has experienced 76 crashes in the last three years. Redirecting traffic with another access point to US Highway 61 will reduce congestion and safety risk. The Southwest Arterial Roadway itself will be designed as an urban cross section with curb and gutter. It also will reduce the length of travel from Jamaica Avenue to US Highway 61 by approximately one mile. It is anticipated that the curvature changes and curb and gutter will reduce the percentage of vehicles leaving the roadway by 82 percent.

Street lighting is proposed at the Southwest Arterial Roadway intersections with Jamaica Avenue and the Highway 61 ramp terminal, which will improve safety for motorists, pedestrians, and bicyclists. The project will noticeably reduce risk for vulnerable users by providing a 10-foot-wide, multiuse trail

that is fully separated from the road. There are vulnerable populations that will rely on the improved sidewalks included in the project. According to MN Compass, nearly 3 percent of Cottage Grove’s resident have no vehicle, while 8.4 percent identify as disabled and 14.6 percent of residents bike or walk to work daily, which is higher than the statewide average.

In addition, the project supports the United States Department of Transportation’s goal of reducing the number of at-grade crossings. The current design removes one at-grade crossing, which will improve safety by eliminating the possibility for vehicle-train conflicts.

Economic Competitiveness

Recent and planned industrial developments will provide thousands of jobs directly to Cottage Grove. Among these new developments is the NorthPoint Development, a 3.4 million square foot industrial project that broke ground in 2022 and will bring 1,800 jobs to the community. The recently approved Renewal by Anderson development includes a 330,000 square foot expansion. Additionally, a 100,000 square foot industrial warehouse/distribution center is being developed by Capp Industries and North Star Sheets is undergoing a 35,600 square foot expansion. Enclave Properties is developing a 22.3-acre site located at the northwest corner of 97th Street and Hemingway Avenue with a 240,000 warehouse and office facility.

To support this commercial development, more than 1,000 new single-family housing units are planned for construction in the project area by 2025. These developments will dramatically reshape housing and employment choice in Cottage Grove. For a map of planned residential and industrial developments see the Project Area Developments Map in the attachments.

Traffic volumes are expected to increase and travel patterns will change throughout the project area in the coming decades. By 2044, Segment 1 of the Southwest Arterial Roadway is projected to carry 22,700 vehicles per day, more than twice the daily vehicle threshold of the existing two-lane, undivided section. It is the city’s desire to be proactive and prepare for these changes before they happen and create issues.

The local freight network will be vital to supporting this economic development. This project will alleviate freight issues, distribute truck freight in a more balanced fashion and reduce costs associated with freight movement. The Southwest Arterial Roadway will provide freight trucking access to new developments with a faster route that is free of at-grade crossings. Additionally, this route will avoid unsafe routes through residential neighborhoods. These mobility improvements also will allow greater mobility across Highway 61, helping employees reach thousands of new jobs by bike, car, or public transit.

Improved Mobility

The project is designed to meet the long-term, multimodal mobility needs of the community by enhancing vehicle, freight, and non-motorized mobility.

The need to address congestion and mobility at the Jamaica Avenue interchange with US Highway 61 is a pressing mobility issue. Several legs of the interchange are already operating at failing levels of service— Level D—and are anticipated to operate at Level F by 2043 if nothing is built. The proposed project will more evenly distribute access to US Highway 61. Analysis reveals that residents can expect annual average annual daily traffic in 2040 to be 25 percent lower when traveling south on

Jamaica Avenue when compared to a no-build scenario. Improved vehicle mobility will ensure the success of planned BRT investments and the long-term vitality of the region.

Demand for an alternative connection to US Highway 61 is already present. Four of the county's nine largest truck freight sources are in this project area. The new Southwest Arterial Roadway would allow safer and quicker travel with no at-grade rail crossings. Mobility benefits also will extend to support rail freight movement in this critical corridor. The elimination of an at-grade rail crossing (391255Y) will facilitate more efficient freight movement for local destinations that rely on rail freight. The 3M production facility in the southeast corner of the project area and the Cottage Grove Business Park both heavily rely on the Canadian Pacific Railroad for service.

As residential development occurs, a continuous pedestrian and bike trail network is needed for quality of life, safety, and equitable mobility. Pedestrian facilities also are needed to provide alternate transportation options for workers at the existing and planned industrial developments. An improved trail network will increase comfort in walking and biking rather than driving to area destinations and make commuting via transit easier as last-mile connections are served by these dedicated facilities. These enhanced multimodal facilities can ensure that transportation is never a barrier to reaching employment.

Project partners have great confidence that the proposed improvements are a solid investment in addressing the existing and anticipated future mobility concerns regarding the vast economic growth opportunities in the area.

Environmental Sustainability

The Southwest Arterial Roadway has been designed to minimize environmental impacts and provide emission-free trips. The Southwest Arterial Roadway will be designed as a roadway section accommodating future traffic growth with facilities for pedestrians and bicyclists now. This design method is a sustainable approach that provides a longer service life and less impact to the surrounding natural environment and traveling public. Utilities constructed within the corridor will not need to be moved upon future expansion, which also saves money.

Residents, delivery drivers, area employees and trucks have limited options for getting to and from US Highway 61, which is the main thoroughfare for destinations beyond the southwest area of Cottage Grove, including large logistic centers. Jamaica Avenue is the cross street most travelers use to access US Highway 61, resulting in frequent congestion throughout the day. Construction of the new arterial roadway will improve the distribution of traffic, reduce idling emissions, save time, and result in fewer vehicle miles traveled (VMT).

The MN Sustainable Transportation Advisory Council (STAC) has identified VMT reduction as a key strategy to meeting statewide climate goals. By improving operations at the Jamaica Avenue interchange, this project contributes to the state's VMT reduction goal by supporting future Red Rock BRT investments. Efficient travel times are important when people are considering using bus transit; in a no build scenario, the congestion on Jamaica Avenue will limit ridership. In addition, the proposed trail connections will tie into an existing trail system, connecting the project area to the future Red Rock BRT Station.

A portion of the arterial roadway alignment will impact an existing floodplain situated between the Canadian Pacific Railroad and Jamaica Avenue. The primary impact will be due to widening and raising

the existing roadway surface to meet design requirements. This will result in placement of fill within the storage area both north and south of existing 100th Street. The north side is designated and mapped as a Zone A floodplain. The project design will mitigate any impact of fill being placed in by providing offsetting compensatory storage. The city will explore using tire-derived aggregate (recycled shredded tires) as sustainable, lightweight fill for the roadway within the existing drainage way.

The selected arterial route avoids adverse environmental impacts to wetlands by avoiding them wherever possible. The city and county will work with the Minnesota Pollution Control Agency and South Washington Watershed District to produce designs that meet applicable stormwater management requirements and protect the Mississippi River downstream.

The city recently updated its Surface Water Management Plan in 2019 as a tool to proactively protect, enhance, and preserve its water sources. The plan identifies the stormwater quantity and quality improvements, and infrastructure installations, necessary to allow future development to take place and minimize its impact to downstream waterbodies. The project area was a focus area of this update with the occurring development and interest for more in 2018-2019. The Surface Water Management plan guided the proposed improvements. Stormwater management in the area will be greatly improved by creating regional stormwater facilities with native plantings that will control and filter runoff, improving water quality; recharge groundwater by promoting natural infiltration following treatment; and provide improved habitat for threatened and endangered species.

Project Timeline

Washington County, in partnership with Cottage Grove, is currently leading preliminary design and environmental documentation of the proposed project. The county has invested more than \$800,000 in project development to-date and has exceeded the 30% design threshold. As agreed, upon by project partners, the City of Cottage Grove is pursuing funding to complete final design and construction of the project to meet an implementation timeline the growing city needs. It is anticipated that the final design, permitting and ROW acquisition will advance in 2024. Pending funding support, the project will begin construction in 2026 and conclude in 2027.

It is anticipated that a National Environmental Policy Act (NEPA) Environmental Assessment (EA) and a Minnesota Environmental Policy Act (MEPA) Environmental Assessment Worksheet (EAW) will be required for the project. MnDOT and FHWA have established an agreement whereby a joint EA/EAW may be used to satisfy both federal and state requirements as long as the appropriate process steps are followed.

Other Considerations

Critical Need for Funding Support

State funding support is critical to deliver this project. Cottage Grove and Washington County have submitted several federal funding requests, which are listed below. These are high-effort funding requests that the city alone has spent more than \$60,000 pursuing.

- 2023 Rebuilding America with Sustainability and Equity (RAISE) Program – Pending
- 2023 Federal Community Project Funding grant – Pending

- PROTECT funding through Metropolitan Council – Pending
- 2022 Railroad Crossing Elimination Program – Unsuccessful
- 2022 Rural Surface Transportation Program – Unsuccessful
- 2022 Metropolitan Council Regional Solicitation – Unsuccessful

While the 2022 Rural Surface Transportation and 2022 Regional Solicitation grant applications were not successful, they scored very competitively. Through a debrief with FHWA staff, the city learned that the Rural Surface Transportation Grant application was "recommended for funding", and just missed the cutoff for "highly recommended". The 2023 RAISE grant follows similar criteria, which will make the application very competitive. Also, the city plans to resubmit for the 2023 Rural Surface Transportation Program. For the 2022 Regional Solicitation grant, 18 projects were awarded funding under the "Roadway Construction/Modernization" category, and this project ranked 19th, just missing the funding cutoff. The active 2023 PROTECT funding application through Metropolitan Council received a recommendation for funding from the TAC and will be considered by the TAB the week of June 19, 2023. While the city and county actively search for funding opportunities, many other state sources do not provide large enough awards to move the project forward.

Project Feasibility

The project is technically feasible, as has been demonstrated by the thorough planning studies, concept development, and agency coordination activities completed to date. Feedback on feasibility during the evaluation process was gathered from technical experts and maintenance staff from the impacted agencies. This includes:

- Decision for railroad grade-separation to bridge over the railroad because this is the least impactful to rail operations by not requiring construction of a temporary railroad detour and least expensive in terms of not requiring the railroad detour and additional infrastructure for water table impacts.
- Cost/benefit evaluation of improvement options resulting in elimination of options that did not provide additional benefits but resulted in much increased costs.
- Selection of improvement options that did not include excessive or unnecessary amounts of impervious pavement and infrastructure to serve capacity and movements needed.
- Selection of improvement options that resulted in the least property impacts.
- Layout that best supports ease of snow removal and storage in winter months.

While significant in magnitude, the project does not present unique or unusual construction challenges. In general, standard and proven construction practices can be used. It is anticipated that the duration of construction will be two full seasons. Primary construction elements will include:

- Remove existing roadway material and topsoil.
- Excavate and place material for storm ponds.
- Excavate material from under the proposed new roadway areas.
- Install storm sewer/watermain/sanitary sewer.
- Relocate overhead power lines underground.
- Construct retaining walls.
- Place/compact material for new roadbed and embankments.
- Install concrete curb and gutter, median, and ADA ramps.
- Construct roadway and non-motorized pavements.
- Install corridor lighting.
- Construct road over railway bridge, which will include:
 - Place approach roadway embankments.
 - Drive pile.
 - Construct abutments and piers.

- Install bridge girders.
- Construct concrete decking.

Excavated materials will be re-used for overlay, aggregate or embankment purposes where appropriate, and in accordance with best management practices established in MnDOT's Standard Specifications for Construction.

Demolition will be performed in accordance with Minnesota Rules 7035.0805 (the "Pre-Renovation and Demolition Rule"). Hazardous materials within the structures will be identified, removed prior to demolition per Minnesota Pollution Control requirements, and disposed of in accordance with applicable federal, state, and local regulatory requirements.

Impact on State Operating Subsidies

A new roundabout interchange access point to and from southbound US Highway 61 will introduce new infrastructure within MnDOT right-of-way. Final project design will include reaching an agreement with MnDOT for maintenance of improvements within MnDOT right-of-way.

Who will own the facility?

Washington County will own and operate the new arterial route. The portions of the project within trunk highway right-of way will be transferred to MnDOT.

Who will operate the facility?

Final project design will include reaching an agreement with MnDOT for maintenance of improvements within MnDOT right-of-way. Washington County will own and operate the new arterial route. The City of Cottage Grove will reach an agreement with Washington County for year-round maintenance of the proposed trail connections as well.

Who will use or occupy the facility?

The new roadway and trail connections will be for public use. Unlike under existing conditions, the roadway and trail connections will provide transportation alternatives to existing and future nearby residents and businesses.

Public Purpose

The project is a public infrastructure investment that will open over 2,000 acres of industrial and residential development. Beyond development, the project will enhance non-motorized transportation options, reduce mode conflict at railroad crossings, and mitigate congestion issues at existing interchanges on US Highway 61. Impact on State Operating Subsidies?

Description of Previous Appropriations

The County 19A and 100th Street Realignment Project has not been appropriated with any state funds yet. However, the City of Cottage Grove and Washington County have made commitments to the project. Federal grant funds are being diligently pursued. The Canadian Pacific Railroad will be a private partner obligated to contribute funding for construction of the railway overpass as part of the proposed project.

Project Contact Person

Ryan Burfeind

Public Works Director

651-458-2899

rburfeind@cottagegrovemn.gov

(\$ in thousands)

County Road 19A and 100th Street South Realignment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$4,000	\$0	\$0
County Funds	\$0	\$3,250	\$0	\$0
Non-Governmental Funds	\$0	\$475	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$24,496	\$0	\$0
TOTAL	\$0	\$44,721	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$2,800	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$6,900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$28,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$6,521	\$0	\$0
TOTAL	\$0	\$44,721	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Cottonwood Infrastructure Project	1	GO	8,000	0	0	0	0	0
Total Project Requests			8,000	0	0	0	0	0
General Obligation Bonds (GO) Total			8,000	0	0	0	0	0

Cottonwood Infrastructure Project

AT A GLANCE

2024 Request Amount: \$8,000

Priority Ranking: 1

Project Summary: The need for this project arose because of aging infrastructure coupled with concerns of health, sanitation, and security. Replacement of deteriorated cast iron water main lines and the looping of dead-end water mains. Replacement of undersized or compromised vitrified clay sanitary sewer mains causing a severe inflow and infiltration problem. Repair of street, curb, gutter, and sidewalks due to infrastructure. Connection to Lincoln Pipestone Rural Water for a better quality of water.

Project Description

This request would be for phase one of a three phase project that will occur over multiple years due to the needs of the community and size of the project. this project includes replacement of the sanitary sewer collection system, replacement of portions of the water distribution system, storm sewer improvements, street reconstruction work including curb/gutter/sidewalks, and connection to a better water source.

The anticipated scope of phase one would target locations in which multiple deteriorated utilities can be replaced within the same street corridor, or where a significant enough issue is taking place that warrants an immediate need for replacement.

The first phase of the project is estimated at \$8 million, with a total estimated project cost of \$23 million. Funding for this project has also been sought through Minnesota Public Facilities Authority with written requests for placements on the Clean Water and Drinking Water Revolving Funds.

Project Rationale

Cast iron water main breaks have occurred frequently, indicating severely deteriorated distribution lines. The water main breaks within the last five years have been significant enough that they resulted in boil water advisories being issued to the community.

An alternate source of water through Lincoln Pipestone Rural Water is being sought because of the water quality in cottonwood is 45 grains in hardness and rich with iron and manganese. these issues are potentially causing shortened life spans of appliances in homes and more cost for the residents.

The existing sanitary sewer collection system consists of vitrified clay pipe, which is undersized and subject to severe inflow & infiltration. This has resulted in sewer backups, emergency discharges, and correspondence with MPCA regarding excessive flows. These issues also create excessive stress on the lift stations throughout the city, resulting in premature wear of lift station components, failures

and sewer backups.

The sanitary sewer force main from the main lift station to the sanitary sewer ponds is undersized. this limits the pumping rate to the ponds during high flow periods, resulting in sewer backups and emergency discharges. the force main pipe has ruptured due to its age and condition, requiring costly repairs.

The quality of water is poor and a connection to Lincoln Pipestone Rural Water would better serve the community.

Project Timeline

September 2023 - Project public hearing
November 2023 - Council authorization of project
March 2024 - Finalize plans & advertise for bids
April 2024 - Receive & tabulate bids
June 2024 - Begin construction
December 2024 - Substantial completion

Other Considerations

In 2021 a housing market study was completed for the City of Cottonwood. the study showed that the City of Cottonwood is in need of all types of housing development and that by 2030 the population of cottonwood could rise to 1350.

In 2022 the preliminary engineering report was completed by Bolton & Menk showing a full picture of the infrastructure system along with the need for the project.

in 2023 Lakeview schools will complete the final phase of their \$10.8 million dollar project that was funded through a vote in 2021 for a bonding referendum. this project included the addition of more classrooms to accommodate the rising enrollment within the school. the k-12 enrollment has increased by 72 students in the last 5 years and growth is projected to continue over the next 5 years, resulting in the need for more classrooms.

Impact on State Operating Subsidies

Requests also made to Minnesota Public Facilities Authority for loans and grants.

Who will own the facility?

City of Cottonwood

Who will operate the facility?

City of Cottonwood

Who will use or occupy the facility?

City of Cottonwood

Public Purpose

Protecting the public safety and welfare by providing reliable public infrastructure, improved quality

drinking water and cost effective maintenance of public utilities.

Description of Previous Appropriations

Not applicable

Project Contact Person

Teather Bliss
City Administrator
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(\$ in thousands)

Cottonwood Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
Appropriation Bonds	\$0	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$150	\$0	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$551	\$0	\$0
TOTAL	\$150	\$8,551	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$3	\$0	\$0
Predesign Fees	\$150	\$0	\$0	\$0
Design Fees	\$0	\$569	\$0	\$0
Project Management	\$0	\$2,445	\$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	\$534	\$0	\$0
TOTAL	\$150	\$8,551	\$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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
National Loon Center	1	GO	6,500	0	0	0	0	0
Total Project Requests			6,500	0	0	0	0	0
General Obligation Bonds (GO) Total			6,500	0	0	0	0	0

National Loon Center

AT A GLANCE

2024 Request Amount: \$6,500

Priority Ranking: 1

Project Summary: The National Loon Center will be a 15,000 square foot world class educational facility and visitor attraction that is projected to welcome 80,000 guests annually. The National Loon Center Foundation (NLC) in Crosslake, Minnesota was established in 2017 as a 501(c)3 non-profit organization dedicated to restoring and protecting loon breeding habitats, promoting responsible recreation where loons thrive, and serving as a national leader in advancing loon and freshwater research and education.

Project Description

The National Loon Center will exemplify sustainable, place-enhancing architectural design principles while inviting the public to enjoy a uniquely immersive loon and freshwater experience designed by industry-leader Dimensional Innovations. The interior of the 15,000-square foot center will highlight the air, land and water environments associated with loons and freshwater ecosystems.

Among many renowned attractions and recreation opportunities in northern Minnesota, the 15,000 square foot National Loon Center will add to the region’s appeal as a tourism destination in much the same way that the National Eagle Center has contributed to the economy in southeastern Minnesota.

The NLC will be a significant national visitor attraction, infusing millions of dollars into the Minnesota economy in tourism spending as well as design and construction work. It will also bring dozens of valuable, permanent jobs to the local economy each year.

The NLC will incorporate diverse educational initiatives to engage many audiences including the Ojibwe tribe and other underrepresented communities in metro and rural Minnesota. Our shared pride in loons and lakes will be reflected in the welcoming nature of the facility and organization.

Project Rationale

The National Loon Center will educate the public as it inspires and entertains guests. It will also connect and amplify loon and freshwater research and conservation efforts occurring across the nation to protect our state bird and symbol of Minnesota's northern wilds. The NLC will contribute positively toward the economic growth and environmental quality of northern Minnesota and stand as a source of pride for the citizens of Minnesota.

Project Timeline

2019: The NLC received a \$4 million grant from the Legislative Citizen Commission on Minnesota

Resources (Environment and Natural Resources Trust Fund) for the project.

2021: The NLC completed the installation of docks, boardwalks and outdoor exhibits and finished a shoreline restoration project. The work has been coordinated by the architectural and engineering firm Widseth. The NLC also received a \$355,000 grant from the Lessard-Sams Outdoor Heritage Council's Conservation Partners Legacy Program to purchase and permanently preserve a 6-acre parcel of essential loon habitat in Fifty Lakes, MN.

2022: The NLC launched the educational StewardShip program: a free, on-the-water experience that covers freshwater curriculum created in collaboration with the University of Minnesota Regional Sustainable Development Partnership. The world-class design firm, Dimensional Innovations, is engaged to lead exhibit design and development.

2023: The City of Crosslake received \$2,500,000 of General Obligation Bond funds to help construct the National Loon Center.

2023-2024: Architectural design and plans for this net zero energy building are underway. The grand opening for the building is anticipated in 2024.

2025: The National Loon Center plans to open its new facility to the public and welcome visitors from across the nation.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Crosslake

Who will operate the facility?

The National Loon Center Foundation will operate the National Loon Center facility via a management agreement established with the City of Crosslake.

Who will use or occupy the facility?

The National Loon Center Foundation will operate the facility, which will be open to the general public, with annual visitation projected at 80,000.

Public Purpose

The National Loon Center will be a 15,000 square foot world class visitor amenity in the Brainerd Lakes Area, providing exciting educational opportunities through hands-on and immersive exhibits. The National Loon Center exists to protect and restore loon breeding habitats, promote responsible recreation where loons thrive, and advance nationally significant loon and freshwater research and education. The family-friendly attraction will provide an entertaining experience that connects people to the freshwater ecosystems that are critical to both people and loons.

Description of Previous Appropriations

\$2,500,000 - 2023 General Obligation Bond funds

Project Contact Person

Michael R. Lyonais

City Administrator

218-692-2688

mlyonais@crosslake.net

(\$ in thousands)

National Loon Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$2,500	\$6,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$2,000	\$0	\$0
Non-Governmental Funds	\$2,000	\$1,000	\$0	\$0
Other Funding	\$4,000	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$8,500	\$9,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$32	\$0	\$0	\$0
Design Fees	\$528	\$0	\$0	\$0
Project Management	\$240	\$0	\$0	\$0
Construction	\$7,700	\$6,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$3,200	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$8,500	\$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?	No
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?	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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Interstate 35 and County Road 50 Interchange Construction	1	GO	64,144	0	0	0	0	0
County Road 46 Reconstruction	2	GO	21,400	0	0	0	0	0
117th Street Reconstruction and Modernization	3	GO	8,000	0	0	0	0	0
County Road 54 Highway Improvements and Trail Construction	4	GO	15,000	0	0	0	0	0
North Creek Greenway Pedestrian Crossing	5	GO	5,400	0	0	0	0	0
Mendota to Lebanon Hills Greenway Trunk Highway 55 Crossing	6	GO	3,300	0	0	0	0	0
Total Project Requests			117,244	0	0	0	0	0
General Obligation Bonds (GO) Total			117,244	0	0	0	0	0

Interstate 35 and County Road 50 Interchange Construction

AT A GLANCE

2024 Request Amount:	\$64,144
Priority Ranking:	1
Project Summary:	\$64.144 million in state funds is requested for construction of a new interchange at I-35 and County Road 50 that resolves safety and congestion issues on the Interstate and improves constraints on the County Highway in this heavily traveled area.

Project Description

The project will reconstruct the existing deficient interchange at Interstate 35 and Dakota County State Aid Highway 50 in the City of Lakeville. The project will address safety and mobility issues on I-35 between Highway 50 and Highway 42 by implementing capacity improvements that have been identified in MnDOT's I-35 Lakeville to Burnsville corridor study. The project may include preliminary and final design, engineering, acquiring right-of-way and temporary and permanent easements, inspection, construction, and reconstruction of I-35 and other roads to support the completion of the project. The project includes providing multiuse bicycle and pedestrian trails along Highway 50 that provide access across I-35. The project also includes grade separated railroad crossings, public utility relocation, and stormwater management.

Project Rationale

The project is needed because I-35 connects a growing area of Lakeville and Dakota County to the state and region, including freight traffic. The existing interchange footprint at I-35 and County Highway 50 and lane configuration creates constraints to the capacity of both I-35 and County Highway 50. In this area, I-35 carries approximately 88,000 vehicles per day with 8,500 heavy commercial vehicles. It also supports express transit service. It is a Tier 1 freight corridor and is identified as a future MnPASS (E-ZPass) corridor by MnDOT and the Metropolitan Council. County Highway 50 carries 25,500 vehicles per day and is projected to grow to 34,000 vehicles by 2040.

North of County Highway 50, I-35 lane capacity is reduced from three lanes to two. This creates bottlenecks on I-35 and leads to crashes in this heavily traveled regional and freight corridor. A recent safety analysis looking at 10-years of crash data showed that northbound I-35 between the County Highway 50 entrance/exit ramps has nearly four times more crashes than the average highway segment with similar characteristics (defined as the critical crash rate).

The I-35 interchange does not have sufficient capacity, sight distance or turn lanes, which results in delays and safety issues on County Road 50 in a growing area of Lakeville, Dakota County's largest city. The interchange was built as an interim configuration with only one westbound lane and no trail or sidewalk on the north side of the highway due to constraints of the existing I-35 bridge. A new interchange would provide adequate roadway capacity on County Road 50 as well as multi-use trails

on both sides of the County Road to provide multi-modal access across I-35. The proposed interchange would also provide the capacity needed on I-35 following recommendations of MnDOT's I-35 Corridor study.

Dakota County and the City of Lakeville have been planning to replace this deficient interchange since 2004. The city has invested more than \$20 million in the interchange area through direct and indirect public investments, including capacity improvements to the supporting roadway network and intersection and storm sewer improvements. The city has also begun acquiring right-of-way through plat dedication and as opportunities become available through the assistance of the Metropolitan Council. The county and city also partnered to relocate the 172nd Street intersection on the west side of the interchange.

Project Timeline

MnDOT is currently leading the I-35 Burnsville to Lakeville Corridor Study that was funded by the 2021 Legislature through a general fund appropriation (\$1.4 million) for the corridor study and interchange design. That study will identify the future I-35 corridor needs to inform the design of the I-35 and County Highway 50 interchange. The study will be complete in July, 2023.

Once the I-35 Corridor Study is complete, Dakota County will lead the preliminary and final design for the interchange which will begin in 2024. Design, environmental work, and right-of-way acquisition will continue through 2026 with construction planned for 2027. Federal funds for preliminary and final design have been secured in the amount of \$5.04 million (with a local match of 20% or \$1.26 M). No funding has been secured for construction.

Other Considerations

This project will be constructed in coordination with a planned pavement replacement project included in the Minnesota Department of Transportation 10-Year Capital Highway Improvement Program. The County and MnDOT will work together to coordinate the project and maximize efficiencies of both projects.

Impact on State Operating Subsidies

Not applicable.

Who will own the facility?

Dakota County, MnDOT, and the City of Lakeville will own various project elements according to roadway ownership/jurisdiction.

Who will operate the facility?

MnDOT will operate I-35 and Dakota County will operate County Highway 50.

Who will use or occupy the facility?

Residents of Lakeville, Dakota County, the state, region, and nation since this is an interstate corridor, as well as the freight industry.

Public Purpose

The I-35 corridor carries 85,000 to 111,000 vehicles daily and experiences regular traffic congestion in a growing area of the state. It is identified by the Metropolitan Council as a Tier I Freight Corridor with corridor by the state and region. MnDOT has identified the need for a pavement preservation project on this segment of the corridor in its 10-year Capital Highway Investment Plan (CHIP). Dakota County and the City of Lakeville have identified the replacement of the I-35 and CSAH 50 interchange as a high priority in the next five years based on safety and mobility deficiencies of the existing interchange and Interstate corridor.

Description of Previous Appropriations

Project Contact Person

Nathan Hanson
Intergovernmental Analyst
651-245-5949
nathan.hanson@co.dakota.mn.us

(\$ in thousands)

Interstate 35 and County Road 50 Interchange Construction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$64,144	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$5,040	\$0	\$0	\$0
Other Local Government Funds	\$1,260	\$0	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$8,954	\$0	\$0
TOTAL	\$6,300	\$73,098	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$8,954	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$6,300	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$64,144	\$0	\$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	\$6,300	\$73,098	\$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 comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

County Road 46 Reconstruction

AT A GLANCE

2024 Request Amount: \$21,400

Priority Ranking: 2

Project Summary: \$21.4 million in state funds is requested to improve County Road 46 from marked Trunk Highway 3 east through the marked Trunk Highway 52 interchange to County Road 48 in the Cities of Rosemount, Empire and Coates within Dakota County. Improvements will include expansion of the 2-lane rural roadway to a 4-lane divided with a multi-modal facility.

Project Description

This project is to improve six miles of County Road 46 (160th Street/Brandel Avenue) from marked Trunk Highway 3 east through the marked Trunk Highway 52 interchange to County Road 48. The project will reconstruct County State-Aid Highway 46 from a two-lane highway to a divided four-lane highway from marked Trunk Highway 3 to the marked Trunk Highway 52 interchange to County Road 48 in the cities of Coates, Empire and Rosemount.

To improve safety, mobility and modernization, the proposed project includes the addition of turn lanes at public roadway intersections, access management along the corridor, a multi-use trail along the north side of the roadway, a grade-separated trail crossing of CSAH 46 for the County's Vermillion Highlands Greenway and additional through lanes in each direction. This project includes preliminary and final design, engineering, acquiring right of way and temporary and permanent easements, inspection, construction, and reconstruction of County Road 46 and other roads to support the completion of the project, including traffic control, environmental cleanup and mitigation, multipurpose pedestrian and bicycle facilities, public utility relocation and storm water management.

Project Rationale

County Road 46 between Highway 3 and the Highway 52 interchange (5.25 miles) is a two-lane roadway that carries 11,000-15,100 vehicles daily with a higher volume of truck traffic. This segment is part of a 21.7-mile larger east-west corridor that extends from Interstate 35 in Lakeville through Burnsville, Apple Valley, Empire, Rosemount, Coates, and through several townships east to Highway 61 in Hastings. Traffic volume along County Road 46 between Highway 3 and the Highway 52 interchange is approaching levels best accommodated by a divided four-lane roadway to maintain the safety of all users.

County Road 46 is a minor arterial highway that supplements County Road 42, a principal arterial highway, Trunk Highway 52 and other principal arterials. It provides for east-west travel across Dakota County in the absence of any east-west state trunk highways. County Road 46 is a critical connection to the regional highway system, including Interstate 35, Highway 52 and Highway 61. Communities along County Road 46 continue to see population and economic growth. The roadway is

an essential part of a safe and efficient regional transportation network.

There are large gravel mines located along this corridor, and these mining operations will continue for decades. Truck volumes will continue to grow as the mining operations expand along with other commerce. On any given day between April to early November, as many as 825 gravel and concrete trucks enter heavy traffic on County Road 46. Up to 75 percent of these trucks will need to make a left turn onto County Road 46 to access nearby Highway 52. These large trucks do not have the ability to accelerate quickly, creating conflicts with other vehicles. In addition to the roadway adjacent commercial mines, the County has continued to see growth in the cities of Apple Valley, Lakeville, Farmington, Rosemount and Empire. CSAH 46 is anticipated to be an essential part of maintaining the local and regional transportation network. The proposed roadway expansion from two to four lanes, along with the addition of turn lanes, will enhance safety by allowing for better gaps in traffic for vehicles entering or exiting County Road 46, including the gravel and concrete trucks. The additional lane in each direction allows vehicles to safely navigate around slower-moving traffic. Currently, vehicles are forced to slow to speeds well below the posted speed limit.

Safety and mobility are increasingly challenged along County Road 46. The two-lane roadway is an important east-west connection in the county. Population growth, truck activity and overall traffic volume warrant a divided four-lane roadway and other improvements to maintain safety, mobility and regional freight connection.

Project Timeline

The project is currently in the preliminary engineering phase with the work expected to be complete by the end of 2023. Final design will be advanced in 2024 through 2025 and stakeholder engagement will continue to inform the future right of way acquisitions required for construction. The right of way acquisition process would begin in mid 2025 and continue into early 2026. Additional considerations are being viewed at the intersections of CSAH 46 and Trunk Highway 52 ramps to inform discussion with MnDOT and the City of Coates on intersection treatments best suited for existing/future traffic volumes. The County has construction programmed for 2027 in the 5-year Capital Improvement Program.

Other Considerations

MnDOT has a pavement preservation project on Trunk Highway 52 in 2023 and 2024 that will be complete prior to reconstruction of CSAH 46. Commercial development along the CSAH 46 corridor is expected to increase in the near term with prospective owners providing concept plats to the County and Cities for early coordination. The intersection of CSAH 46 and County Road 81 in close proximity to Trunk Highway 52 currently has active construction for a new development that includes 5 commercial lots. The parcel in the the northwest quadrant of CSAH 46 and Clayton Avenue is experiencing interest from commercial real-estate that would introduce high-volume commercial/retail traffic. These near-term considerations for traffic generators are being incorporated into the CSAH 46 2-4 lane expansion preliminary engineering. Additional development is expected in the near term.

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?

Traveling public, commercial/industrial traffic, local governments and Dakota County.

Public Purpose

The project corridor is regionally significant due to its east-west connectivity, designation as a Regional Truck Tier 3 route, and the industrial/commercial businesses located along the corridor including gravel mining, asphalt and concrete plants, wall fabricators and future commercial/retail. In addition to the need as a regional route, the project purpose aims to address the safety and mobility of all users, including multi-modal commuter/recreational traffic. To address all needs of the corridor, the roadway is planned to be reconstructed from a 2-lane to 4-lane divided highway, incorporate turn lanes at public road intersections and select sites, provide a separated multi-use trail along the roadway (no trail exists between Biscayne Avenue and the Trunk Highway 52 interchange), and provide a grade separated crossing of the County's Vermillion Highlands Greenway.

Description of Previous Appropriations**Project Contact Person**

Nathan Hanson
Intergovernmental Analyst
651-245-5949
nathan.hanson@co.dakota.mn.us

(\$ in thousands)

County Road 46 Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$21,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$576	\$0	\$0
County Funds	\$0	\$5,824	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$1,768	\$0	\$0
County Funds	\$0	\$13,232	\$0	\$0
TOTAL	\$0	\$42,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$4,000	\$0	\$0
Predesign Fees	\$0	\$957	\$0	\$0
Design Fees	\$0	\$1,443	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$36,400	\$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	\$42,800	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

117th Street Reconstruction and Modernization

AT A GLANCE

2024 Request Amount:	\$8,000
Priority Ranking:	3
Project Summary:	\$8 million in state funds is requested to reconstruct 117th Street between Rich Valley Boulevard and Trunk Highway 52 in Inver Grove Heights.

Project Description

This project is to reconstruct 117th Street between Rich Valley Boulevard and Trunk Highway 52 in Inver Grove Heights to improve safety and mobility, and facilitate an east-west transportation corridor to serve the adjacent, large industrial activity hubs. This project will include preliminary and final design, engineering, acquiring right-of-way and temporary and permanent easements, inspection, construction, and reconstruction of 117th Street and other streets to support the construction of 117th Street, including multipurpose pedestrian and bicycle trails, public utility relocation and stormwater management.

Project Rationale

Dakota County is partnering with the City of Inver Grove Heights to reconstruct 117th Street from County Road 71 (Rich Valley Boulevard) to Highway 52. The project will enhance traffic mobility, reduce access points, improve pavement condition and facilitate the phased development of a broader transportation corridor serving the region. The project will also provide pedestrian and bicycle paths in the 117th Street corridor for future connection to the Mississippi River Greenway east of Highway 52.

The 117th Street corridor is part of the broader County Road 32 network in Dakota County that connects Interstate 35W in Burnsville to Highway 52 in Inver Grove Heights. The corridor serves a high volume of freight traffic. The major traffic movement through this corridor is southbound to eastbound and westbound to northbound at the T-intersection of 117th Street and Rich Valley Boulevard. Both 117th Street and Rich Valley Boulevard are Tier 2 regional truck corridors.

There are unpaved shoulders of varying widths along 117th Street and no pedestrian or bicycle paths. There is a high volume of heavy and medium truck traffic to and from businesses on 117th Street.

Two Union Pacific rail lines cross 117th Street. The western crossing (1,100 feet east of Rich Valley Boulevard) is the railroad's mainline that runs between St. Paul and southern Minnesota. The eastern crossing (2,800 feet west of Clark Road) is a spur line that serves several businesses, including Flint Hills Resources and Enterprise Products.

Several businesses have multiple accesses on 117th Street with no designated right-turn lanes. One business access is located between the railroad crossings.

Project Timeline

Final Design Services
Project Management Jun-23 Sep-24
Railroad Agreement Coordination Jun-23 May-24
Public Engagement Jun-23 Apr-24

Right of Way Acquisition
Identification of Construction Limits Jun-23
Title Research Jun-23
Legal Descriptions / Exhibits Jun-23 Jul-23
R/W Plat Jun-23 Sep-23
Appraisals / Review Appraisals Jul-23 Oct-23
Offer Preparation / Negotiation / Consideration Oct-23 Jan-24
Condemnation Period Jan-24 Apr-24

Utility Coordination Jun-23 May-24
Environmental and Geotechnical Analysis and Reporting Jun-23 Sep-23

Flint Hills Access Evaluation and Concept Updates Jun-23 Aug-23

Civil Design, Utility Design , Water Resource Design, Signal Design, Traffic Staging and Signing and Striping Design, Lighting Design, Streetscape and Planting Design
60% Plan Development Jun-23 Oct-23
60% Plan and Estimate Review Oct-23 Nov-23
95% Plan Development Oct-23 Feb-24
95% P,S & E Reviews Mar-24 Apr-24
95% P,S & E Reviews Mar-24 Apr-24
Final Plan Development Apr-24 May-24
Final Plan Approvals May-24 Jun-24
Authorization to Bid (MnDOT / FHWA) Jun-24 Jul-24
Advertisement and Bidding Jul-24 Aug-24
Authorization to Award (MnDOT / FHWA) Aug-24 Sep-24
Contracting Oct-24 Nov-26

Other Considerations

The City of Inver Grove Heights and Dakota County recognize the importance of the corridor in the regional transportation system, and the need for a modernized 117th Street corridor that provides additional capacity and connectivity, improves safety, and better aligns with current and future land use and transportation needs. We understand how valuable this segment of road is to the area's expanding commercial and industrial base as well as regional connectivity, and we'll use our local experience, public engagement strategies, and context sensitive design expertise to improve the functionality to 117th Street.

The 117th Street Reconstruction project is an extraordinarily complex project that presents many unique challenges. The implementation of the 117th improvements will deliver on the vision for this critical east-west transportation corridor dating back to the 2002 CSAH 32 Extension study. The Pine Bend Arterial Connector Study, completed in 2016, recommended CSAH 32 to provide a continuous alignment from TH 3 to TH 52 and ultimately providing a direct connection from I-35W to TH 52.

In 2020, the City of Inver Grove Heights and Dakota County were successful in acquiring \$8.0 million through the Minnesota Highway Freight Program for reconstruction and modernization of 117th Street to improve safety and mobility of the corridor. This federal investment provides an opportunity to resolve existing safety issues while facilitating the phased development of an essential east-west transportation corridor for Dakota County. The current project is scoped to include a reconstruction of 117th Street to a two-lane divided roadway, with urban drainage improvements and safety improvements including turn-lanes, access modifications, railroad crossing upgrades, and intersection lighting.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County

Public Purpose

This project is to reconstruct 117th Street between Rich Valley Boulevard and Trunk Highway 52 in Inver Grove Heights to improve safety and mobility, facilitate an east-west transportation corridor to serve the adjacent, large industrial activity hubs. This project will include preliminary and final design, engineering, acquiring right-of-way and temporary and permanent easements, inspection, construction, and reconstruction of 117th Street and other streets to support the construction of 117th Street, including multipurpose pedestrian and bicycle trails, public utility relocation and stormwater management.

Description of Previous Appropriations

2023 Capital Budget - City of Inver Grove Heights - 117th St. Reconstruction GO/TF \$5,000,000

Project Contact Person

Nathan Hanson
Intergovernmental Analyst
651-245-5949
nathan.hanson@co.dakota.mn.us

(\$ in thousands)

117th Street Reconstruction and Modernization

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$5,000	\$0	\$0
Non-State Funds Already Committed				
Federal Funds	\$0	\$8,000	\$0	\$0
Other Local Government Funds	\$0	\$1,500	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$24,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$3,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$19,800	\$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	\$24,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

County Road 54 Highway Improvements and Trail Construction

AT A GLANCE

2024 Request Amount: \$15,000

Priority Ranking: 4

Project Summary: \$15 million in state funding is requested to reconstruct County Road 54 from the Hastings city limits to County Road 68. The project will incorporate roadway safety improvements including turn lanes, a roundabout, an extension of the Mississippi River Greenway along County Road 54 that has a connection to Prairie Island, and will improve access for economic competitiveness of the Prairie Island Indian Community.

Project Description

Dakota County, in partnership with the Prairie Island Community and the City of Hastings, plans to reconstruct County Road 54 from the Hastings city limits to County Road 68. County Road 54 is the primary access to Prairie Island Community and the Treasure Island Resort facility for traffic traveling from Hastings and northern routing. Many of the Prairie Island tribal members reside along County Road 54 and rely on the corridor for primary commuting. County Road 54 is a high-speed and high-volume rural highway that has a documented history of 200 crashes including two fatalities over the past 10 years. Safety improvements to be evaluated along County Road 54 include adding turn lanes, shoulders, off-road bike path and a roundabout at County Road 68.

To improve safety and mobility, the proposed modernization project is planned to include the addition of turn lanes at public roadway intersections, access management along the corridor, a multi-use trail, drainage improvement evaluations to review floodplain elevation verse roadway profile, and a roundabout at the intersection of County Road 54 and County Road 68. This project includes a preliminary engineering corridor study to assess the typical section, traffic analysis, engagement with the residents through meaningful public engagement and work with local stakeholders to ensure all best interests are viewed. The project includes phases for final design, engineering, acquiring right of way and temporary and permanent easements, inspection, construction, and reconstruction of County Road 54 and other roads to support the completion of the project, including traffic control, railroad encroachment coordination, multipurpose pedestrian and bicycle facilities, public utility relocation and storm water management.

A reconstructed County Road 54 with safety and mobility improvements will support the economic competitiveness of the Prairie Island Indian Community. Today Prairie Island is home to two of the largest employers in the City of Red Wing/Goodhue County. Treasure Island Resort and Casino (1500) is the largest with Xcel Energy – Prairie Island Nuclear Facility (750) the third largest employer. The completion of the County Road 54 reconstruction to incorporate safety improvements and inclusion of the Mississippi River Greenway extension further enhance the Prairie Island Indian Community as a regional recreational destination.

Establishing a plan for an off-road trail that connects to Prairie Island as an extension of the national Mississippi River Trail will further enhance Prairie Island as a recreational destination. The new trail will also provide a non-motorized transportation option, eliminating a barrier and helping meet the communities environmental and sustainability goals.

The proposed Mississippi River Greenway Trail – Hastings to Red Wing Master Plan will help transform Prairie Island into a bicycle recreational hub with convenient access to multiple state and regional trail systems along the Mississippi River. Completion of trail connections to Prairie Island further leverages the existing recreational amenities owned and operated by the Prairie Island Indian Community.

Project Rationale

Dakota County is seeking state funding for safety improvements to County Road 54, a high-speed rural highway that provides access to the Prairie Island Indian Community and the extension of the regionally significant Mississippi River Trail. The county is partnering with the Prairie Island Indian Community and the City of Hastings to improve transportation along County Road 54 from Hastings to Prairie Island. There is a documented history over the past 10 years of 200 crashes, including two fatalities, along the roadway. Safety improvements along County Road 54 would include turn lanes, shoulders, a multi-use trail and a roundabout at the intersection of County Road 54 and County Road 68. The project will also complete a Mississippi River Greenway Trail connection to Prairie Island. Improved access will support the economic competitiveness of the Prairie Island Indian Community. Prairie Island is home to two large employers -- Treasure Island Resort and Casino and Prairie Island Nuclear Plant. The proposed Mississippi River Greenway Trail - Hastings to Red Wing Master Plan will make Prairie Island a bicycle recreational hub with convenient access to multiple state and regional trails along the Mississippi River. Completing trail connections will enhance Prairie Island as a recreational destination and leverage existing recreational amenities owned by the Prairie Island Indian Community. The new trail will also provide a non-motorized transportation option, eliminating a barrier and helping meet environmental and sustainability goals.

Project Timeline

The County will start the preliminary engineering corridor study in early 2024 with the work expected to be complete by mid 2025. The preliminary engineering corridor study will incorporate a robust public engagement plan to engage the project stakeholders including Prairie Island community members, Treasure Island, local residents, the City of Hastings, Goodhue County and the City of Redwing. Final design will be advanced upon completion and adoption of the corridor study in 2025 and will advance the selected design to be complete in mid-2026. The right of way acquisition process will occur from late 2025 through the end of 2026 with construction scheduled to begin in 2027.

Other Considerations

County Road 54 is an existing rural two lane roadway with minimal shoulders, lacks dedicated turn lanes, contains deficient sight distance along horizontal curves and experiences a crash rate higher than similar county road segments. The roadway parallels the Mississippi River and is an access route for traffic traveling from Hastings or northern locations to the Prairie Island Community, Treasure Island and the Xcel Nuclear Plant. The community of Prairie Island does not currently have multi-modal facilities to provide opportunity for non-vehicle commuter/recreational traffic. By

reconstructing the road segment to incorporate roadway safety and capacity improvements and by identifying a multi-use greenway trail corridor, access to these underserved locations will be vastly improved.

A consideration for the project will be the coordination with the Met Council Waste Water Treatment Plant project that is planned for the City of Hastings. Coordination has already begun to occur with both Met Council and the City of Hastings on their upcoming project that is slated to begin preliminary design in June 2023. The new location for the waste water treatment plant is at the edge of the Hastings city limits, the beginning of the County's planned County Road 54 improvements. Construction for the treatment plant is expected to begin in 2024 with roadway work and be complete by 2027. The County will work closely with Met Council and the City of Hastings to ensure the phasing of the projects do not interfere and to also ensure that the segments of County Road 54 that will be affected by the water treatment plant infrastructure will be reconstructed to the same intent and standards as the County's planned County Road 54 roadway and trail improvements.

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?

Prairie Island Community, Treasure Island patrons and workers, traveling public, commercial/industrial traffic, local governments and Dakota County.

Public Purpose

The County Road 54 corridor is locally and regionally significant for connectivity to the City of Hastings, the Prairie Island Community, the Treasure Island Resort and the residents it serves. The project purpose is to address safety, mobility and lack of multi-modal opportunity. To address all needs, the project will include reconstruction of the roadway to include dedicated public intersection turn lanes, adequate shoulders, will assess access spacing, incorporate a multi-modal separated trail facility and implement an intersection control change to add a roundabout at the intersection of County Road 54 and County Road 68. Establishing a plan for a separated trail facility that connects the Prairie Island community to the national Mississippi River Greenway trail will further enhance Prairie Island as a recreational destination. This also provides non-motorized transportation options, eliminating a barrier and helping meet the communities environmental and sustainability goals.

Description of Previous Appropriations

Project Contact Person

Nathan Hanson
Intergovernmental Analyst
651-245-5949
nathan.hanson@co.dakota.mn.us

(\$ in thousands)

County Road 54 Highway Improvements and Trail Construction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$14,400	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$600	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$3,000	\$0	\$0
Predesign Fees	\$0	\$750	\$0	\$0
Design Fees	\$0	\$1,600	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$24,650	\$0	\$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	\$30,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

North Creek Greenway Pedestrian Crossing

AT A GLANCE

2024 Request Amount:	\$5,400
Priority Ranking:	5
Project Summary:	\$5.4 million in state funds is requested for design and construction of pedestrian safety-related improvements, including a grade-separated crossing of County State-Aid Highway 42 on the North Creek Greenway.

Project Description

The North Creek Greenway's 14-mile route will travel through the communities of Eagan, Apple Valley, Lakeville, Farmington and Empire. The greenway will connect important regional destinations, including Lebanon Hills Regional Park, the Minnesota Zoo, downtown Farmington and the Vermillion River. Funding is needed to provide safe, grade-separated crossings for pedestrians and bicyclists at County Road 42, three local underpasses and a connection to 147th Street. The scope of the work includes design, engineering and construction of pedestrian safety-related improvements.

This project will include enhanced safety improvements for pedestrians and bicyclists by providing a grade-separated crossing of County Road 42, three local underpasses and a connection to 147th Street.

Land acquisition, new trail construction from flagstaff Avenue to Pilot Knob and the underpass of County Road 42 have a currently estimated cost of \$5,400,000 funded with a mix of local and federal funding. These cost estimates are using data from 60% plans and are subject to change once the project resume final design.

Project Rationale

The North Creek Greenway's 14-mile route will travel through the communities of Eagan, Apple Valley, Lakeville, Farmington and Empire. The greenway will connect important regional destinations, including Lebanon Hills Regional Park, the Minnesota Zoo, downtown Farmington, numerous schools, retail centers, local parks, the Vermillion River and multiple state wildlife management areas.

Planning for the North Creek Greenway includes the need to address multiple at-grade crossings with high-traffic roads and highways, including County Road 42, that pose safety concerns for pedestrians and bicyclists.

This project will include enhanced safety improvements for pedestrians and bicyclists by providing a grade-separated crossing of County Road 42, three local underpasses and a connection to 147th Street.

Project Timeline

The 2023-2027 Dakota County Capital Improvement Plan has new construction proposed in 2025, but it is dependent on mining operations and restoration of the property south of County Road 42. The grade separated tunnel crossing will be constructed concurrently with a multi-use trail between Flagstaff Avenue and CSAH 31 (Pilot Knob Road), filling in one of the remaining gaps on CSAH 42. Right of way acquisition and construction of the underpass is expected to begin in 2025, but may take several years as the land is restored and becomes available following mining activities in the area.

Other Considerations

County Road 42 future trails are identified as a Metropolitan Council Tier 2 Regional Bicycle Network (RBTN) and County Road 42 is also identified as a regional bicycle barrier for users traveling north and south. This new Greenway alignment and underpass of County Road 42 will provide connections to other RBTN alignments like the Tier 1 alignment along Flagstaff and will also provide a safe crossing for users that need to cross County Road 42 to access local parks like Kelley Park, Regatta Park, Johnny Cake Ridge Park, Cedar Isles Park, commercial nodes, residential neighborhoods and Eastview Highschool.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County

Public Purpose

This project provides a safe grade-separated crossing of County State Aid Highway 42 that has 26,848 ADT as of 2022 and a connection to 147th Street for the North Creek Greenway in coordination with adjacent transportation, commercial, and residential development.

Description of Previous Appropriations

Project Contact Person

Nathan Hanson
Intergovernmental Analyst
651-245-5949

nathan.hanson@co.dakota.mn.us

(\$ in thousands)

North Creek Greenway Pedestrian Crossing

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$8,030	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$13,430	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$1,500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$400	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,530	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$13,430	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Mendota to Lebanon Hills Greenway Trunk Highway 55 Crossing

AT A GLANCE

2024 Request Amount:	\$3,300
Priority Ranking:	6
Project Summary:	\$3.3 million in state funds is requested to design and construct pedestrian safety-related improvements on the Mendota to Lebanon Hills Greenway.

Project Description

This project is to design and construct pedestrian safety-related improvements, including a grade-separated crossing of marked Trunk Highway 55 at the intersection of County State-Aid Highway 28 and County State-Aid Highway 63 in Dakota County.

Project Rationale

The Mendota to Lebanon Hills Greenway travels 8 miles through Dakota County, connecting the River to River Greenway to Lebanon Hills Regional Park and the Veterans Memorial Greenway.

A major barrier to completing the greenway is the lack of a safe crossing of Highway 55 at the intersection with County Roads 28 and 63. Highway 55 is a high-speed arterial carrying an estimated 25,000 vehicles a day, and it's identified as a barrier in the Regional Bicycle Transportation Network.

Dakota County adopted a master plan for the greenway in 2013. A concept design for the greenway was prepared in 2018 as part of a major intersection improvement at Highway 55 and County Roads 28 and 63. Right-of-way acquisition for the crossing is secured. Preliminary design is complete. Construction could begin in 2025 or 2026 if funding is secured.

The county will partner with the Minnesota Department of Transportation and the City of Inver Grove Heights on the project.

The lack of a safe crossing at Highway 55 at County Roads 28 and 63 is a major barrier to completing the Mendota to Lebanon Hills Greenway.

A grade-separated crossing at Highway 55 will help complete the greenway and provide safer access for pedestrians and bicyclists.

Project Timeline

Preliminary design for the grade separated crossing of Trunk Highway 55 and Greenway trail alignments from Vista Pines Park to Cliff Road (CSAH 32) was completed in March of 2023 which included a structural feasibility analysis of a bridge or a tunnel of Trunk Highway 55. A preferred grade separated crossing type will be selected prior to final design engineering. Utility relocates and construction activities will likely occur a year to 18 months after final design commences. Close

coordination will continue with the cities of Inver Grove Heights and Eagan as well as MnDOT, Xcel Energy and other private property owners with proposed construction or permanent easement needs.

Other Considerations

Regional trails provide active transportation options that provide opportunities to reduce the use of automobiles. The Mendota to Lebanon Hills Greenway connects multiple communities, jobs, parks and schools and also provide active recreation opportunities close to where people live. The greenway is designed to accommodate users of all ages and abilities and is a no fee facility which provides a low cost transportation and recreation opportunity.

As part of the larger regional parks system this project will serve people throughout the metropolitan region and the state. Although the majority of users of regional trail systems are within five miles of the corridor. Communities directly served by this project include Mendota Heights, West St. Paul, Inver Grove Heights and Eagan.

Impact on State Operating Subsidies

None.

Who will own the facility?

Dakota County

Who will operate the facility?

Dakota County

Who will use or occupy the facility?

Dakota County

Public Purpose

To provide a safe pedestrian crossing of State Trunk Highway 55 in Eagan/Inver Grove Heights for the Mendota to Lebanon Hills Regional Greenway as part of the greater recreational and active transportation regional trail system.

Description of Previous Appropriations

Project Contact Person

Nathan Hanson
Intergovernmental Analyst
651-245-5949
nathan.hanson@co.dakota.mn.us

(\$ in thousands)

Mendota to Lebanon Hills Greenway Trunk Highway 55 Crossing

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,300	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$4,347	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,647	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$730	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,917	\$0	\$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	\$7,647	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wellhead Treatment Plant #2	1	GO	5,000	0	0	0	0	0
Water Tower #2	2	GO	2,000	0	0	0	0	0
Total Project Requests			7,000	0	0	0	0	0
General Obligation Bonds (GO) Total			7,000	0	0	0	0	0

Wellhead Treatment Plant #2**AT A GLANCE****2024 Request Amount:** \$5,000**Priority Ranking:** 1

Project Summary: Wellhead Treatment #2 is a water treatment facility that is needed to treat the high level of manganese and iron in the water related to our Northwest portion of our City. We currently do not have water treatment within this area and are supplying minimally treated water to meet the MDH primary standards for drinking water only.

Project Description

This project would supply water that meets all standards for MDH including the secondary standards set for iron and manganese within the water. This is a wellhead treatment plant so it would treat 2 wells' supply (which is all we have at this time) of water for the desired area. This wellhead treatment plant allows us to expand our treatment of water with the expansion of our city versus having to build a larger centralized plant that would need to be oversized based on future growth and would be a poor use of dollars if that growth doesn't come to fruition in the near future.

Project Rationale

This project is needed to fulfill the MDH requirements for water quality and would highly focus on the very elevated levels of manganese that we have in the water that we supply to residents. Additional to that is the ability to be equitable to all of our residents, this would be the only untreated water within the City once the Wellhead Treatment Plant #1 is online in Winter of 2024.

Project Timeline

Construction of the Wellhead Treatment could start as soon as 2024 as we have most of the engineering done in terms of overall look and feel with our Wellhead Treatment #1 facility. Construction will take a year and a half which puts the timeline for completion around Winter of 2025.

Other Considerations**Impact on State Operating Subsidies**

Without these dollars, we are looking at a substantial bond which would increase fees by a substantial number on user rates (probably 15-20%) as a one-time adjustment that would be held for many years to come until the bond is paid off.

Who will own the facility?

City of Dayton

Who will operate the facility?

City of Dayton

Who will use or occupy the facility?

City of Dayton Residents will use, the City of Dayton will occupy and facilitate the plant.

Public Purpose

Residents in the Historic Village of Dayton are our longest standing residents in town as this is the oldest part of Dayton. These residents are just as important as the residents in the new neighborhoods and they deserve the same quality of water as well.

Description of Previous Appropriations

Project Contact Person

Zach Doud
City Administrator
763-323-4010
zdoud@cityofdaytonmn.com

(\$ in thousands)

Wellhead Treatment Plant #2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,530	\$0	\$0
TOTAL	\$0	\$6,530	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$278	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,672	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$530	\$0	\$0
TOTAL	\$0	\$6,530	\$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

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)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Water Tower #2**AT A GLANCE****2024 Request Amount:** \$2,000**Priority Ranking:** 2

Project Summary: Water Tower #2 is a water tower facility that is needed to serve the Historic Village of Dayton with applicable storage of water along with adequate fire suppression for the area of the Historic Village. At this moment, the amount of time for fire suppression is roughly 30 seconds. We have multiple fire hydrants in this area of the City that are essentially not able to be used for anything more than a lawn ornament.

Project Description

This project would supply an adequate amount of backup water for residents to be able to utilize for their needs and/or if one of our wells goes down for whatever reason. This project would incorporate an area of land that would use gravity to feed the system with adequate and consistent pressure in the system.

Project Rationale

This project is needed to provide sufficient fire flow and storage in the event of a failure of the wells, this area is not able to have water (which is an essential service) to their home. Sufficient storage of water is needed for pressure in the system as well along with having storage to draw down on in the event of a fire.

Project Timeline

Construction of Water Tower #2 would start in 2025 and complete in 2026. If this request were to be approved, the city would need to purchase land and design the water tower which is the delay of a year from the 2024 request timeline.

Other Considerations**Impact on State Operating Subsidies**

Without these dollars, we are looking at a substantial bond which would increase fees by a substantial number on user rates (probably 5-10%) as a one time adjustment that would be held for many years to come until the bond is paid off.

Who will own the facility?

City of Dayton

Who will operate the facility?

City of Dayton

Who will use or occupy the facility?

City of Dayton Residents will use, the City of Dayton will occupy and facilitate the tower.

Public Purpose

This is for sufficient storage of water for events such as a failure of the wells and the ability to provide fire suppression to this Northwest Area of Dayton. We are currently unable to provide fire suppression adequately to this area.

Description of Previous Appropriations**Project Contact Person**

Zach Doud
City Administrator
763-323-4010
zdoud@cityofdaytonmn.com

(\$ in thousands)

Water Tower #2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,370	\$0	\$0
TOTAL	\$0	\$3,370	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$30	\$0	\$0
Design Fees	\$0	\$138	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,832	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$370	\$0	\$0
TOTAL	\$0	\$3,370	\$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?	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)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
West Metro Business Park Expansion	1	GO	3,680	0	0	0	0	0
Total Project Requests			3,680	0	0	0	0	0
General Obligation Bonds (GO) Total			3,680	0	0	0	0	0

(\$ in thousands)

West Metro Business Park Expansion

AT A GLANCE

2024 Request Amount: \$3,680

Priority Ranking: 1

Project Summary: The West Metro Business Park is an economic engine located in the City of Delano and Wright County. Launched in 2013, it is home to a wide range of businesses including major manufacturers and start-up enterprises. The City of Delano and Delano Economic Development Authority have initiated action to expand the park to provide additional economic development activities. This project would provide economic development activities to over 70 acres.

Project Description

The project includes the extension of sewer, water, storm sewer, and streets to undeveloped areas adjacent to the first phase of the West Metro Business Park. The project will make over 70 acres of raw land ready for development.

Initially launched in 2013, the West Metro Business Park started as a private/public collaborative. The Park was a necessity for the City as its long-established Delano Industrial Park reached capacity and was no longer able to accommodate new business growth. The initial private/public development from 2013 to 2019 was unsuccessful. In 2019, the Delano EDA acquired the West Metro Business Park and has since been very successful with industrial development. The EDA has done so by being very aggressive with pricing and incentives and developing a strong reputation as a business-friendly community.

Since EDA began marketing available sites in 2019, four businesses – from local major employers to a Fortune 300 company, have purchased sites and constructed over 350,000 square feet of manufacturing and office space. These businesses include:

Tuffy's Pet Food/KLN Family Brands – 170,000 square foot pet food facility constructed in 2020. KLN Family Brands is an established international food production company located in Perham, MN. Delano was selected as its desired site to establish production and distribution within the MSP Metropolitan Area.

Landscape Structures Incorporated/Aquatix – 106,000 square foot manufacturing and distribution facility. LSI is a Delano-based company that has grown from a start-up to international playground manufacturer. LSI owns six other office and manufacturing buildings in the Delano Industrial Park and is the City's largest manufacturer.

Duininck Construction Golf Operations – Headquartered in Prinsburg, Minnesota, Duininck Construction developed a facility for its golf course construction division.

ICON Electric - a local small business has launched construction of over 80,000 square feet of small business and incubator business space.

Collectively, these operations have helped create and retain 155 Minnesota jobs, over \$120,000,000 in private sector investment, and generate over \$694,000 in annual property tax revenues.

This project will expand streets and utilities to over 70 acres of raw land in order to facilitate future economic development. This investment in the region will continue job growth, private investment, and tax base expansion.

Project Rationale

The project request of \$3,680,000 would provide funds necessary for the extension of sewer, water, storm sewer, and streets to raw land acquired by the Delano Economic Development Authority for Business Park expansion. As part of the second phase of the West Metro Business Park, the City has already expended \$1,581,075 in expansion of infrastructure and \$1,857,548 in land acquisition.

In addition to this \$3,438,623, the City has committed to an additional \$1,002,000 to additional land acquisition necessary for the development of rail access to the West Metro Business Park and future infrastructure expansion. The City is seeking \$3,680,000 in assistance from the State of Minnesota to support this growth.

The City anticipates approximately \$6,000,000 for the first phase of rail access construction - an amount that is uncommitted but planned when user needs justify the expense.

The anticipated second phase expansion will provide access to over 70 acres of raw land for development purposes. This development area is projected to generate \$105,000,000 of private investment, 300 jobs created and/or retained, and an additional property tax revenue growth of \$1,085,000 per year.

Project Timeline

The City has acquired the necessary land to construct the project. Additionally, in 2022, the City finished construction of infrastructure in the first phase to make the second phase possible.

It is anticipated that the project will be bid in the summer of 2024, with construction taking place between July 2024 and June 2025.

Other Considerations

The City of Delano has a strong history of business activity and economic development. The City prides itself on having local employment opportunities for area residents. From 2010-2019, the City had a growth in full-time employment of 39%, far outpacing the greater MSP metro area growth of 14.7%. An estimated 85% of the employed persons working in Delano come from other communities in the region, with Wright, Hennepin, and Carver County residents making up the largest percentages.

Impact on State Operating Subsidies

Who will own the facility?

The City of Delano will own the project.

Who will operate the facility?

The City of Delano will operate the project.

Who will use or occupy the facility?

The project will make public infrastructure available for public use. Businesses that develop within the West Metro Business Park will have the most direct access.

Public Purpose

The City of Delano operates public infrastructure systems for public purpose. Providing access to clean water, conveyance and treatment of wastewater, management of storm water, and operating transportation systems for mobility and movement of goods are important functions of local government. All investment required for this project would meet those public purposes. Additionally, the West Metro Business Park provides employment for Minnesota residents in the west metro and greater Minnesota regions. Area communities - not just Delano - support the West Metro Business Park as the economic development benefits contribute to the regional area. The first phase has been a tremendous success creating employment opportunities, keeping private investment in Minnesota, and generating property tax revenue. These economic benefits have an overall public benefit that create quality of life, reduce commuting needs into the metro area, and improving economic futures for many in the region.

Description of Previous Appropriations

2012 Grant Award
\$1,000,000 Transportation Economic Development (TED)
\$605,500 Transportation Economic Development Infrastructure (TEDI)

Project Contact Person

Philip Kern
City Administrator
763-972-0565
pkern@delano.mn.us

(\$ in thousands)

West Metro Business Park Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$1,606	\$3,680	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$8,893	\$1,002	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$6,000	\$0	\$0
TOTAL	\$10,499	\$10,682	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$2,858	\$1,002	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$7,641	\$9,680	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$10,499	\$10,682	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Washington Ballfield and Grandstand Renovation	1	GO	1,650	0	0	0	0	0
Total Project Requests			1,650	0	0	0	0	0
General Obligation Bonds (GO) Total			1,650	0	0	0	0	0

Washington Ballfield and Grandstand Renovation

AT A GLANCE

2024 Request Amount: \$1,650

Priority Ranking: 1

Project Summary: \$1,650,000 in state funds are requested to preserve and rehabilitate the historic Washington Park Ballfield and Grandstand. This project will revitalize the existing structure and update a crown jewel in the downtown Detroit Lakes area. When completed, this facility will welcome visitors to our community with a unique premier ballpark by the lake and will enhance the experience for children by providing a functional facility while preserving the historical setting and atmosphere.

Project Description

Washington ballpark was established in 1907. Later in 1948, the grandstand and lighting were added. Since then, there have been very few improvements to the location. While the steel and concrete structure of the grandstand itself is very sound, the wood siding and spectator benches are extremely weathered. The grandstand and ballfield also have safety issues which need to be addressed including: ADA accessibility, more complete netting for fan and player safety, improved dugouts, adding a warning track so players know they are approaching the fence, and removing a storm sewer manhole that is in the outfield. This project would also include lighting efficiency upgrades to reduce electricity usage and upgrades to the restroom facilities to promote water conservation.

The grandstand seats 1,200 fans and if updated, would be used not only for baseball games, but also for various other community events, concerts, and gatherings. An improved plaza space would be an inviting area for visitors to meet and gather. This upgraded facility would gain attention and would draw in significantly more visitors.

Project Rationale

This ballfield and grandstand is well overdue for some attention and would be an extremely valuable asset for the community and region, attracting residents and visitors for many years to come. This project also meets many of the administration's goals by addressing safety and accessibility issues, upgrading and rehabilitating existing facilities, adding energy and water conservation measures to make the facility more efficient, and aiding in making Minnesota the best state in the country for kids to grow up.

The state's investment would not be an extremely significant portion of the state's overall bonding bill, but it would be an extremely significant and important investment for the City of Detroit Lakes and the lakes region of the state. Baseball is a long standing American tradition that brings people of all backgrounds together and this ballpark has been doing just that for over 116 years, however, it's time to show it a little love so this tradition can continue well into the future.

Project Timeline

Design - Current - May 2024
Bid - June/July 2024
Construction Begins - August 2024
Grandstand Completion - November 2024
Field Completion - by May 2025

Other Considerations

This property was placed on the National Register of Historic Places 5/30/2008.
The House Capital Investment Committee toured the facility September 22, 2021.
Representatives from SHPO toured the facility and met with City staff November 15, 2022.

Impact on State Operating Subsidies

None - there will be no ongoing impact to the State.

Who will own the facility?

The City of Detroit Lakes will own and maintain the facility.

Who will operate the facility?

The City of Detroit Lakes operate the project and facility.

Who will use or occupy the facility?

The City of Detroit Lakes, Detroit Lakes Public Schools, American Legion Baseball, Various Baseball Clubs, Detroit Lakes Summer Recreation, various non-profits that host events at the ballpark will all use the facility.

Public Purpose

This facility is a City-owned facility that is enjoyed by residents and visitors alike. Because this facility is used not only by residents of the City of Detroit Lakes, but non-residents as well, we humbly request that the state participate in the upgrade and rehabilitation of this regional asset. The facility is also on the national register of historic places and is the only ballpark of its kind so keeping this facility in its original form has a historical importance.

Description of Previous Appropriations

n/a - None

Project Contact Person

Kelcey Klemm
City Administrator
218-846-7123
kklemm@cityofdetroitlakes.com

(\$ in thousands)

Washington Ballfield and Grandstand Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,650	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$463	\$185	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$550	\$0	\$0
Other Funding	\$0	\$452	\$0	\$0
TOTAL	\$463	\$2,837	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$463	\$2,649	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$188	\$0	\$0
TOTAL	\$463	\$2,837	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Northeast Improvement Project	1	GO	1,800	0	0	0	0	0
Total Project Requests			1,800	0	0	0	0	0
General Obligation Bonds (GO) Total			1,800	0	0	0	0	0

Northeast Improvement Project

AT A GLANCE

2024 Request Amount:	\$1,800
Priority Ranking:	1
Project Summary:	\$1.8 million in state funds is requested to design and construct improvements to two roads jointly owned by the City of Dodge Center and Wasioja Township.

Project Description

Airport Drive is a 5-ton asphalt road that is used by rural and farm traffic entering Dodge Center from the Northeast. The roadway is narrow with limited shoulders. The slopes off the road are steep. The project area is approximately 5,100 feet long. The road runs north-south along the border between the City of Dodge Center and Wasioja Township.

North Street is a one-mile long gravel road running between Airport Drive and County Road 7. It can be used by farmers to bypass Dodge Center as they cross Dodge Center Creek and also bisects property owned by McNeilus Companies who manufactures garbage trucks at their Dodge Center plant. The road crosses a major storm water ditch of the City and heavy rains will overtop the road and cause washouts. North Street also abuts North Park, Dodge Center’s most significant park.

The project would include reconstructing Airport Drive as a rural section road with a wider surface and improved slopes to increase safety. North Street would be improved as a rural section asphalt road with improved resistance to rain events.

Overall costs for the project are estimated at \$2.3 million, with \$320,000 for design, \$1,770,000 for construction, and \$210,000 for contingency and administration.

Project Rationale

Airport Road is currently in poor condition and is deteriorating. A public process in 2022 determined that Wasioja Township is unable to provide any funding for long term improvements to a joint project with the City. The project would replace an aging road with a better and safer road.

Improving North Street will improve McNeilus Companies’ access to their property by providing truck route access to their chassis storage area. It will also improve access for a residential subdivision of North Street that can only reach the rest of the community via North Street. Access will also be improved to undeveloped industrial property. The City is also working with developers on a residential development that requires North Street to be paved. When successful, this project will support the growth of Dodge Center’s housing stock.

Project Timeline

August of 2024	Commence Project Design
March of 2025	Solicit Bids
May of 2025	Award Construction Contract

November of 2025
June of 2026

Substantial Completion
Final Completion

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Dodge Center and Wasioja Township will jointly own the project although Dodge Center will assume a larger proportion of ownership as the City expands.

Who will operate the facility?

The City of Dodge Center and Wasioja Township share in the costs of maintaining North Street and Airport Drive.

Who will use or occupy the facility?

Residents of Dodge County and potential industrial traffic associated with local industry.

Public Purpose

1. Increased public safety by the implementation of a safer road design. 2. Economic Development benefits by increasing the housing stock. 3. Economic Development benefits by encouraging industrial development and job growth. 3. Improved protection of public roads for better protection from storm events.

Description of Previous Appropriations

None

Project Contact Person

Lee A Mattson
City Administrator
507-374-2575
lam@ci.dodgecenter.mn.us

(\$ in thousands)

Northeast Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$1,980	\$0	\$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	\$2,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Air Traffic Control Tower Replacement	1	GO	14,000	0	0	0	0	0
Total Project Requests			14,000	0	0	0	0	0
General Obligation Bonds (GO) Total			14,000	0	0	0	0	0

(\$ in thousands)

Air Traffic Control Tower Replacement

AT A GLANCE

2024 Request Amount:	\$14,000
Priority Ranking:	1
Project Summary:	\$14 million in state funds is requested to predesign, design, construct, furnish and equip the replacement of the Air Traffic Control Tower and Terminal Radar Approach Control facility at the Duluth International Airport. The project also includes site preparation and enabling projects to complete the Air Traffic Control Tower construction, including removal of blighted buildings and relocation of a road.

Project Description

The \$14 million dollars in state funds are being requested to leverage \$38 million dollars in requested federal funding through the Investment in Infrastructure and Jobs Act (IIJA) to fund a new Air Traffic Control Tower (ATCT) facility.

The Duluth International Airport (DLH) provides a vital service to the region with a unique traffic mix of commercial service, cargo, medical and military flights including the 148th Fighter Wing. This unique mix contributes \$760 million annually to the region's economy and provides over 6,000 jobs to our area. Over \$111 million in infrastructure investments have been completed in the past 10 years, with plans to continue this investment in infrastructure over the next 20 years to total \$175 million. To sustain the growth of air commerce and services that are essential to the region, a new air traffic control facility is necessary for enhanced safety and viability.

DLH recently completed a comprehensive master planning effort to identify long-term needs and inform future planning and redevelopment throughout the airport. This planning effort included documenting deficiencies in the existing ATCT, evaluating feasibility of improving the existing ATCT, and evaluating sites for a new ATCT. The Duluth Airport Authority (DAA) and Federal Aviation Administration (FAA) completed site selection in 2022-2023 through the Airport Facilities Terminal Integration Laboratory (AFTIL) process to identify the proposed site on the airport. The formal siting process to select Site 6 is expected to be completed in summer 2023. The study was supported and partially funded by Minnesota Department of Transportation (MnDOT) Aeronautics.

The project includes the pre-design, design, and construction of a new ATCT that will meet the requirements outlined in the FAA's Siting Facility Requirements Workbook. This will include the construction of a tower structure at Site 6 on airport-owned land, a base building which will include offices, training rooms, and other support facilities for the operation of the Terminal Radar Approach Control Facilities (TRACON) and a vehicle parking lot as required by the FAA. The ATCT base building will also provide space for the FAA Technical Operations (Tech Ops) team based at DLH. The site will include required security fencing, gate access and other site requirements outlined in the FAA Siting

Workbook.

The ATCT will be 153 feet in height, providing the FAA required controller cab viewing height of 123 feet. The new tower height will provide the required visibility to all portions of the airfield's movement areas. The tower will include necessary break rooms, restrooms, required FAA equipment, Information Technology infrastructure, and mechanical/electrical infrastructure. The new ATCT facility will include state-of-the-art communications, safety, and data systems.

The project will also include an approximately 12,000 square foot base building, which will house air traffic controller offices, breakrooms, training areas, restrooms, and other space requirements required by FAA for ATCT facilities. The building will also have space supporting other FAA functions, such as FAA Tech Ops. Technical Operations includes FAA staff supporting the navigational and communication aids throughout the region.

FAA equipment for managing air traffic will be included in the project. This will include reimbursable agreements with FAA to furnish and install controller equipment, communication and data cabling, and coordination with FAA reimbursable staff for design and construction of the facility.

The project also includes enabling projects such as the relocation of Stebner Road and demolition of blighted DAA-owned buildings including the existing ATCT building. Additional site work items include secure perimeter fencing, parking lot improvements, stormwater management and mitigation, local permitting requirements, and utility coordination.

Project Rationale

The existing ATCT was constructed in the late 1950s on top of an old terminal building. The existing ATCT does not meet several FAA standards including required line of site (controllers cannot adequately see all areas of the airfield), adequate controller eye height (the ATCT controller cab is too low), and minimum space requirements (the controller cab is significantly undersized) for controller operations.

The existing ATCT building itself is beyond its useful life and in poor condition. A recent building assessment documented several condition deficiencies and the cost to maintain the tower in functional condition continues to increase. The DAA has invested over \$500,000 in building repairs to prolong the serviceable life of the building. The ATCT facility was recently closed for a four-hour period to repair a broken water line inside the tower, forcing the tower staff to complete air traffic control from a mobile vehicle. In addition to the aging building infrastructure, the tower also contains regulated materials, such as asbestos and other hazardous materials. The presence of these materials makes renovation or repairs difficult and costly.

The Duluth International Airport operates a mixture of different types of aircraft, including the high performing F-16 operated by the 148th Fighter Wing, slower moving propeller and jet general aviation traffic from the Cirrus manufacturing center. A new ATCT that meets FAA standards ensures controllers can provide safe services to the diverse mix of aircraft operating at DLH.

The new ATCT facility will meet Americans with Disabilities Act requirements, providing an accessible workspaces and infrastructure. The project supports everyone who uses aircraft, including commercial flights, general aviation traffic, cargo operations, aeromedical evacuation, military security, and public safety. With this in mind, safe and efficient air commerce of all kinds, supported by the essential services provided by air traffic control, is available for everyone and without prejudice for people of all races, cultures, and creeds.

The ATCT project also meets requirements for an unprecedented FAA Contract Tower Competitive Grant federal funding program, which is available by application for a limited time. State funding for

this project will help to leverage the federal funding necessary for the project and provide added benefit to the overall application. Several key benefits of this project include increasing airport capacity, replacing aging infrastructure, improving airport access for disadvantaged populations, improve energy efficiency and sustainability, improve airfield safety, encourage economic competition, and create good paying jobs.

The replacement of the ATCT facility is in line with the Minnesota State Aviation System Plan, developed by MnDOT Aeronautics. The air traffic control and radar facility in northeastern Minnesota provides a regional asset and necessary component to the overall state aviation system.

Project Timeline

The following schedule will be used to leverage funding resources for the project.

Master Planning - Completed in 2020

Environmental Assessment - Ongoing, completion August 2023

Preliminary Design - Ongoing, completion August 2023

Final Design - September 2023 to June 2024

Project Bidding - June 2024

Enabling project construction - July 2024 - December 2024

Air Traffic Control Tower site prep and construction - May 2025 to July 2026

Once the project has completed design and federal funding is secured from the FAA, it is imperative the project implementation move quickly. The FAA infrastructure bill funding of \$38M has a specific schedule once the grant schedule is announced, and bond funding will be critical to keeping the design and construction on schedule.

Other Considerations

The ATCT located at DLH was built in the mid-1950s making it the 3rd oldest air traffic control tower in the country. Historically, there has not been any federal program to fund the replacement of locally owned air traffic facilities. The Investment in Infrastructure and Jobs Act (IIJA) provides a unique and unprecedented funding opportunity for this project with a limited 3-year window remaining. This state funding request leverages \$38 million dollars being requested from the federal government, made available through the Airport Terminal Program established in the IIJA. The state funding will be used, in part, to cover portions of the project that are ineligible for FAA funding. The new ATCT project estimate totals \$52 million. Federal and state investment in this project is essential to sustain air commerce, which is crucial to our region.

In addition to the ATCT function, the FAA terminal radar approach control facilities provided in the tower provides air traffic control for aircraft operating within approximately 35 miles of DLH. Radar approach control services include control of aircraft under instrument flight rules, flight following for visual flight rules aircraft, special handling for emergency aircraft in the region, and radar-guided surveillance approaches for aircraft landing at DLH.

As mentioned in the project rationale, some additional key benefits of this project include increasing airport capacity, replacing aging infrastructure, improving airport access for disadvantaged populations, improving energy efficiency and sustainability, improving airfield safety, encouraging economic competition, and creating good paying jobs.

Impact on State Operating Subsidies

None

Who will own the facility?

Duluth Airport Authority

Who will operate the facility?

Duluth Airport Authority

Who will use or occupy the facility?

The FAA will use and occupy the ATCT project infrastructure. The public will utilize air traffic services provided by the facility. Other project areas such as Stebner Road will be available for use by airport users and the general public.

In addition to FAA air traffic controllers, additional Tech Ops FAA staff will be based in the facility. Tech Ops staff supports and maintains airfield infrastructure, including airfield lighting, navigational aids, communication equipment, radar facilities, and radio frequency antennas for airports across northern and northeastern Minnesota.

Public Purpose

The air traffic control tower provides for safe and efficient movement of commercial service, military, private business and leisure aircraft arriving, departing and operating at the Duluth International Airport. This includes those responding to public safety and emergencies, such as medical evacuation, law enforcement activity, wildfire aerial response and military deployments. The FAA terminal radar approach control facilities within the tower provide air traffic control for aircraft operating within approximately 35 miles of DLH. FAA Technical Operations within the building provide public navigational facilities maintenance and support throughout northern Minnesota airports. The FAA owned navigational equipment is made available to the public for safe air travel. ATCT's supports safe operation of high-performance aircraft with civilian traffic and the Air National Guard's 148th Fighter Wing's training and execution of their mission concerning national security.

Description of Previous Appropriations

None. Other enabling projects have been completed which have not received state appropriations.

Project Contact Person

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(\$ in thousands)

Air Traffic Control Tower Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$14,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$38,000	\$0	\$0
TOTAL	\$0	\$52,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$2,550	\$0	\$0
Design Fees	\$0	\$6,900	\$0	\$0
Project Management	\$0	\$2,200	\$0	\$0
Construction	\$0	\$35,752	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$4,598	\$0	\$0
TOTAL	\$0	\$52,000	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
2024 DECC Bonding Request: accessibility upgrades, energy conservation, and general repair	1	GO	5,510	0	0	0	0	0
Total Project Requests			5,510	0	0	0	0	0
General Obligation Bonds (GO) Total			5,510	0	0	0	0	0

(\$ in thousands)

2024 DECC Bonding Request: accessibility upgrades, energy conservation, and general repair

AT A GLANCE

2024 Request Amount: \$5,510

Priority Ranking: 1

Project Summary: The Duluth Entertainment and Convention Center Authority (DECC), a quasi-state and city owned facility, is requesting \$5.51 million in state funds to implement significant accessibility upgrades, deploy energy conservation solutions, and repair key areas of the DECC’s infrastructure. Our request will not only aid the DECC in fulfilling our public purpose but will also ensure the DECC’s facilities can be occupied, utilized, and enjoyed by future generations to come.

Project Description

SCOPE

Our \$5.51 million dollar request includes three (3) areas of focus: accessibility, energy conservation, and general repairs.

1. Accessibility: our goal is to make the DECC more accessible to all.

Both “hospitality” and “community” are board-adopted values at the DECC. To enact those values, we seek to create spaces, experiences, and facilities that are accessible, welcoming, and enjoyed by all. Noted in our project cost section below, the DECC plans to focus on upgrades to Symphony Hall and to the outdated elevators and escalators throughout our facilities. The elevators and escalators at the DECC provide critical access points for many individuals. Some of these systems date back to 1966 and are in dire need of replacement. Upgrading these access points will decrease physical barriers to access the DECC’s public spaces and venues. Symphony Hall is one of the DECC’s two original facilities. Due to the venue’s age, some of its features are unintentionally providing physical barriers to access and enjoyment of the space by all. To illustrate, the floor incline is overtly steep and is not compliant with current The Americans with Disabilities Act (ADA) requirements, resulting in limited seating options for those with limited mobility. Additionally, current seating is not designed to accommodate bodies of all shapes, sizes and statures, resulting in limited or potentially uncomfortable access to the space. We are anxious to implement updates to further encourage use of this valued and historic space by all. Our estimates project that we would lose an estimated 200 seats with the upgrade directly impacting revenues, but the radically improved guest experience will likely result in more satisfied return customers and better reflects our values.

2. Energy Conservation: our goal is to be a better steward of our local environment by using non-renewable resources more efficiently.

“Stewardship” is another of the DECC’s board-adopted values. Not only do we practice stewardship by using our financial resources wisely, but we also do our part to implement sustainable practices into our operations to help protect the environment. Past energy audits of the DECC’s facilities suggest that upgrades to the victaulic rings on our steam lines would reduce steam leakage and loss, resulting in an estimated 40% less energy usage. These improvements would require an invasive phased project that would include wall and ceiling access to weld and re-seal the Victaulic lines. The expected gains from these improvements should result in less waste of non-renewable resources, improved long term sustainability for the DECC, a reduction in the DECC’s energy bills, and a stronger partnership with Duluth Energy Systems.

3. General Repairs: our goal is to repair, upgrade, and/or replace aging infrastructure to ensure the DECC’s continued vitality for future generations.

Our last two board-adopted values are “entertainment” and “visionary”. While the concept of general repairs and upgrades isn’t remarkably exciting, our proposed repairs are critical to the DECC’s operations. Much of the DECC’s infrastructure including specialty doors, partitions, and sound walls are original and well-past their intended life span. Our requests are not small requests, but rather requests for items such as garage doors that fit and secure tour buses and large equipment or partition walls that are 40 plus feet in height. Without these fundamentals we cannot host the events that create entertainment, or craft the visionary experiences that bring visitors and drive our regional economy.

PROJECT COST

ACCESSIBILITY | Estimated Total Cost: \$3,000,000

SYMPHONY HALL ADA RETROFITTING & SEATING REPLACEMENTS

1. Modify flooring in Symphony Hall, including incline, and seating to better align with The Americans with Disabilities Act (ADA) requirements and improve access to the venue. Estimated Cost: \$1,500,000.

ELEVATOR & ESCALATOR COMPLIANCE UPGRADES

1. Repair and/or replace aging (1966 – 2001) elevators and escalators throughout DECC facilities to ensure functioning of critical access points. Estimated Cost: \$1,500,000

ENERGY CONSERVATION | Estimated Total Cost: \$1,500,000

VICTAULIC FITTINGS REPLACEMENT

1. Modify Victaulic rings throughout DECC facilities to reduce energy consumption and steam loss or waste. Estimated Cost: \$1,500,000

GENERAL REPAIRS | Estimated Total Cost: \$1,010,000

SOUND WALL & ROOM DIVIDER SYSTEM REPLACEMENT

1. Pioneer Hall sound wall and room divider system from 1976 requires replacement. Estimated Cost: \$400,000

2. Paulucci Hall sound wall and room divider system from 1966 requires replacement. Estimated Cost: \$135,000

FITZGERALD HALL FIRE DOOR REPLACEMENT

1. Original emergency fire door from 1991 requires replacement. Estimated Cost: \$60,000

PARKING LOT REPAIRS

1. Repair and replace surface areas of the surface lot that are damaged. Estimated Cost: \$300,000

AMSOIL ARENA ENTRANCE FIRE DOOR REPAIR

1. Repair the mechanical openers on fire doors to restore proper functionality. Estimated Cost: \$10,000

DOOR REPLACEMENT

1. The original Entrance F glass doors from 1966 are past life expectancy and need replacement. Estimated Cost: \$40,000

2. The original Entrance A glass doors from 1976 are past life expectancy and need replacement. Estimated Cost: \$20,000

PIONEER HALL EMERGENCY EXIT DOOR REPLACEMENT

1. The original emergency exit doors from 1976 are past life expectancy and need replacement. Estimated Cost: \$45,000

KEY FUNDING SOURCES

The DECC plans to utilize operational dollars to cover the cost of pre-design related to these projects. We do not have external funding sources or matches.

Project Rationale

The Duluth Entertainment Convention Center Authority (DECC) is a public event and entertainment center comprised of ten (10) unique venues, totaling an estimated 980,000 square feet, that are home to conventions, expositions, sports, arts, and entertainment. The DECC is proudly located along the waterfront of Lake Superior in Duluth, Minnesota, one of the state's most popular tourist areas, and is honored to serve an estimated 400,000 visitors each year.

The DECC was built in 1966 under the name Duluth Arena Auditorium and is noted to be the first convention center facility in Minnesota. The DECC's initial construction included two original facilities with an interconnected lobby: the Auditorium (Symphony Hall) and the Arena (DECC Arena). Of note, both mid-century modern spaces remain intact with minimal alteration occurring throughout the past 60 years. "Minimal alteration" is a common theme throughout DECC spaces that provides both a unique aesthetic experience and some admittedly complicated operational dilemmas.

Throughout the DECC's existence the State of Minnesota, northeast region, and the City of Duluth have all invested to create, upgrade, and further expand DECC facilities. Including, but not limited to: construction of Pioneer Hall in 1976; the addition of the retired William A. Irvin Ore Boat Museum in 1986; introduction of the City Side Convention Center in 1990, including the impressive 26,000 square foot Lake Superior Ballroom; the addition of the Harbor Side Convention Center in 2001; and the introduction of AMSOIL Arena, home of the UMD Bulldogs, in 2010. While the DECC benefits greatly from its history and beloved status in the Duluth area and surrounding region, that longevity comes with a cost: aging infrastructure. The DECC has now reached a point along the continuum where infrastructure requires substantial updates and repairs to ensure the DECC's continued vitality for generations to come.

In tandem with the DECC's historical presence, the DECC has been considered a prime ticketed Duluth attraction since its inception in 1966. Of note, the DECC estimates more than double the attendance of other notable Duluth attractions. To put this in perspective, the DECC estimated 400,000 visitors in 2022, while the Great Lakes Aquarium estimated 200,000 plus visitors, Glensheen Mansion estimated 120,000 plus visitors, the North Shore Scenic Railroad estimated 100,000 plus passengers annually, and the Lake Superior Zoo most recently reported 106,165 visitors in 2021. For further comparison, the Minneapolis Convention Center saw an estimated 450,000 visitors in 2022.

The DECC maintains its esteemed status by offering a variety of events, activities, and experiences that appeal to a wide array of audiences. For instance, Symphony Hall may host a Foreigner rock concert, a Duluth Superior Symphony Orchestra event, a higher education pinning ceremony, a local dance studio competition, and the keynote speaker for a convention all within the span of a week.

In addition to tourism driving activities such as conventions and entertainment, the DECC is also home to many community events of significance. To further illustrate, the DECC has hosted the VFW Pearl Harbor Day Ceremony and Martin Luther King Jr. Day Rally beginning in the 1990s, a Veterans Day event beginning in 2011, a 9/11 Remembrance/Stair Climb beginning in 2011, The College of St. Scholastica Thanksgiving Day Dinner, the Mayor's Commission on Disabilities, the State of Minnesota Age & Disabilities Odyssey, and Grandma's Marathon activities. The DECC also serves as a location for many local high school and institutions of higher learning commencement ceremonies including ceremonies for the Adult Learning Center (ALC), East, Proctor, and Hermantown High Schools and the University of Minnesota Duluth and Lake Superior College. Additionally, the DECC provides support for public health and emergency planning. During the bulk of the COVID-19 pandemic the DECC operated the region's largest testing and vaccination site in Paulucci Hall. The DECC served as an emergency shelter in place location for both the 2016 flood/power outage and the 2018 Huskey Oil Refinery Explosion. In addition, the DECC provides space for local fire and police departments to complete training activities and host pinning or swearing in ceremonies.

The DECC has the privilege of being classified as a State Authority, a rare status among convention and entertainment centers. Due to this, the DECC has benefited from consistent state support throughout the past 67 years. The DECC was a fortunate recipient of 2023 bonding funds to address life safety facility needs including the purchase of an electric transformer and significant roof repairs. With the DECC's life safety needs secured, we are ready to address our aging infrastructure. As a Duluth staple that continues to drive our regional economy, we ask for the State of Minnesota's support in helping us continue to do what we do best: bring people together.

Project Timeline

All project timelines are based on standard planning/construction timelines. Timelines also factor in opportunities to prioritize work in spaces during low use times to minimize negatives effects on clients, guests, and staff alike.

SYMPHONY HALL ADA RETROFITTING & SEATING REPLACEMENTS

Modify flooring in Symphony Hall, including incline, and seating to better align with The Americans with Disabilities Act (ADA) requirements and improve access to the venue.

Pre-Design: July 2023 through August 2023

Planning/Design: September 2024 - December 2024

Project Construction: June 2025 - August 2026 (factoring in low occupancy timing)

Substantial Completion: August 2026

ELEVATOR & ESCALATOR COMPLIANCE UPGRADES

Repair and/or replace aging (1966 – 2001) elevators and escalators throughout DECC facilities to ensure functioning of critical access points.

Planning/Engineering: December 2024 - April 2025

Project Construction: May 2025 – August 2026 (factoring in supply chain issues)

Substantial Completion: September 2026

VICTAULIC FITTINGS REPLACEMENT

Modify Victaulic rings throughout DECC facilities to reduce energy consumption and steam loss or waste.

Pre-Design: June 2023 – September 2023

Planning/Design: March 2025 through April 2026

Project Construction: June 2026 – August 2027 – project will require demolition of convention center interior walls and ceilings in order to access water supply. Demolition, replacement and repairs of infrastructure will need to be coordinated in sequence around existing usage of the space and will take a significant amount of time to complete.

Substantial Completion: September 2027

SOUND WALL & ROOM DIVIDER SYSTEM REPLACEMENT

PIONEER HALL SOUND WALL

The original track system and divider wall from 1976 need to be replaced.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: June 2025 – September 2025 (factoring in low occupancy timelines)

Substantial Completion: October 2025

PAULUCCI HALL SOUND WALL & ROOM DIVIDERS

The original track system and divider wall from 1966 need to be replaced.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: June 2025 – September 2025

Substantial Completion: October 2025

FITZGERALD HALL FIRE DOOR REPLACEMENT

Original emergency fire door from 1991 requires replacement.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: June 2025 – September 2025

Substantial Completion: October 2025

PARKING LOT REPAIRS

Repair and replace surface areas of the parking lot that are damaged.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: May 2025 – September 2025 – construction in summer months

Substantial Completion: October 2025

AMSOIL ARENA ENTRANCE E FIRE DOOR REPAIR - \$10,000 est.

Repair the mechanical openers on fire doors to restore proper functionality.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: May 2025 – September 2025 – construction in summer months

Substantial Completion: October 2025

ENTRANCE F DOOR REPLACEMENT - \$40,000 est.

The original Entrance F glass doors from 1966 are past life expectancy and need replacement.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: May 2025 – September 2025 – construction in summer months

Substantial Completion: October 2025

ENTRANCE A DOOR REPLACEMENT - \$20,000 est.

The original Entrance A glass doors from 1976 are past life expectancy and need replacement.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: May 2025 – September 2025 – construction in summer months

Substantial Completion: October 2025

PIONEER HALL EMERGENCY EXIT DOOR REPLACEMENT - \$45,000 est.

The original emergency exit doors from 1976 are past life expectancy and need to be replaced.

Pre-Design: December 2024 – January 2025

Planning/Design: February 2025 through April 2025

Project Construction: May 2025 – September 2025 (factoring in construction in summer months)

Substantial Completion: October 2025

Other Considerations

Our request is a continuation, or phase two, of our first bonding funds received in 2023.

Impact on State Operating Subsidies

Who will own the facility?

Duluth Entertainment and Convention Center Authority, A State of Minnesota Authority.

Who will operate the facility?

Duluth Entertainment and Convention Center Authority.

Who will use or occupy the facility?

The DECC will use or occupy the project. As part of our operation we do lease some of our spaces to long term tenants that will benefit from these projects including Marcus Theatres, Vista Fleet, University of Minnesota Duluth Bulldogs Hockey, Curling Club, and the Duluth Superior Symphony Orchestra. Due to the nature of our operations as an entertainment and convention center many additional users of note will also reap the benefits of these project improvement. Including but not limited to: National Champion UMD Men’s Hockey (2011, 2018, 2019); National Champion UMD Women’s Hockey (2001 2002, 2003, 2008, 2010); the Minnesota Ballet; USA Curling Team (home rink); nationally-recognized concerts and performances; conventions; Great Lakes Cruise Ship Industry Port of Call; Customs and Border Protection Office for the western portion of the Great Lakes; emergency public health and shelter in place facility operations; the St. Louis County Health and Human Services Conference; the Fire Chiefs and Police Chiefs conferences; the MN Library Conference; and hundreds of other State, Region, and Local events.

Public Purpose

Our public purpose is reflected in our mission statement: we host events, create experiences, and drive our regional economy.

Description of Previous Appropriations

The DECC was the recipient of \$5,000,000 in bonding funds via the 2023 bonding bill. Our 2023 funds will be utilized for life safety projects including significant roof repairs and the purchase of an electric transformer.

The DECC was a recipient of \$38,000,000 in bonding funds for the construction of AMSOIL Arena via the 2008 bonding bill.

Project Contact Person

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Executive Director
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(\$ in thousands)

2024 DECC Bonding Request: accessibility upgrades, energy conservation, and general repair

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$5,000	\$5,510	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$5,000	\$5,510	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$500	\$551	\$0	\$0
Project Management	\$310	\$342	\$0	\$0
Construction	\$4,140	\$4,562	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$50	\$55	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$5,000	\$5,510	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Duluth Multipurpose Regional Community Services Facility	1	GO	37,000	0	0	0	0	0
Water Treatment Plant Improvements	2	GO	6,719	0	0	0	0	0
Duluth Energy Systems Advancing Coal Retirement and Environmental Improvements	3	GO	3,750	0	0	0	0	0
Total Project Requests			47,469	0	0	0	0	0
General Obligation Bonds (GO) Total			47,469	0	0	0	0	0

Duluth Multipurpose Regional Community Services Facility**AT A GLANCE****2024 Request Amount:** \$37,000**Priority Ranking:** 1**Project Summary:** Construct a new multipurpose, regional community services facility that will house an interagency regional workforce development center, a large regional library, and an array of financial empowerment and health information services.**Project Description**

The project will construct a new 82,000-to-88,000-square-foot multipurpose regional community services facility in downtown Duluth that will house:

- A regionally focused, interagency-operated, workforce development center, CareerForce.
- A large new public library serving the greater Duluth region and all of northeast Minnesota.
- An array of financial empowerment and health information services.

Project Rationale

The necessity to replace a failing public building in downtown Duluth is an opportunity to: Increase the use and the effectiveness of these public services by siting them in an appealing, new, centrally located facility that is tailored to its multiple purposes;

Restore deteriorated public infrastructure that hinders effective service delivery and burdens local government budgets;

Inclusively enrich regional quality of life by increasing access to arts, culture, history, books, and media for a variety of interests and abilities; and

Stimulate revitalization of downtown Duluth at a critical moment for struggling downtowns across the state.

Project Timeline

Pre-Design: April 2023 - October 2023

State Funding Determination: May/June 2024

Design and Pre-Construction: Nov 2024 - October 2025

Bidding and Permitting: November 2025

Construction Period: December 2026 - September 2027 (22 months, midpoint = Nov 1, 2026)

Post-Construction: September – October 2027

Other Considerations

Pandemic impact on service delivery – Facilities originally designed solely to support in-person, on-

site services need to be adapted to also support remote service delivery and in-person outreach. Adjacent Northern Lights Express station – Pending improvement of the St Louis County Depot across the street to be the northern terminus of the Northern Lights Express presents an opportunity to cost-effectively reconfigure a multi-block area to better support contemporary uses.

Mental health crisis services – Mental health crisis and substance use assessment services housed in the current library building in response to spike in mental health crises and homelessness will be expanded and enhanced in the new facility.

Regional arts and culture hub – Expanded and enhanced arts and culture programming offered by the library can combine with arts and culture programming provided across the street at the St Louis County Depot to establish a regional arts and culture hub.

Renovation versus new construction cost-benefit analysis: In the pre-design study conducted by MSR, LHB and Kraus-Anderson, the cost for renovation to meet the defined programmatic needs and associated facility space requirements was over 95% of the cost of entirely new construction, and it was determined that new construction allows for greater use, functionality and operational efficiencies.

Impact on State Operating Subsidies

Longstanding state support for local workforce development and public library services is expected to remain the same – modest, static, and mostly indirect.

Who will own the facility?

The City of Duluth owns all property for this project and will continue to own the property after project completion.

Who will operate the facility?

The facility will be operated by the City of Duluth.

Who will use or occupy the facility?

The facility will be used and occupied by: The City of Duluth - specifically the Duluth Public Library and Workforce Development; The State of Minnesota Department of Employment and Economic Development; The Northeast Minnesota Office of Job Training operated by a consortium of northeastern Minnesota counties; The nonprofit Arrowhead Economic Opportunity Agency that serves the entire Arrowhead region; The nonprofit Human Development Center; and The nonprofit Community Action Duluth.

Public Purpose

The Duluth Public Library is the primary provider of public library services to communities within a 20-mile radius of Duluth and, as the largest public library in the Arrowhead Library System, effectively functions as a resource library for all of northeast Minnesota. CareerForce is an interagency regional workforce development center that leads and supports local and regional workforce development efforts by providing individual employment counseling, support and training services, engaging with large employers and higher ed to develop a regional workforce strategic plan. Community Action Duluth is a nonprofit organization that provides services at the building including assistance accessing affordable, publicly subsidized health insurance and assistance doing taxes and accessing available tax

benefits. Human Development Center staff provide mental health crisis support on-site three days a week for those many vulnerable people who seek a variety of services from the library.

Description of Previous Appropriations

Project Contact Person

Erik Birkeland
Property and Facilities Manager
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ebirkeland@duluthmn.gov

(\$ in thousands)

Duluth Multipurpose Regional Community Services Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$37,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$25,000	\$0	\$0
City Funds	\$0	\$9,000	\$0	\$0
Non-Governmental Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$74,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$250	\$0	\$0
Design Fees	\$0	\$4,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$69,750	\$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	\$74,000	\$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):	

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Water Treatment Plant Improvements

AT A GLANCE

2024 Request Amount: \$6,719

Priority Ranking: 2

Project Summary: The City of Duluth Water Treatment Plant is located on the north shore of Lake Superior. The structure and roof of the Water Treatment Plant are in need of repairs. The Water Treatment Plant has equipment that is original to the building which was placed in service in 1977 and is over 46 years old. The Pump House was built in 1898 and is over 100 years old. The City requests \$6,719,000 to update and replace equipment that is needed and beyond it's life expectancy.

Project Description

The City of Duluth owns, operates, and maintains the Lakewood Water Treatment Plant, 19 water reservoirs, 10 water pumping stations, and over 400 miles of water distribution pipeline. The City treats, stores, and delivers about 5 billion gallons of potable water to over 30,000 customers per year, which includes the cities of Hermantown, Proctor, and Rice Lake. The water system can store approximately 74 million gallons of water in its reservoirs.

The main reason for building the plant was to provide a safe, reliable source of drinking water for Duluth and the three other communities it supplies water to: Hermantown, Proctor and Rice Lake. In order to continue to provide a safe, reliable source of drinking water, the following are equipment and facility updates that are necessary and beyond its life expectancy.

Inspect Filters #1-5: A study done in 2011 determined there are issues with the performance of the filters and the need to remove all filter components and fix problems. Currently filters are under performing. Cost \$6,500,000

Installation of Filter #6: The current treatment process has 5 filters used to clean the water of any suspended particles and pathogens. Adding filter # 6 would allow the treatment plant to better clean the water and allow for a filter to be taken out of service for maintenance in winter months. Filter # 6 needs to be done before the inspections of filters 1-5 can be completed. Cost \$2,500,000

Purchase one new rapid mix and VFD drive, replace the two existing rapid mixes and replace the third rapid mix that does not work. Rapid mixers are the crucial first step in the treatment process. Because of limited space and access, a rail system and crane need to be installed to remove/install equipment as well. Cost \$300,000

Replace chemical feed pumps (all 12 years old): Replace all nine pumps and order two spares. Chemical feed pumps supply all the chemicals used in the Lakewood water treatment process. Life expectancy on pumps used continuously is 5-10 years; these pumps are 12 years old. The new pumps

will be more effective in dosage rates and provide better treatment with less maintenance and chemical leaks. Cost \$55,000

Pump House Roof/Structure: The Pump House was built around 1898. The roof and building are over 100 years old and in need of replacement. A study in 2011 recommended replacing the roof before it starts to cause more damage to the interior. Cost \$2,750,000

Project Rationale

The main reason for building the City of Duluth's water treatment plant (also referred to as the Lakewood Water Treatment Plant) was to provide a safe, reliable source of drinking water for Duluth and the three other communities it supplies water to: Hermantown, Proctor and Rice Lake, serving a total population of about 104,000.

In 1912, the City started adding chlorine to the water to aide in cleaning the water. The chlorine was applied to the water in the Pump Station and was the only treatment done to purify the water until the Treatment Plant was built in 1976. Prior to the construction of the Treatment Plant, if the water was too dirty to treat with chlorine alone, the pumps would be stopped and the 70 million gallon capacity distribution system would be drawn down for a day or so until the lake had cleared up sufficiently to resume operations. This was obviously not an ideal way to treat drinking water for a population of around 100,000 people, so a rapid sand filtration plant was built across the highway from the pump station to accomplish this.

Today the Lakewood Water Treatment Plant provides an average of about 13 million gallons of treated drinking water per day. An expansion completed in 1992 allows it to provide a maximum of about 32 million gallons of treated water per day. Every gallon of water processed at the Lakewood Plant surpasses EPA and State of Minnesota regulations for drinking water. When the water is ready to be pumped into the first portions of the distribution and reservoir system, the pumps in the 1895 Pump Station push the water on its way. A series of booster pumps and a tiered system of reservoirs and tanks bring that water to neighborhoods as far apart as Lester Park and Fond Du Lac or Proctor and Park Point.

The current treatment process has five filters used to clean the water of any suspended material before it is pumped out to the residents. With five filters and limited room for backwashes, filters are backwashed every 10 hours under normal conditions. When there are storms, wind, runoff, biological activity, and temperature swings in the water supply, it puts a heavy load on the filters at minimum capacity (14 million gallons per day operation). Bad weather in recent years created overloading of filters which resulted in violations of the turbidity standard. The backwash tank only holds one filter backwash and when it is full, it takes about 4 hours to pump the washed water down before another filter can be washed. Adding filter # 6 would allow the treatment plant to better clean the water and allow for a filter to be taken out of service for maintenance in winter months. Filter # 6 needs to be done before the inspections of filters 1-5 can be completed.

A study done in 2011 determined there are issues with the performance of the filters and there is a need to remove all filter components and fix problems. Some filters have higher turbidity rates after backwashing due to possible under-drain or block issues with the filter. This causes shorter filter runs (backwash more frequently), higher turbidity, and head loss (filter plugging). Issues can cause violations of the turbidity standard under severe weather or overloading conditions. Currently filters are under performing.

The Water Treatment Plant has equipment that is original to the building, in service in 1977, over 46 years old. A 2011 study recommendation addresses all of the requests with the exception of the chemical feed pumps.

The Water Treatment Plant's Rapid Mix equipment is original (1977) and past it's life expectancy. Current Rapid Mixers run one speed and cannot be adjusted because they are out-dated and one mixer is inoperable. New mixers would provide optimum mixing and provide better treatment.

Current chemical feed pumps are all over 12 years old and have exceeded life expectancy. Feed hoses break and chemicals spill out. Feed pumps are needed for all of the chemicals in the treatment process. New pumps provide more accurate feed rates, contain leaks if a hose breaks, reduce repairs and parts, and are more effective and efficient to treat the water.

The Pump House was built around 1898. The roof and building are over 100 years old and in need of replacement. A study in 2011 recommended replacing the roof before it starts to cause more damage to the interior. The roof and walls leak. The structure is compromised.

Project Timeline

- 2024 - Replace Rapid / Chemical Mixers and install rail system.
- 2025 - Install filter #6 and inspect filters #1-#5.
- 2026 - Pump house roof and structure rehabilitation.

Other Considerations

City of Duluth operates a regional water system serving the Cities of Duluth, Hermantown, Proctor and Rice Lake (Approx. 104,000 pop), as well as approximately 13 million commuters and tourists to the region. The City's water system capital value is approximately \$80M in infrastructure; annually the City commits nearly \$3-5M in Capital improvements, mainly consisting of water main replacements coinciding with State, County and City road replacements. This project will allow the City to address improvements to its Water Treatment Plant that otherwise would not be accomplished without help from the State of MN Capital Bond funds.

Impact on State Operating Subsidies

All operating costs will be incurred by the City.

Who will own the facility?

City of Duluth owns the Lakewood Water Treatment Facility and will own the project.

Who will operate the facility?

City of Duluth Public Works & Utilities will operate the project.

Who will use or occupy the facility?

City of Duluth owns and will occupy the project. City of Duluth is a regional provider of water to the communities of Hermantown, Proctor and Rice Lake.

Public Purpose

Updates/replacement of existing equipment and addition of new equipment is essential to provide a safe and adequate supply of drinking water to the Cities of Duluth, Hermantown, Proctor and Rice Lake.

Description of Previous Appropriations

None for the water treatment plant improvements project

Project Contact Person

Jim Benning
Director of Public Works & Utilities
218-730-5105
jbenning@duluthmn.gov

(\$ in thousands)

Water Treatment Plant Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,719	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$6,719	\$0	\$0
TOTAL	\$0	\$13,438	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,421	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,684	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,333	\$0	\$0
TOTAL	\$0	\$13,438	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Duluth Energy Systems Advancing Coal Retirement and Environmental Improvements

AT A GLANCE

2024 Request Amount: \$3,750

Priority Ranking: 3

Project Summary: The City of Duluth requests \$3,750,000 to identify clean energy resources to replace fossil fuel inputs and eliminate coal in the next five years, as well as encourage a transition to more efficient hot water loop for new and existing customers. In our “Climate Action Workplan,” the City of Duluth has identified these key steps for Duluth Energy Systems to continue to improve the fuel emissions factor and efficiency.

Project Description

\$3.75 million is requested in State GO bonds. These funds will support environmental improvements to the district energy system through the elimination of coal as a fuel source and efficiency improvements to the distribution system which would be implemented in 2024 - 2026. The coal retirement plan's cost is estimated at \$4.5 million and the hot water distribution system improvements and expansion of new and existing customers is estimated at \$3 million.

These projects expand and revitalize the highly-efficient hot water heating loop and further reduce the carbon intensity of the fuel mix at the thermal energy plant that serves 140 buildings in Duluth. In 2024, hot water services are projected to serve approximately 45% of the heating needs of downtown Duluth thermal energy customers and these projects shift even more of the thermal energy grid to highly-efficient hot water which will expand to over 50% with funding of Government-Area Hot Water Loop. The in-plant projects improve efficiency of the production assets and ensure that the heating load can be met with lower-carbon fuels even on the coldest days.

Coal Retirement Plan - The City of Duluth leveraged its planned Superior Street reconstruction and state bonding support to modernize its energy system at the same time, upgrading from steam to a closed-loop, hot water distribution system. Updating this energy infrastructure has provided Duluth with a pathway to reduce the energy demands of the system and in customer buildings, has provided opportunities for fuel flexibility, financial savings, and carbon reduction. Coal has been significantly reduced from the fuel mix, although it is still being utilized for peaking and backup, in favor of lower-carbon intensity natural gas purchased under a favorable rate structure specifically developed for Duluth Energy Systems. Since 2014, carbon emissions for heating have been reduced by 50%.

To take the final step to fully eliminate coal as a primary fuel source, the two boilers at the Duluth Energy Systems plant that cannot burn gas must be modified to utilize natural gas. This includes adding burners to the existing boilers that enable natural gas combustion, as well as control systems (called the burner management systems).

To eliminate coal as a backup fuel and maintain service reliability during extreme weather conditions

or natural gas interruptions, an alternative fuel source or combination of fuels besides natural gas must be implemented to meet the entire customer load with redundancy in case of a malfunction of one production asset. The most readily-available fuel to economically fill the role is fuel oil. The project would require the addition of fuel oil storage in sufficient quantities to meet initial peak load, piping, and burners with a burner management/protection control system. Fuel oil has a higher carbon intensity than natural gas. Potential alternatives include renewable fuel oil that could utilize this proposed fossil fuel oil infrastructure. The proposed equipment would work for traditional fuel oil and also renewable fuel oil. Alternatives exist and more solutions are expected as low-carbon fuels continue to develop.

The cost of adding fuel oil to the four boilers at the Duluth Energy Systems plant as the backup fuel and to allow coal to be eliminated is \$4.5 million which includes the natural gas burners on two boilers as described above.

An additional plant project identified for support will add economizers to the existing boilers to recover more heat from the fuel being combusted and directing that heat into the thermal grid, instead of being lost through the exhaust stack. The condensing boiler economizer will increase our boiler efficiency and reduce our current natural gas usage by 10%, also reducing CO2 emission by 6,316 Tons per year, and NOx emissions by 4.17 Tons per year.

Government-Area Hot Water Loop - Currently served by steam piping, the city, county, and federal buildings in this area could be upgraded to hot water with an extension of the Superior Street hot water loop, reducing the energy consumption of these buildings and adding necessary redundancy to increase resiliency of building operations. Converting these buildings to hot water will also save water lost through steam system condensate losses. This project will help increase the total hot water services for the system to approximately 50% of the heating needs. Buildings include: Gerald W. Heaney Federal Building, St. Louis County Duluth Courthouse, Duluth City Hall, Duluth Fire Station #1, and the St. Louis County Government Services Center. The hot water distribution system improvements and expansion is estimated at \$3 million and will expand the hot water distribution system network to help connect additional buildings to the system.

Project Rationale

In 2015, City of Duluth leveraged Superior Street project and State funding to modernize its energy system, upgrading from steam to a closed-loop, hot water system. Results:

11 blocks of updated distribution piping

31 customer buildings converted to hot water service (over 20% system load)

Customers realizing average 25% energy consumption reductions

Since 2014, carbon emissions have been reduced by 50% through efficiency gains and starting transition from coal to natural gas

Saves 20M gallons of water annually

Addressed long-standing deferred maintenance

As the City of Duluth and State of Minnesota continue to work to reduce carbon emissions, the projects outlined in this application will help take the next big step to improve the environmental impact of the City-owned Duluth Energy Systems through improved efficiencies, emissions reductions, and water conservation. These benefits will be passed to system customers and the community, including city, county, and federal customer buildings, helping to make Duluth Energy Systems more sustainable into the future.

Project Timeline

Coal Retirement Plan

2024 Design, engineering, and permitting

2025-2026 Add fuel burners to boilers, add burner management system, add fuel oil storage and necessary infrastructure

2026 Testing, start up, and commissioning

Government-Area Hot Water Loop

2024 Design and engineering and project management with customers, city, and contractors

2025 Construction distribution piping, customer building mechanical conversions, system controls

2025 Testing, start up, and commissioning

Other Considerations

Impact on State Operating Subsidies

There is no effect on state operating subsidies. Duluth Energy System does not receive state operating subsidies.

Who will own the facility?

The City of Duluth has owned Duluth Energy Systems since 1979, commonly referred to as the Duluth Steam Plant. The City will continue to own the utility.

Who will operate the facility?

Since 2012, Ever-Green Energy has been in an agreement with the City of Duluth to operate and manage Duluth Energy Systems. Ever-Green would manage the improvement projects overseeing the contractors, budget, and timeline.

Who will use or occupy the facility?

Duluth Energy Systems is a community energy system owned by the City of Duluth that provides heating 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.

The proposal includes support for steam-to-hot water conversions for the Government Area Hot Water loop, including: Gerald W. Heaney Federal Building, St. Louis County Duluth Courthouse, Duluth City Hall, Duluth Fire Station #1, and the St. Louis County Government Services Center.

Public Purpose

Duluth Energy Systems has been located in the heart of the City of Duluth since 1932, serving the community's vital businesses, local government, and entertainment venues. Many initiatives have been undertaken to modernize the system to improve reliability, efficiency, and the customer experience. Some of these projects have been supported by state bonding funds. The City of Duluth is working to meet its climate goals, seeking opportunities to reduce carbon at Duluth Energy Systems

while continuing to prioritize service reliability and cost to customers.

The projects outlined in this application will help improve the environmental impact through improved efficiencies, emissions reductions, and water conservation while also reducing the system's operating costs. These benefits will be passed to our customers and community, helping to make Duluth Energy Systems more sustainable into the future.

Description of Previous Appropriations

In 2015, the City leveraged Superior Street project and \$21.9M in State funding to modernize its energy system. Updated 11 blocks of distribution piping, converted 31 customers to hot water, and reduced carbon emission (50%) and water use (20M gal/year).

In 2018, the Regional Exchange District was created with \$7M in funding of costs related to expansion of the hot water distribution system to the medical district. Upon completion this will provide hot water to approx 25% of the system load.

Project Contact Person

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(\$ in thousands)

Duluth Energy Systems Advancing Coal Retirement and Environmental Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$3,750	\$0	\$0
TOTAL	\$0	\$7,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,250	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,500	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Treatment Improvements	1	GO	14,153	0	0	0	0	0
Total Project Requests			14,153	0	0	0	0	0
General Obligation Bonds (GO) Total			14,153	0	0	0	0	0

Water Treatment Improvements**AT A GLANCE****2024 Request Amount:** \$14,153**Priority Ranking:** 1

Project Summary: The City of Eagle Lake is seeking funds to construct a new water treatment facility to provide clean drinking water to residents and address water quality issues, including high levels of manganese. Recent testing indicates that manganese levels exceed the health advisory limit for infants. We cannot treat manganese with our current system, which consists of two active wells, an elevated storage tank, and a distribution system. A new water treatment facility is needed.

Project Description

The City of Eagle Lake is seeking funds to construct a new water treatment facility to provide clean drinking water to residents and address water quality issues, including high levels of manganese. A new water treatment facility is needed which would consist of the construction of a new well and well house, a treatment facility with aeration and detention for iron oxidation, the use of potassium permanganate for manganese oxidation, filtration for iron and manganese removal, chlorine for disinfection, as well as the addition of fluoride and a corrosion inhibitor. Recent testing indicates that manganese levels exceed the health advisory limit for infants. We cannot treat manganese with our current system, which consists of two active wells, an elevated storage tank, and a distribution system. A new water treatment facility is needed.

Project Rationale

We cannot treat manganese with our current system. A new water treatment facility is needed which would consist of the construction of a new well and well house, a treatment facility with aeration and detention for iron oxidation, the use of potassium permanganate for manganese oxidation, filtration for iron and manganese removal, chlorine for disinfection, as well as the addition of fluoride and a corrosion inhibitor. Recent testing indicates that manganese levels exceed the health advisory limits for infants.

Project Timeline

Planning and Design - August 2023-March 2024, with the goal to begin construction in the summer of 2025 and the facility online by the 2026. An option to purchase land needed for the water treatment facility has been secured and a concept plan completed for the site.

Other Considerations

An option to purchase land needed for the water treatment facility has been secured and a concept plan completed for the site.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Eagle Lake.

Who will operate the facility?

The City of Eagle Lake.

Who will use or occupy the facility?

The City of Eagle Lake and its water customers.

Public Purpose

To provide clean drinking water to residents and address water quality issues, including high levels of manganese.

Description of Previous Appropriations

None

Project Contact Person

Jennifer J. Bromeland
City Administrator
507-257-3218
jbromeland@eaglelakemn.com

(\$ in thousands)

Water Treatment Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$14,153	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$14,153	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$200	\$0	\$0
Predesign Fees	\$0	\$200	\$0	\$0
Design Fees	\$0	\$750	\$0	\$0
Project Management	\$0	\$950	\$0	\$0
Construction	\$0	\$10,450	\$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	\$1,603	\$0	\$0
TOTAL	\$0	\$14,153	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
East Grand Forks Recreation Facility Reinvestment	1	GO	7,379	0	0	0	0	0
Total Project Requests			7,379	0	0	0	0	0
General Obligation Bonds (GO) Total			7,379	0	0	0	0	0

East Grand Forks Recreation Facility Reinvestment

AT A GLANCE

2024 Request Amount: \$7,379

Priority Ranking: 1

Project Summary: Primary recreational facilities in the City of East Grand Forks include the East Grand Forks Civic Center's Williams Park and the VFW Memorial Arena. These arenas require comprehensive repair & investment to continue to serve the growing needs of our residents and activity participants in a safe and healthy manner. Replacement of parking lots, building roofs, HVAC/Indoor Air units, and Ice refrigeration systems are the most important infrastructure necessary for repair of these facilities.

Project Description

Reinvestment in OUR Community.

The East Grand Forks Civic Center and the VFW Memorial Arena serve as two of the Primary recreation facilities in the City of East Grand Forks. These facilities serve as the main indoor ice arenas in our community and are each nearing 50 years old. Growing need for improvements in these facilities and demand for new and expanded recreation offerings has been identified by community members, including a wider range of activities, including athletics, while promoting an active lifestyle for all citizens and visitors to East Grand Forks.

The Civic Center and VFW Arena both have identified various deficiencies and short comings that have been documented in a Feasibility Study conducted in November 2019. The City of East Grand Forks has conducted community surveys throughout 2020, gathering resident feedback to steer the importance of reinvesting in each of these important facilities for the betterment of East Grand Forks. In development of a Master Plan for improvements in its Recreation Facilities, the Building Committee identified its top priorities and goals for these projects.

The project Master Plan has been developed in a phased approach, so that each step of the project can be executed as additional funds are raised and secured. Phase 1 priorities for the project include taking care of the facilities we already have. Making sure the proper investment is in place to ensure these facilities continue to serve our residents for the next 50 years and beyond. Eventually as funds are secured, and private fundraising dollars are more clearly available to our community, the next phase of the project will begin construction. The goals detailed below are our vision for East Grand Forks and our recreation and wellness offerings for the current and next generation of residents.

In addition to these Phase 1 arena improvements, community engagement and building committee input also identified an improved outdoor field complex for baseball, softball, and other turf sports as an important element of the plan. The ball field improvements will create numerous new opportunities for people from all demographics of our community to access sports and recreation facilities on a more year-round basis. This element is considered to be Phase 2 of our project and

would be funded by Local Sales tax and private fundraising, should the state award General Obligations Bonds to our project as requested.

Overall Project Goals

1. Preserve existing facilities and community landmarks, rather than build new facilities.
2. Improve functionality and building flexibility that promotes expanded recreation offerings for our entire community.
3. Improved building operating efficiency
4. Improved safety and site access for all participants and spectators - Equity, Diversity, & Inclusion.

Individual Projects Goals

1. Civic Center Sports Complex Project Site

- a. Building enhancements including mechanical and electrical system replacement and upgrades.
- b. Overall safety and access improvements to all areas of the facility.
- c. Site and parking improvements promoting accessibility, safety, and building maintainability.
- d. New and reconfigured ballfields to support program development and expanded offerings
- e. Improved ball field access and participant safety
- f. Spectator experiences through enhanced viewing and seating areas.

3. VFW Memorial Arena Project Site

- a. Refrigeration (R-22 Freon) system and ice slab replacement – increase longevity and energy efficiency of arena.
- b. Interior environment enhancements through building system replacements and upgrades including dehumidification unit for all-year ice availability at the VFW Memorial Arena.
- c. ADA enhancements throughout to improve spectator and participant access to all areas of the facility.
- d. Improved community access to arena spaces for year-round health and wellness programming
- e. Site and parking improvements promoting accessibility, safety, and building maintainability.

In general, the proposed improvements at these East Grand Forks Recreation Facilities will provide a much-needed facelift to the overall use and operations of the buildings, parking areas, and facility access for people with all modes of transportation. The project success will be measured by the following metrics:

- Reduce building operating costs with updated systems and building controls, creating sustainable and climate preparedness wherever possible.
- Expanded recreation offerings and growth in community participation.
- Further serve as a regional center, having these facilities frequently used by visitor of our community for programming, tournaments, and special events, driving increased revenue generating potential.

Project Rationale

The East Grand Forks Civic Center, opened in 1974, and the VFW Memorial Arena, opening in 1982, have been identified by our residents as priority facilities for reinvestment and enhancement, with the goal of continued growth of recreation and wellness offerings in East Grand Forks and the region.

In 2021, a resident volunteer Building Committee was formed to discuss these important projects and set goals for reinvestment of our community owned recreation facilities. These committee meetings, public input surveys, and community conversations with our stakeholders all played an important role in developing our facility reinvestment goals. In survey of more than 1000 residents, the vast majority of survey respondents favored renovating and repairing our existing facilities, rather than building new facilities.

In 2019, the City contracted with JLG Architects to conduct a building feasibility study, so that it could fully understand the condition of the existing facilities, the ice systems, mechanical systems, and long-term programmatic needs for recreation facility space in East Grand Forks. In the condition assessment, study findings concluded that each facility has a number of deficiencies that require repair or replacement. Those items include Code Compliance and ADA, Site safety and building access infrastructure, Indoor Air Quality, HVAC/Mechanical, and Ice Systems. In total, the study identified more than \$15 Million in necessary repairs and improvements to address all of these issues. With this information in hand, the City Council and the volunteer building committee weighed heavily the option of building new or renovating existing facilities. Overwhelmingly, our community has found that repairing our existing infrastructure is the more cost effective and desired project goal.

In order to see this project through to a successful conclusion, we have designed a Master Plan that can be accomplished and built in Phases. Phase 1 being the most important, addressing the major infrastructure, life safety, parking, and mechanical needs that allow these facilities to operate. As additional funds are secured through private fundraising, a proposed Local Sales Tax increase, and requested Bonding from the State of MN, each Phase of the project will be reviewed, designed, and eventually constructed.

Project Timeline

As of June 2023, our project is currently in a Conceptual/Pre-Design Phase. We have enlisted the support of JLG Architects and Construction Engineers to create a conceptual design for repaired and renovated facilities, and they have created a total project cost estimate based on the required improvements and repairs. Specific project timeline is largely depending upon successful recruitment of the funds necessary to complete the project.

In general terms, we have tentatively, pending available funding, scheduled project construction to begin in Spring of 2025. Project construction timeline is anticipated to take 8-16 months, with final timeline being determined by the final scope of the first phase of the project.

Other Considerations

The City of East Grand Forks is committed to a multi-faceted funding approach to see this project completed successfully. In 2023, the City received legislative authority to have its residents vote for a 1% Sales Tax Increase, to help fund up to \$14.745 Million in project construction costs. This vote will take place in November 2024.

In addition to potential Sales Tax support, the City has also conducted a Fundraising Feasibility Study, interviewing prospective donors and stakeholders, in an effort to determine a realistic and viable private fundraising goal for the projects. While the Fundraising study found that we have many interested stakeholders, the total fundraising capacity falls short of our total funds necessary to complete these projects. This makes the need for support through Bonding in the MN Capital Budget even more important.

Finally, these projects are incredibly important to the continued viability of East Grand Forks as a regional economic center in NW Minnesota. In the winter of 2021-2022, East Grand Forks contracted with the Univ. of Minnesota Extension Service to conduct a study of the Economic Contribution of youth ice activities. The findings were astounding. Survey results shared that an ice sports in these facilities brought an estimated 9,739 visitors to East Grand Forks throughout a 5 months period in the winter months. Those visitors are estimated to have generated a Total Economic Contribution of \$2.1 Million in East Grand Forks and Polk County, MN.

Without improvement and continued function of these recreation facilities in our community, we would be at risk of losing these visitors to other communities, specifically to our neighbors across the Red River in North Dakota.

Impact on State Operating Subsidies

The City does not receive any State operating subsidies to operate or maintain these facilities at this time. Day to day operating expenditures are fully funded by the general tax dollars for the City of East Grand Forks, and by revenues generated by the facility. Our request for Capital Bonding is for one-time capital outlay improvements only.

Who will own the facility?

The City of East Grand Forks currently owns all property and buildings within the proposed project. They will continue to own and operate throughout construction and at the completion of the project.

Who will operate the facility?

The City of East Grand Forks, Parks & Recreation Department will operate the facilities improved by this project funding. It will be responsible for all building operations, maintenance, and programming scheduled within the facility.

Who will use or occupy the facility?

The City of East Grand Forks, Parks & Recreation Department will own and operate the facility to run and host its recreation activities, community events, and sports competitions. All residents of East Grand Forks will have access to these facilities for health, wellness, and sports purposes. In our community engagement phase of planning for this project, we have identified the following user groups in our renovated facilities.

GROUPS & PROGRAMS Recreation Programming and Competitive Sports 1. Youth and High School Hockey 2. Youth and High School Figure Skating and Competitive Synchronized Skating 3. EGF Senior High & Sacred Heart High School baseball teams 4. Park & Rec summer baseball 5. Adaptive Parks & Recreation youth and adult programming 6. American Legion baseball 7. Adult amateur baseball 8. Competitive and recreational softball

Additional Programming 1. Community Events a. Craft Shows b. Gun Shows c. Festivals d. Music Concerts 2. Community recreation programming 3. Revenue generating rentals/special events 4. High School spring and fall sports practices 5. Fitness classes Additional User Groups 1. Parks & Recreation programming 2. Senior High Sports & Phys Ed classes 3. Sacred Heart Sports & Phys Ed Classes 4. Northern Lights Figure Skating Club 5. East Grand Forks Youth Hockey 6. East Grand Forks Soccer 7. Grand Forks Youth Football 8. Grand Cities Pickleball 9. Grand Cities Lacrosse 10. East Grand Forks Arts & Crafts Council 11. Senior Citizen activities 12. Private wellness/fitness programs 13. Private events & Rentals 14. Future lease opportunity from competitive sports teams

Public Purpose

The mission and purpose of the East Grand Forks Park & Recreation Department is to provide exceptional parks, facilities, programs and services for our citizens that promote health, well-being, and quality of life for all of East Grand Forks.

This mission aligns well with the purpose of these facilities. They exist and are necessary in order to best serve our residents and visitors of our community with the recreation, health, and wellness facilities that they desire. Health and recreation facilities provide to a better quality of life for our residents, and promote a healthy well-being for all people from all walks of life.

Description of Previous Appropriations

There have been no previous state appropriations made to fund this project.

The City of East Grand Forks last received an appropriation in the form of a grant to support the construction of its wastewater interconnect project. This grant total was \$5.3 Million and was received in 2017.

Project Contact Person

Reid Huttunen
Parks & Recreation Superintendent
218-399-3388
RHuttunen@EGF.MN

(\$ in thousands)

East Grand Forks Recreation Facility Reinvestment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,379	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$14,745	\$0	\$0
	\$0			
TOTAL	\$0	\$22,124	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,211	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$16,562	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,351	\$0	\$0
TOTAL	\$0	\$22,124	\$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?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
TH100 at Vernon Ave 50th St Interchange Improvements	1	GO	5,300	0	0	0	0	0
Total Project Requests			5,300	0	0	0	0	0
General Obligation Bonds (GO) Total			5,300	0	0	0	0	0

TH100 at Vernon Ave | 50th St Interchange Improvements**AT A GLANCE****2024 Request Amount:** \$5,300**Priority Ranking:** 1**Project Summary:** The project will improve safety, mobility, and traffic operations by replacing the TH100 Bridge (Bridge #27102) at Vernon Avenue and 50th Street, reducing redundant highway ramps and creating new separated pedestrian routes. The interchange will be configured as a Tight Diamond Interchange (TDI).**Project Description**

The Vernon Avenue bridge over TH 100 is in the Grandview District of Edina, Hennepin County, Minnesota. The area consists of multi-family residential, commercial, and office properties. Vernon Avenue / West 50th Street runs east-west and includes the MnDOT owned Bridge 27102 over north-south running TH 100. The TH 100 interchange is non-standard with 8 local road connections to Eden Avenue, Grange Road, Arcadia Avenue, and Vernon Avenue / West 50th Street. West of the Vernon Avenue bridge interchange on Vernon Avenue is the Hennepin County owned Bridge 4510 over Canadian Pacific (CP) Railway. This Bridge is scheduled to be replaced concurrently with any proposed interchange reconfiguration project. The profile of the roadway is being raised to meet CP Railway minimum vertical clearance requirements. To accommodate the change in elevation, the following intersections will also be reconstructed: Vernon Avenue / Interlachen Boulevard / Gus Young Lane, Vernon Avenue / Arcadia Avenue, and Vernon Avenue / TH 100 SB Ramps. In addition, this project includes the realignment of the TH 100 SB Exit Ramp and the construction of a new noise wall in the northeast quadrant of the Vernon Avenue / West 50th Street over TH 100 Interchange.

Project Rationale

The following regional project goals were developed as part of the project:

- Improve safety and mobility for all users
- Create new separated pedestrian routes
- Improve traffic operations
- Consolidate TH 100 access points
- Improve connectivity between residential and commercial areas of the district
- Limit construction impacts to the public and create greater funding efficiency by combining City and County projects
- Enhance economic viability with improved access

Project Timeline

2010 Grandview District Small Area Guide Plan Process
2012 Grandview District Development Framework
2016 Grandview District Transportation Study
2018 City of Edina Comprehensive Plan Update
2020 Vernon Avenue Bridge 4510 over CP Railway Replacement Project - Funding and Design
2021 Grandview East Area Transportation Study
2022/23 City of Edina Alternatives Screening / Compatibility Analysis
2025 Construction of both Hennepin County and City of Edina projects to lessen community impacts and more efficiently use public funding.

Other Considerations

Railway Replacement Project.

The Compatibility Analysis determined that the geometric review could not determine a clear transition point where each project could be completed separately without a significant amount of re-work. It was recommended that both projects be combined into a single project. Construction under one contract would allow both agencies to utilize the available funding in the most fiscally responsible manner and limit the impacts to the community.

As part of the Compatibility Analysis Memo Review, MnDOT and Hennepin County traffic and operations staff requested that additional interchange concepts be developed to compare to the DDI interchange as part of the preliminary design. As part of the Compatibility Analysis Memo Review, MnDOT and Hennepin County traffic and operations staff requested that additional interchange concepts be developed to compare to the DDI interchange as part of the preliminary design phase of the project.

The alternative screening and compatibility analysis identified 3 alternatives in addition to the No-Build Concept. Alternative 1: Diverging Diamond Interchange (DDI) and Alternative 2: Tight Diamond Interchange (TDI) had comparable results but there was not agreement among stakeholders that the DDI was the right fit for this setting and context. The TDI was selected because of greater stakeholder buy-in.

The TDI has slightly better traffic operations, is better understood by vehicular and pedestrian operators, and may have slightly more flexibility in the future to adjust for changes in traffic but it comes with a greater financial cost.

Impact on State Operating Subsidies

Unknown

Who will own the facility?

Three levels of government will own and operate the transportation facilities in the project area: MnDOT, Hennepin County and the City of Edina. The TH100 Bridge will continue to be owned and operated by MnDOT following the investment in its replacement. The Vernon Avenue Bridge will continue to be owned and operated by Hennepin County following the investment in its replacement. The City of Edina will continue to own and operate 50th Street and any extra project elements.

Who will operate the facility?

The City of Edina will manage the design and construction of the Hennepin County and City of Edina Projects. MnDOT will continue to own and operate the new TH100 Bridge and signal systems after construction. Hennepin County will continue to own and operate their facilities in the area after construction.

Who will use or occupy the facility?

Regional vehicular and pedestrian traffic accessing the regional, county and city transportation systems for work and access to properties. Access includes businesses, office space, amenities, or residential living.

Public Purpose

Improved safety and mobility for all users
Creates new separated pedestrian routes
Improved traffic operations
Consolidates TH 100 access points
Improves connectivity between residential and commercial areas of the district
Limits construction impacts and creates greater funding efficiency by combining City and County projects
Enhances economic viability with improved access

Description of Previous Appropriations

N/A

Project Contact Person

Scott Neal
City Manager
952-826-0401
sneal@edinamn.gov

(\$ in thousands)

TH100 at Vernon Ave | 50th St Interchange Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,300	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$4,200	\$0	\$0
City Funds	\$0	\$1,053	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$10,553	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$750	\$0	\$0
Design Fees	\$0	\$1,500	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$8,203	\$0	\$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	\$10,553	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Elysian Water Improvement Project 2024	1	GO	4,860	0	0	0	0	0
Total Project Requests			4,860	0	0	0	0	0
General Obligation Bonds (GO) Total			4,860	0	0	0	0	0

Elysian Water Improvement Project 2024

AT A GLANCE**2024 Request Amount:** \$4,860**Priority Ranking:** 1

Project Summary: The City of Elysian is requesting \$4,860,000 in funding to design and construct a filtration water treatment plant which would allow the City full use of both wells. The proposed water treatment plant will remove radium from the primary water supply and also iron and iron bacteria from the secondary well to provide the City with a redundant water supply as recommended by the Ten States Standards for Drinking Water Systems.

Project Description

Funding for drinking water improvements due to MDH's corrective action per exceeding radium limits. A new water plant must be built. This cost is \$8,360,000. The water plant will be new and decrease radium levels to acceptable limits of MPCA.

Project Rationale

In November of 2020, the City of Elysian was notified by the Minnesota Department of Health (MDH) that the primary well serving the City of Elysian exceeded the maximum contaminant level (MCL) for gross alpha and combined radium 226 and 228. This is primary drinking water standard set for the health and safety of the population. These contaminants at the current elevated levels increase the risk of cancers. MDH is requiring corrective action be taken by the City. Background: The City of Elysian has a population of approximately 631. Its water system consists of two wells, an elevated water tower and a water distribution system. Currently, only the well located in town near the water tower can provide potable water to the community. The second well is inundated by iron bacteria and cannot be used as a source for the City. The City has tried, unsuccessfully over the years, to reclaim the second well, however without a treatment facility this well cannot be utilized. The well is operated monthly, pumping well water to waste, to ensure its operability and to service as a backup in the event of a fire and the City's primary well were to fail or not be able to keep up with demand. Solution: Shortly after receiving the letter, the City hired the Engineering firm of Short Elliott Hendrickson, Inc (SEH) to identify options for the City. Options included drilling a new well and construction of a either a filtration or a reverse osmosis water treatment plant. The final recommendation of the study was the construction of a filtration water treatment plant which would allow the City full use of both wells. The proposed WTP will remove radium from the primary water supply and also iron and iron bacteria from the secondary well to provide the City with a redundant water supply as recommended by the Ten States Standards for Drinking Water Systems. The new WTP would be constructed on the west end of town on land already owned by the City. The WTP would be designed to treat 0.72 million gallons of water per day, include a clearwell for pumping

finished water out into the distribution system and a backwash receiving tank to collect backwash water from the filters and feed it at a controlled rate to the sanitary sewer.

Project Timeline

Project design 2023-2024 Bidding 2024 Construction 2025-2026

Other Considerations

Reducing radium is an essential safety issue and MPCA has set limits for drinking water, with the city Elysian having a violation, this improvement must be done as a drinking water safety issue to its citizens. This will be a burden on the citizens and cost per household is not economical. Help from the bonding bill will make it affordable to make a safe drinking water environment for its citizens. It is essential for a city to serve its citizens clean, safe, drinkable water.

Impact on State Operating Subsidies

n/a

Who will own the facility?

City of Elysian

Who will operate the facility?

City of Elysian

Who will use or occupy the facility?

City of Elysian

Public Purpose

Public infrastructure to provide safe drinking water.

Description of Previous Appropriations

The City received \$3.5 million in bond funds during the 2023 legislative session, however, rising costs are making it difficult for the project to move forward without additional assistance.

Project Contact Person

Lorri Kopischke
City Clerk Administrator
507-267-4708
lorri@elysianmn.com

(\$ in thousands)

Elysian Water Improvement Project 2024

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$3,500	\$4,860	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$3,500	\$4,860	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$669	\$1,003	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$2,831	\$3,857	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$3,500	\$4,860	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Progress Parkway Utility Extensions	1	GO	4,354	0	0	0	0	0
		OT	6,212	0	0	0	0	0
Total Project Requests			10,566	0	0	0	0	0
General Obligation Bonds (GO) Total			4,354	0	0	0	0	0
Other Funding (OT) Total			6,212	0	0	0	0	0

Progress Parkway Utility Extensions

AT A GLANCE

2024 Request Amount: \$10,566

Priority Ranking: 1

Project Summary: Eveleth is requesting \$4,200,000 to extend sanitary sewer, water and connect city streets to Progress Parkway. New roads will connecting MN HWY 53 to HWY 37 and a new state of the art Rock Ridge School. These road improvement are part of a \$40 million dollar project to make traffic safety improvements, improve access, open future economic development, and industrial park access. Eveleth will be responsible for providing utilities/access to properties within the Progress Park road and Hwy 53

Project Description

Eveleth is collaborating with MNDOT, Saint Louis County, business, schools, and residents to improve access to the new school campus, industrial park, and a new business expansion area. This project is part of several projects when all completed it will improve the safety, access, and user experience along Highway 53. The Highway 53 (From MN Highway 37 to Bourgin Road) project includes the following items: 1. Improvements to the bridge over Highway 37. Bridge improvements will allow for safer ATV, Snowmobile, bike, and pedestrian traffic. \$8,610,000 is the estimated project cost by others. 2. Improvements to the Hatrick Avenue intersection by replacing conventional median crossover with a J-turn style intersections. \$3,050,000 is the estimated project cost by others. Eveleth's project would be to replace critical infrastructure crossings in this area which would bring add resiliency to the water distribution system. Eveleth's cost to improve the water in conjunction with MNDOT's project would be approximately \$293,000 3. Improvements to the stoplights at Progress Parkway and Highway 53. This intersection will be replaced with a Roundabout to improve traffic flow, safety and access on Highway 53, to the new school, and to Grant/Park Avenue. This road will be reconstructed by Saint Louis County in 2025/2026. MNDOT's cost for these improvements would be \$5,540,000. Eveleth's project would be to replace critical infrastructure crossings in this area which would bring add resiliency to the water distribution system. Eveleth's cost to improve the water in conjunction with MNDOT's project would be approximately \$253,260. 4. Improvements to the Bourgin Road Intersection by replacing conventional crossover with J-turn type intersection to improve traffic safety and access. MNDOTs estimate cost to improve this is estimated at \$2,500,000. 5. Unbonded overlay of Highway 53 from Bourgin Road to Highway 37. This will improve the ride quality through out the Highway 53 corridor. MNDOT estimated \$7,910,000 for this project. 6. New Progress Parkway Road corridor. Saint Louis County is swapping County State Aid highway miles within Eveleth to make these roadway connections possible, part of the swap is to build a new County Road corridor from Highway 37 to Highway 53, which will connect to the new Rock Ridge School campus. It will also open new development areas within Eveleth for business, residential

developments and access to city owned and state owned lands. This project also includes trails for ATV, Snowmobiles, bikes, and pedestrians along this route. This portion of the project was funded with a legislative earmark in 2023 and anticipated to be constructed in 2025. Eveleth plans to extend water and sanitary sewer onto the road corridor during the construction project. This project will allow for future development and access into adjacent areas for commercial, industrial, and residential. An economic development opportunity exists will be available with the abundance of city owned lands adjacent to the road corridor. The new school campus, improved access and combined projects are shown to drive the economic engine for this region. Saint Louis County has secured earmark funds through legislature to complete this project in 2025/2026. The estimated Saint Louis County portion of this project is \$13,400,000. Eveleth estimated cost to extend utilities through this corridor is estimated to cost \$1,465,000. 7. Industrial Park Drive improvements. This route will be used as a detour and haul route during construction on Highway 53. This roadway will be reconstructed by Saint Louis County to close this project. Industrial Park Drive will be realigned to create safer access and traffic stacking on Progress Parkway, a Roundabout style intersection will be created on the North end of the project for improved access and traffic safety. Saint Louis County anticipates reconstruction of this portion of roadway following the major MNDOT and County projects in 2027. SLC will fund this project with its CSAH funds and it is not requesting federal grants for this portion at this time. Eveleth would improve the resiliency of the water and sanitary sewer in this route during this project at an estimate cost of \$561,000 Summary: The MNDOT and Saint Louis County projects are budgeted to cost \$41,000,000. Construction of portions will start in 2025 and continue to 2027. Eveleth's request of \$4,219,660 would allow them to be a partner in the joint collaboration. Projects like this happen one per lifecycle of the infrastructure, these infrastructure components will not be modified for 30 to 40 years following these projects. MNDOT and Saint Louis County have successfully raised approximately \$20,000,000 in funds to start several components of this project and several other grant requests are pending.

Project Rationale

This project is progressing as several pieces of the funding have been secured. MNDOT also has several other grants pending review as well as Saint Louis County. A critical piece of the funds was just announced in May of 2023. Saint Louis County has successfully received a legislative earmark for \$6,000,000 to use on the Progress Parkway Roadway and MNDOT has received HSIP funds for the Highway 53 and Progress Parkway intersection which will be converted to a Roundabout. These are the critical items that affect the City of Eveleth. The City has 3 options: Do nothing, make improvements in conjunction with these projects, or make improvements following these projects. Doing nothing will make the city lands adjacent to the road corridor expensive to develop or use in the future. Making improvements in conjunction with these improvements is significantly cheaper than in the future as these improvements can be complete at the same time with reduced surface improvement cost being needed by the City of Eveleth. The city has a window opportunity to commit to work with Saint Louis County and MNDOT during these project in 2025/2026 construction years that will quickly close if funds cannot be secured for this project. Funds would need to be secured in 2024 to commit to the 2025/2026 start of construction. Completion of these projects at a later date, or in pieces will be the most costly to the City of Eveleth as there is be added restoration, mobilization, inflation, interest of debt, and other costs as well as lost opportunity. Likely if this is done in the future, the City's portion as a whole will be scaled back and the area will never see its full potential for 20-30 years in future.

Project Timeline

2024 Secure Funds to start Engineering Design - Summer of 2024 to Winter of 24/25 Progress Parkway Roundabout - 2025 construction Progress Parkway Extension Construction - 2025/2026 Industrial Park Drive Realignment - 2026/2027. Fall of 2025 - Completed Construction

Other Considerations

Eveleth has committed to realigning Hattrick Avenue to create a slip ramp and improved access to Highway 53 from Hattrick Avenue. This project will provide better access prior to and during the construction process of the Highway 53 corridor during 2025-2027 as well as after the project. The City of Eveleth has committed to spending \$1,000,000 on this project but is not part of this funding request. Eveleth is forward looking to committing access improvements for the future in the area of this Highway Corridor. MNDOT and Saint Louis County has successfully raised \$20,000,000 for this project and more grant applications are pending. This shows the studies and needs are real and portions of this project will begin to occur in the next 24 months.

Impact on State Operating Subsidies

Who will own the facility?

City of Eveleth will own the improvements within Saint Louis County and MNDOT right-of-way's but some of the improvements will be on City of Eveleth owned properties.

Who will operate the facility?

City of Eveleth will operate and maintenance the installed water, sanitary sewer on right of ways owned by others. Eveleth will own and operate the streets, and utilities within its owned properties.

Who will use or occupy the facility?

City of Eveleth, general public, MNDOT, Saint Louis County

Public Purpose

This work is mainly for the users of the Highway 53 corridor, Progress Parkway corridor, and business/schools in nearby area. this will also improve access for pedestrians, bikes, atv, and snowmobile users.

Description of Previous Appropriations

Project Contact Person

Jerry Rosati
218-744-7504
jrosati@evelethmn.com

(\$ in thousands)

Progress Parkway Utility Extensions

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,354	\$0	\$0
Other Funding	\$0	\$6,212	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$6,267	\$0	\$0
County Funds	\$0	\$3,531	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$25,000	\$0	\$0
TOTAL	\$0	\$45,364	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$293	\$0	\$0
Project Management	\$0	\$325	\$0	\$0
Construction	\$0	\$39,925	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$4,821	\$0	\$0
TOTAL	\$0	\$45,364	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Excelsior Infrastructure Projects	1	GO	21,619	0	0	0	0	0
Total Project Requests			21,619	0	0	0	0	0
General Obligation Bonds (GO) Total			21,619	0	0	0	0	0

Excelsior Infrastructure Projects

AT A GLANCE

2024 Request Amount: \$21,619

Priority Ranking: 1

Project Summary: Excelsior is requesting \$21.6M in bonding support for replacement of 100-year-old drinking water pipes, sanitary sewer, and street replacement in the oldest sections of the city. Since 2010, Excelsior has responsibly issued \$22M in bonds to address long-deferred infrastructure maintenance. As a very small City, our bonding capacity is being stretched thin, and we need the State’s help. If necessary, we are willing to work with the State on phasing the project.

Project Description

The project will replace 100-year-old drinking water pipes, sanitary sewer pipes, stormwater pipes, and streets in the oldest residential sections of the city directly adjacent to the historic downtown (Third Street, Center Street, and Lake Street), along the Commons park (West Lake Street, Second Street, and Lake Street), and at Galpin Lake (Elm Place, Linden Street, and Division Street).

It will also replace watermain in areas that have experienced frequent watermain breaks, which includes Lake Street and Second Street.

This project is the continuation of a multi-year endeavor to replace aging infrastructure that has benefitted the region. Excelsior has already invested \$29.9M and is requesting that the State fund \$21.6M which is the total project cost for the next phases of the project.

Project Rationale

Excelsior is over 170 years old with infrastructure that is in the range of 75-100 years old. The drinking water pipes are lead and do not meet current health and safety standards which has resulted in discolored water and frequent water main breaks

The sanitary sewer pipes are clay tile pipe that are showing signs of cracking and tree root intrusion and are susceptible to inflow and infiltration to groundwater. Improving the sanitary sewer will reduce infiltration and inflow, improving local and regional sanitary sewer capacities, as well as mitigating environmental risk of impacting groundwater.

The stormwater management systems that were designed decades ago do not represent current precipitation patterns and do not provide adequate capacity to address climate change in Minnesota. Improving storm sewer and stormwater management will improve water quality in Lake Minnetonka as well as addressing climate resiliency risk. Increasing capacity will mitigate localized flooding during rain events which over-tax the existing system on an increasing basis due to climate change.

All public infrastructure projects from 2017 through 2021 required removal of environmentally contaminated soils to designated landfill sites. Addressing this environmental contamination mitigates the risk of contamination of groundwater and flowthrough to Lake Minnetonka.

Project Timeline

If bonding support is received, the City will complete design on the infrastructure that is located directly adjacent to the historic downtown and on the watermains that experience frequent breaks in the fall of 2024. The project will be bid in the early part of 2025 and construction will begin in the spring.

In the fall of 2026, the design of the infrastructure that is located along the Commons park will be completed. The project will be bid in the early part of 2027 and construction will begin in the spring.

In the fall of 2027, the design of the infrastructure in the Galpin Lake area will be completed. The project will be bid in the early part of 2028 and construction will begin in the spring.

Other Considerations

With Excelsior being less than one square mile and 45% of the property is tax exempt, the City of Excelsior lacks the tax base and the financial resources to continue making the investments necessary to replace aging infrastructure.

The City has levied 8-13% annually to cover these bonds. In addition, the water base rates have increased by 179% and water volume rates have increased by 40%. The levy and utility rate increases are unsustainable; our residents need the State's assistance.

The median household income in Excelsior is 13% below the Minneapolis/St. Paul area and 17% of our population is below the federal poverty level. 61% of Excelsior's housing is rental with 56% of the units classified as affordable and 41% of renters in Excelsior are experiencing housing cost burden.

Census data shows that 13.5% of the population surrounding Excelsior (within a 5-minute drive) is non-white. In that radius, aside from Excelsior, there are limited recreational and walking commercial opportunities available. Excelsior infrastructure upgrades to its streets, sidewalks, and drinking water will have a positive impact on BIPOC communities, including Asian, Black, and Hispanic communities.

12% of households have a disability within a 5-minute drive radius of downtown Excelsior and 30% of Excelsior's population is 60 years or older. Improvements to Excelsior's infrastructure will positively impact marginalized communities by making drinking water safe, walking surfaces smooth, and improving the environment.

Impact on State Operating Subsidies

Excelsior is requesting \$21.6M in bonding support from the State.

Who will own the facility?

The City of Excelsior.

Who will operate the facility?

The City of Excelsior.

Who will use or occupy the facility?

Excelsior serves as a regional destination with its historic downtown, the Commons Park along the shores of Lake Minnetonka, and vibrant events. Excelsior's infrastructure is not only used by residents, businesses, and thousands of visitors, but water and sanitary sewer service is also provided to the cities of Greenwood and Shorewood.

Public Purpose

Area residents, businesses, and visitors will benefit by having safe and drinkable water, replacing clay tile sanitary sewer pipes that are cracked and are reducing local and regional sanitary sewer capacities, increasing the capacity of stormwater pipes to address climate change which will improve water quality in Lake Minnetonka, and mitigating the risk of contamination of groundwater and flowthrough to Lake Minnetonka by removing soils that are likely contaminated.

Description of Previous Appropriations

None.

Project Contact Person

Kristi Luger
City Manager
952-653-3672
kluger@excelsiormn.org

(\$ in thousands)

Excelsior Infrastructure Projects

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$21,619	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$28,883	\$987	\$0	\$0
Non-State Funds Pending				
TOTAL	\$28,883	\$22,606	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,730	\$0	\$0
Project Management	\$0	\$432	\$0	\$0
Construction	\$28,883	\$20,444	\$0	\$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	\$28,883	\$22,606	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Fairmont Community Center and Ice Arena	1	GO	10,000	0	0	0	0	0
Total Project Requests			10,000	0	0	0	0	0
General Obligation Bonds (GO) Total			10,000	0	0	0	0	0

(\$ in thousands)

Fairmont Community Center and Ice Arena**AT A GLANCE****2024 Request Amount:** \$10,000**Priority Ranking:** 1**Project Summary:** The City of Fairmont plans to construct a regional community center, that focuses on initiatives to improve health, educational attainment, and human welfare in the local community and the Southern Minnesota region.**Project Description**

The project creates an 86,000 sq foot Community Center for the Fairmont Area. This includes approximately 46,000 sq feet in an area operated by the Fairmont Area Community Center Foundation and a 40,000 sq ft Ice Arena. This project brings a year-round Ice Arena to a community with a highly active Youth Hockey Association that currently plays out of a Seasonal Facility at the Martin County Fairgrounds. This facility creates the first-of-its-kind Community Center within a 40-mile radius of the City of Fairmont. The Centralized location of the facility is also essential, as it is near Area Schools, Trails, Senior Living Facilities, Major Roadways, and adjacent to the Mayo Clinic Health System location in Fairmont.

Project Rationale

Community members realized there were two significant needs for the City of Fairmont and our surrounding communities. To meet these two major needs, the Community Center and a Full-Time Ice Arena, the Community and the City must work in concert to bring this project to the people of Fairmont.

The Fairmont Area Community Center Foundation will operate the Community Center portion of the facility. Their goals mission is to improve the lives of the vulnerable members of society, including children, youth, and their community.

The Fairmont Youth Hockey Association will be able to continue the programming for the 300+ members of the organization, as well as expand their offerings due to having a year-round facility.

Project Timeline

Design and Planning: Summer/Fall 2023

Phase 1 - Community Center (Fitness): Construction begins Spring 2024

Phase 2 - Community Center (Ice Arena): Construction begins Spring 2025

Other Considerations

Funding needs to be completed. This includes, but is not limited to, Local Option Sales Tax approval by referendum (Nov 2024), Private Fundraising, New Market Tax Credit, and State Bonding Approval.

Impact on State Operating Subsidies

No Additional State Operating Subsidies are currently being used at this time.

Who will own the facility?

City of Fairmont

Who will operate the facility?

Community Center (Fitness) - Fairmont Area Community Center Foundation Community Center (Ice Arena) - Fairmont Youth Hockey Association

Who will use or occupy the facility?

The project will be used by residents and non-residents of Fairmont. Other regional, state, and adjoining state teams/athletes will use the athletic portions of the facility. The Fairmont School District will also utilize the space.

Public Purpose

Being the only facility of this type within 40 miles of Fairmont, the Community Center/Ice Arena will bring together to meet the following goals: * Enhanced Wellbeing * Boost the Economy * Revitalized the Community * Support for all humanity * Increase Property Values * Improve Value of the Community * Enrich Lives This project will enhance the lives of all Minnesotans.

Description of Previous Appropriations

Project Contact Person

Matthew York
Director of Public Works/Utilities
507-238-3942
myork@fairmont.org

(\$ in thousands)

Fairmont Community Center and Ice Arena

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
State Funds Pending				
Other State Funds		\$12,500	\$18,936	\$0
Non-State Funds Already Committed				
Non-Governmental Funds	\$0	\$6,000	\$0	\$0
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$5,000	\$0	\$0
TOTAL	\$0	\$33,500	\$18,936	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$130	\$0	\$0
Design Fees	\$0	\$2,562	\$0	\$0
Project Management	\$0	\$1,532	\$0	\$0
Construction	\$0	\$25,364	\$17,262	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$950	\$0	\$0
Inflationary Adjustment	\$0	\$2,962	\$1,674	\$0
TOTAL	\$0	\$33,500	\$18,936	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Falcon Heights, Minnesota Bonding Request for Community Park	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

City of Falcon Heights, Minnesota Bonding Request for Community Park

AT A GLANCE

2024 Request Amount: \$1,000

Priority Ranking: 1

Project Summary: The City of Falcon Heights is requesting funds to addresses current deficiencies at Community Park, which includes replacing/improving structures (i.e. park building, restrooms, picnic shelter, playground, parking lot, sports courts / fields) and allows expansion of programming and increased enjoyment by a wider range of ages and abilities.

Project Description

Falcon Heights Community Park is located in the northwest corner of the city at the intersection of Roselawn Avenue and Cleveland Avenue. This is the largest park in the City of Falcon Heights, and is used as a central playground for children in Falcon Heights, as well as the surrounding neighborhoods in Roseville, and Saint Paul; It is also the central gathering place for the community, city events and recreational offerings.

Community Park has provided an appropriate blend of active and passive amenities to service a broad spectrum of interests, including trails, a community garden, and sports courts/fields. However, it is in dire need of updates and repairs to correct existing deficiencies in order to offer a variety of park spaces and programs, accessible and enjoyable by all ages and abilities. There are currently numerous park amenities that are not considered accessible according to ADA Accessibility Standards.

The City cannot use the current park building, as it suffers from severe foundational issues, a breakage to the main sewer line, and overall general deterioration over time. This has significantly impacted the events and recreational activities offered to the residents of Falcon Heights and visitors. There are no working restrooms, there is no drinking water to provide park-users, and the playground is not accessible by ADA Accessibility Standards; Additionally, there are some pathways that are inaccessible for some users, and the current basketball court needs to be repaved.

In 2013, the City of Falcon Heights commissioned a study facilitated by WSB and Associates Inc. On May 21, 2014, WSB produced a report entitled "Falcon Heights Park Improvement Study." In summary, WSB recommended potential improvement costs ranging from \$600,000 to \$800,000 at that time, depending on the exact building costs and the extent of changes to the site layout. Since then, the sewer line has broken and no substantive or significant improvements have been made, largely due to the fact that the City did not own the park and had been leasing it from the University of Minnesota for the past thirty years at the time. The City of Falcon Heights has recently closed on the transaction with the University of Minnesota, purchasing Community Park.

Project plans would include the following improvements:

Park Building - A demolition and full replacement of the park building would meet many recreation and community needs. The building would function as a warming house, provide restrooms, add drinking fountains, offer concessions and provide the community with a facility that could be used year-round.

The City has been forced to limit its programming and events that it once offered due to not having a viable building within Community Park. And, something as basic as drinking water is not available to those visiting the park, as well as the inoperative plumbed restrooms due to the collapse of the main sewer line under the building.

Playgrounds, Sport Courts and Picnic Shelters – A full removal and replacement of the basketball court, replacement and/or updates to outdoor picnic pavilions to offer additional shaded seating and amenities, updates to the sports fields while still maintaining a large open area in the park, and replacement of the playground equipment and materials, following ADA guidelines, to offer accessibility to a wider range of ages and abilities.

The playgrounds, sports courts and picnic structures would help unite the community, serving as gathering places. Picnic structures can also be rented by the public for special events and would be useful for when the City once again hosts festivals and events for the residents of Falcon Heights and surrounding areas.

Parking, Safety Features and Landscaping – A relocation and expansion of the parking lot, repairs to asphalt and concrete walkways to make them ADA accessible, relocation and expansion of community garden plots and added lighting to the park for increased safety.

Because the City's park building is currently unusable and cannot be rented to the public for private events, the need for parking has not been as high. The demand for parking is expected to increase with the construction of the new building. The City's park improvement plan includes a new parking lot with more parking spaces available, as the current lot can only accommodate fifty cars. Additionally, there are some modifications and improvements needed to be made to the trails and paved areas within the park for the safety of those who bike and walk on them. There is educational signage around the pond and at exercise circuits throughout, however their condition is deteriorating. Updated signage would be added as part of this project.

Project Rationale

Community Park is 15.5 acres in size and it is the City's most widely used park where the majority of the park and recreational outdoor activities are held, as well as city-wide celebrations throughout the year. Located in close proximity to the University of Minnesota, the Minnesota State Fair, and nestled just 10 minutes from both St. Paul and Minneapolis, the park attracts community members of all ages from the neighborhood and surrounding areas.

However, Community Park's deteriorating and unusable building and amenities, including restrooms, have limited the City and public's use of the park in recent years. Furthermore, the building and restrooms are not ADA accessible, which can also be said of the playground. There is a lack of inclusivity and accessibility due to the outdated building, play structures and amenities. For many years, residents of Falcon Heights have also relied on neighboring cities that have the amenities to fully accommodate their needs, especially with no restroom access and no drinking water available in Community Park.

This project includes the construction of a new building, restrooms, picnic structure and sports courts/fields, which would allow the City to expand the programming offered and the ages and abilities served. The new building and playground will follow ADA guidelines and will offer a place of recreation, gathering and enjoyment to a wider range of ages and abilities.

In recent years, the City has focused on maintaining and fostering a caring and inclusive community. The current state of the park prevents the pursuit of these goals to their furthest extent as a central location for community members to come together. With these improvements, the City plans to dedicate some of the design and artwork inside the building to the memory of Philando Castile, an African-American man who was shot and killed by our contracted police in 2016 in Falcon Heights. The City has made strong efforts for healing and belonging through Community Conversations and an Inclusion and Policing Taskforce. This would be part of that continuation for an inclusive and caring community.

Project Timeline

Early 2023: Preliminary planning, public engagement viz' city survey

Summer/Fall 2023: Predesign, Plan, Specifications, Bidding

September – December 2023: Engineering and design construction document development

January – March 2024: Permitting

May 2024-October 2024: Construction

Other Considerations

The city has faced additional financial challenges in moving its' police force to a new force in the last six years, increasing that portion of the budget by almost 200% for a small, aging community. During the first year of the new police contract in 2018, the City was facing a 34% tax levy increase, the City Council reluctantly used reserves to bring down the levy to a level that was acceptable. In 2019, the City experienced a 24% levy increase. This is not a sustainable tool to use for future needs. Additionally, 2/3rd of the City of Falcon Heights is nontaxable property of the State of Minnesota, as we are home to both the University of Minnesota - St. Paul Campus and Minnesota State Fair. The tax burden for supporting the infrastructure around these State facilities falls disproportionately on the other 1/3rd of the community taxpayers. Furthermore, the park is needed to support active lifestyles and to support the concept of aging in place by giving seniors a safe area to walk and participate in physical activities.

Impact on State Operating Subsidies

There should be no impact on state operating subsidies.

Who will own the facility?

The City of Falcon Heights now owns Community Park after purchasing it from the University of Minnesota this spring.

Who will operate the facility?

The City of Falcon Heights will continue to operate the facility. The city currently owns the land and park after leasing it from the University of Minnesota for nearly fifty years.

Who will use or occupy the facility?

Falcon Heights, Saint Paul, Roseville, and Minneapolis residents as well as University of Minnesota staff and faculty, visitors to the area, and visitors driving through the area. The 15.5 acre park is visited daily by children, camps and more. The historical Gibbs Farm Museum and Bell Museum are both located just south of the park, and busses of children on school field trips to both locations will frequently stop at Community Park for lunch and a break.

Public Purpose

The purpose of this bonding request is to improve the use and viability of Community Park. By receiving this bond funding, the City of Falcon Heights will be able to reconstruct Community Park's primary building and renovate facilities to be more inclusive for all, including ADA accommodations and accessible playgrounds.

Description of Previous Appropriations

Aside from LGA, the City of Falcon Heights has not received State bonding or other funding. The City of Falcon Heights currently is in the grant consideration phase of \$350,000 from the MN DNR Outdoor Recreation Grant, with award notification occurring in Summer 2023.

Project Contact Person

Jack Linehan
City Administrator
651-792-7611
jack.linehan@falconheights.org

(\$ in thousands)

City of Falcon Heights, Minnesota Bonding Request for Community Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$1,500	\$2,350	\$0	\$0
Non-State Funds Pending				
TOTAL	\$1,500	\$3,350	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$1,100	\$0	\$0	\$0
Predesign Fees	\$50	\$0	\$0	\$0
Design Fees	\$100	\$100	\$0	\$0
Project Management	\$25	\$50	\$0	\$0
Construction	\$225	\$3,030	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$170	\$0	\$0
TOTAL	\$1,500	\$3,350	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Faribault Downtown (Viaduct Area) Park	1	GO	2,700	0	0	0	0	0
Total Project Requests			2,700	0	0	0	0	0
General Obligation Bonds (GO) Total			2,700	0	0	0	0	0

Faribault Downtown (Viaduct Area) Park

AT A GLANCE

2024 Request Amount: \$2,700

Priority Ranking: 1

Project Summary: Construction of a municipal park in the city of Faribault, located in the heart of the community in the eastern portion of our historic downtown business district.

Project Description

The project includes a diverse mixture of facilities and amenities to provide recreational and social activities for people of all ages and backgrounds throughout the entire year. The list of amenities includes a multi-purpose building which has two meeting/gathering rooms, to be used for picnics and as a warming house for skaters, an outdoor refrigerated skate loop, a nature-themed splash pad with multiple spray features, open play area, accommodations for temporary stage for outdoor concerts and performances, tables, benches, shade structures, trails, sidewalks, and parking.

The park is in a highly visible and easily accessible location, being constructed on a redevelopment site that had contaminated soils that were cleaned up the early 2000's, receiving a no-further-action letter from the MPCA. The park is along the City's extensive trail system, so this will also serve as a secondary "trailhead" location for people to access the trails.

Project Rationale

Planning for this park began in 2019 where it developed as a key component of a new Downtown Master Plan for the city. The planning process included numerous events to solicit and gather public input from the entire community. A Task Force was appointed in early 2021 to determine a scope of improvements for the park and draft a Concept Plan--this plan was approved in February of 2022, following four public meetings conducted by the Task Force.

The park will serve as a central gathering space as well as provide open/green space for residents in our downtown area, which includes a significant percentage of minorities. It will provide a number of different recreational opportunities for the community, as well as the region, supporting the social and economic vitality of our historic downtown. While others are in the planning stages, as far as we know, this would be only the second outdoor refrigerated skate loop in the state of Minnesota, and the first out state.

Project Timeline

The City of Faribault has assembled all of the property for this park over the past several years, purchasing the last parcel in late 2020. Preliminary planning and community input took place from 2019 through 2022 as outlined in the previous section.

The City has engaged a consultant team to design the improvements in the park, and ultimately prepare construction plans and specifications for bidding. We currently anticipate bidding the project as early as the winter or spring of 2024, with construction to take place in 2024 and 2025. Given the uncertainty of the funding, we have directed the consultant to include a significant deduct-alternate to bring down the overall cost of the construction (which would unfortunately delay the most unique of the features, the skate loop).

Other Considerations

This park serves as a focal point for the continued growth and redevelopment of our historic downtown. From an operational standpoint, there will be no admission fee to use the skate loop or the splash pad. This has been discussed with the Council and they are supportive of this policy, in part to help provide opportunities for lower income residents.

The City has made significant investment in this and other projects in the downtown as part of the implementation of the Downtown Master Plan. This includes financial incentives for three multi-family housing projects and for renovation of numbers downtown buildings. This park represents a significant continuation of the implementation of that plan.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Faribault currently owns the property and will own all of the improvements constructed thereon.

Who will operate the facility?

The City of Faribault, primarily through our Parks and Recreation Department, will operate and maintain the facilities and grounds that comprise this park. Some contract services may be brought in as needed for specific maintenance or other work.

Who will use or occupy the facility?

As a municipal park, this facility will be open to the public during established hours of operation. Given that some of the facilities proposed for this park (specifically the outdoor refrigerated skate loop) are unique not just to the area, but to the state overall, it is anticipated that both local residents as well as people from the region will use it. There will be some ability for individuals or groups to reserve one of the two gathering spaces inside the multi-purpose building for meetings, parties, and other events through the City's existing park facilities reservation system.

Public Purpose

This project is a municipal park, enhancing the quality of life for the people in and around Faribault, providing active options for all ages, and especially kids. The location in the downtown area provides green space and recreational opportunities in an area that has lacked those in the past. The unique features proposed for this park, in particular the refrigerated skate loop, will boost the visibility of

Faribault as a destination for visitors seeking new and exciting entertainment options.

Description of Previous Appropriations

None

Project Contact Person

Tim Murray
507-333-0355
tmurray@ci.faribault.mn.us

(\$ in thousands)

Faribault Downtown (Viaduct Area) Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,700	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$513	\$6,120	\$0	\$0
Non-State Funds Pending				
TOTAL	\$513	\$8,820	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$233	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$280	\$370	\$0	\$0
Project Management	\$0	\$250	\$0	\$0
Construction	\$0	\$8,200	\$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	\$513	\$8,820	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Drinking Water and Sanitary Sewer Infrastructure Improvements	1	GO	6,200	0	0	0	0	0
Total Project Requests			6,200	0	0	0	0	0
General Obligation Bonds (GO) Total			6,200	0	0	0	0	0

Drinking Water and Sanitary Sewer Infrastructure Improvements

AT A GLANCE

2024 Request Amount: \$6,200

Priority Ranking: 1

Project Summary: Flensburg's existing sanitary sewer infrastructure and its lack of safe drinking water infrastructure are causing serious health and sanitation issues, and these issues will continue to increase until the City replaces these systems. Of immediate concern is an underground fuel storage tank contamination site that has been releasing petroleum products into the soil and groundwater. An additional concern is the failing sanitary sewer system due to its age and poor condition.

Project Description

The proposed drinking water infrastructure project will include installation of a new drinking water distribution system, two new wells, a new well house, and a new water tower. The project will include service connections to the homes and businesses in the City.

The new drinking water distribution system includes installation of 8,600 LF of 6” watermain, 3,000 LF of 1” water service pipe, watermain fittings, gate valves, hydrants, water service lines from the mains to the edge of ROW, water service curb stops, and water service meters.

Two new wells, with a capacity of 50 gpm each, will be drilled in an area to the southwest of the City up to 10,000 LF away. The proposed well house will include fluoride for dental hygiene and chlorine for disinfection, well pumps, a pressure tank to provide system pressure, and electrical and control equipment.

A new 50,000-gallon elevated water storage tank, with a recirculation pump and mixer will be constructed, including electrical and controls and watermain connection to the new water distribution system.

The proposed sanitary sewer project will include installation of 7,600 LF of 8” sanitary sewer, new precast concrete sanitary manholes, 1,750 LF of 4” sanitary sewer service lines between the new mains and ROW, excavation and disposal of contaminated soil, and meter building improvements.

Surface restoration would be required in areas of open cut installation. It is anticipated that during construction contaminated soils will be encountered, which will require disposal at a landfill. Costs for surface restoration will be apportioned according to the guidance found in USDA RD RUS MN 1780 Guide 43.

Project Rationale

The City of Flensburg has an immediate concern regarding an underground fuel storage tank that has been releasing petroleum products into the soil and groundwater. Since 1989 the MPCA has categorized it as an active leak site with confirmation that the contamination plume has migrated off site. The situation has been in ongoing remedial mode since it was first reported, however, these efforts have not fully determined the extent of the plume and contamination above thresholds is still

present. Currently, some residents are drinking only bottled water, and one resident has reported smelling petroleum every time their toilet flushes. Municipal drinking water infrastructure is needed to eliminate contaminants from individual shallow sand point wells. Also of immediate concern is the poor condition of the sanitary sewer system. It was constructed in the early 1950s and is composed of vitrified clay pipe (VCP) sewer mains, modular block manholes, and "break-in" style sewer service connections. Televising reports show the pipe to be in poor condition, with many sags, cracks, offset joints, root intrusions, inflow and infiltration (I/I), and several spots where the pipe has moderately collapsed. In the last several years, five of the 45 homes and businesses in Flensburg have reported a sanitary sewer backup as a result of the poor condition of the sewer mains.

Project Timeline

10/01/2022 - Engineering and Design
08/01/2024 - Bidding
04/01/2025 - Start of Construction
07/01/2026 - End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the City receives support through grant funding. There is a great need for funding support to address the City's needs in their entirety to support the health and safety of the residents of Flensburg in addition to ensuring the sustainability of the City for future generations.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Flensburg will own the project.

Who will operate the facility?

The City of Flensburg staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Flensburg will use the utility systems and pay utility fees.

Public Purpose

This project will provide the necessary infrastructure improvements to ensure the health and safety of the residents of Flensburg. Without public drinking water infrastructure, the residents of Flensburg rely on private shallow sand point wells that are highly susceptible to contamination. In 1989, it was discovered and reported to MPCA that underground storage tanks at a site in Flensburg were releasing petroleum products into soil and groundwater. This project will also address numerous problems within the sanitary system such as holes and localized collapses in the VCP that can cause blockages and allow roots to grow into the pipes, which are the likely cause of five backups that homeowners have reported in the last several years. Replacement of the sanitary sewer system is

needed to eliminate and prevent VCP failures including sewer backups, blockages, and to minimize excessive I/I.

Description of Previous Appropriations

None

Project Contact Person

William Boser

Clerk

320-630-0176

cityofflensburg@gmail.com

(\$ in thousands)

Drinking Water and Sanitary Sewer Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$4,303	\$0	\$0
City Funds	\$0	\$1,086	\$0	\$0
Other Funding	\$0	\$832	\$0	\$0
TOTAL	\$0	\$12,421	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,023	\$0	\$0
Project Management	\$0	\$1,003	\$0	\$0
Construction	\$0	\$10,395	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,421	\$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)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Floodwood Development Infrastructure Improvements	1	GO	2,000	0	0	0	0	0
Total Project Requests			2,000	0	0	0	0	0
General Obligation Bonds (GO) Total			2,000	0	0	0	0	0

City of Floodwood Development Infrastructure Improvements

AT A GLANCE

2024 Request Amount: \$2,000

Priority Ranking: 1

Project Summary: The City of Floodwood is requesting \$2,000,000 in state funds for the design, replacement and expansion of water and sewer infrastructure along County Road 8, State Highway 2 and State Highway 73 to enhance business and residential development.

Project Description

The City of Floodwood will be extending water and sewer mains, including necessary street reconstruction, along County Road 8, US Highway 2 and State Highway 73 to serve new residents and businesses located along these major transportation arteries within the City. County Road 8 infrastructure will extend approximately 2,500 feet to connect to underserved residents along the county road and will provide quality water and sewer services to residents with substandard and failing septic systems. U.S. Highway 2 infrastructure will be extended approximately 2,800 feet to serve residents and commercial businesses. State Highway 73 will be extended approximately 1.2 miles to provide municipal water and sewer to a new city housing development and to serve existing residents and businesses. The total cost of completing this project is \$7,000,000.

Project Rationale

It is very important for the City of Floodwood to undertake infrastructure expansions that will help enhance residential development and increase commercial/retail activity. Due to our geographic location, Floodwood serves as a regional hub with 2 major State Highways, one being US HWY 2 and the other State Hwy 73, which is a gateway to the Iron Range and NE Minnesota. We serve as a hub for a regional truck station for MN Dot, DNR Forestry, St. Louis County public works as well as Arrowhead Transit. Our fire Department alone services 288 sq miles, The Ambulance district services about 320 sq. miles, Our School District consists of 317 sq miles. Floodwood Services and Training which services people struggling with mental health challenges, encompasses a service area that exceeds a 40 mile radius of Floodwood. Floodwood also is home to a medical and dental clinic that services underserved patients throughout NE Minnesota. Our median household income is \$33,274 whereas St. Louis County’s median household is \$53,344 and the state median household income is \$74,593. Floodwood’s low to moderate income percentage is 70.21 %. Also, our tax base is much smaller than the larger communities that surround Floodwood and increasing property taxes has a huge impact on our residents and businesses.

Project Timeline

Engineering Design - September 2024
 Project Bid - March 2025
 Award Contract - April 2025

Other Considerations

The City of Floodwood has a very low median household income, has a very high low to moderate income percentage, and provides services for a large area surrounding the city.

Impact on State Operating Subsidies

The City of Floodwood will not be seeking funds for operation and maintenance costs from the State of Minnesota.

Who will own the facility?

City of Floodwood

Who will operate the facility?

City of Floodwood

Who will use or occupy the facility?

The businesses, residences, and visitors of the City of Floodwood.

Public Purpose

To provide quality infrastructure for the businesses and residents of the City of Floodwood.

Description of Previous Appropriations

2020 Bonding Bill of \$2,000,000 to improve wastewater treatment plant.
2023 Bonding Bill of \$1,500,000 for this project.

Project Contact Person

Corinne Suonvieri
Deputy Clerk
218-476-2751
admin@ci.floodwood.mn.us

(\$ in thousands)

City of Floodwood Development Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$1,500	\$2,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,500	\$0	\$0
TOTAL	\$1,500	\$5,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,000	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$500	\$5,500	\$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	\$1,500	\$5,500	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
North River Drive Loop	1	GO	1,850	0	0	0	0	0
Total Project Requests			1,850	0	0	0	0	0
General Obligation Bonds (GO) Total			1,850	0	0	0	0	0

North River Drive Loop

AT A GLANCE

2024 Request Amount:	\$1,850
Priority Ranking:	1
Project Summary:	The City of Frazee is requesting \$1,850,000 for engineering design, permitting, construction of water and sewer infrastructure and road access and safety along the North River Loop that goes through the new Wannigan Regional Park.

Project Description

The City of Frazee, in partnership with Frazee Community Development Corporation, has developed a new Regional Park which is approximately 157 acres. Wannigan Regional Park is located in Becker County, Burlington Township, just on the north side of the City of Frazee and includes roughly .70 miles of Otter Tail River frontage. The site is adjacent to the high school & elementary school complex and is about 0.5 mile from downtown Frazee.

The City of Frazee will work with Ulteig Engineering (contracted with the city) and Frazee Community Development Corporation (responsible for the Wannigan Regional Park Development) to support the implementation of the city infrastructure expansion project to connect current water and sewer and road improvements to the new Wannigan Regional Park. The North River Loop Project includes infrastructure expansion from County Highway 29 that intersects the southwest side of the park and loops to intersect with Highway 87 to the east of the Park. This project is necessary to support Wannigan Regional Park public utility access to fully utilize amenities in the park. The project will also include road improvements to increase safety and drivability to access the park on the North River Drive.

The City of Frazee will be the owner and manager of the infrastructure project. The City is contracted with Ulteig for city engineering services, and they have completed the estimated costs of the project at \$1.85 Million. Frazee Community Development Corporation is allocating the other 80% of the funding needed to complete the entire park project, and has already funded complete archeological studies, land acquisition, park design and amenities funding.

The Frazee City Council is planning to approve a resolution for support in July 2023 to support this capital project, which is the only priority and application in Frazee. Once funding is allocated, the City will draft public notices as required, work with city engineers to develop the pre-design, adopt a final design, solicit bids for construction, and oversee implementation of the project and provide financial management. Once the North River Loop Project is completed, the City of Frazee can develop the campground sites and public facilities that will enhance utilization of the park and provide sustainable income.

Wannigan Regional Park's vision is to be a premiere destination for outdoor recreation and cultural preservation that improves quality of life and land through open space, trails and storytelling. Wannigan Regional Park is one of only a few Regional Parks in Greater Minnesota. The park is also the only connection point in Minnesota where the North Country National Scenic Trail, The Heartland Trail and the Otter Tail River State Water Trail come together. Additionally, it is connected through trails to Tamarac National Wildlife Refuge, Sucker Creek Preserve, Heart of the Lakes Trail, and is near to Fischer Century Farms and Sawmill which is a Minnesota Land Trust and home to beautiful ski trails and majestic lakes, forest and wetland. There are also six lakes within two miles of the park and the Frazee golf course is adjacent to the park, making the campground a significant point of interest for tourists.

Park amenities planned include:

- ☞ A campground with Recreational Vehicle Camping (RVC) hookups and a primitive camping site
- ☞ Canoe and kayak launch sites on the Ottertail River
- ☞ Walking, hiking, biking, snowshoe and skiing trails
- ☞ An Interpretive center that includes the campground office and trailhead information and exhibits
- ☞ ADA accessible hard surface trail loop
- ☞ Shoreline fishing access
- ☞ Retention and restoration of the iconic, railroad boxcar bridge
- ☞ Large and small picnic shelters and picnic tables
- ☞ An amphitheater
- ☞ Public parking, restrooms, utilities and sewage pump station to enhance public utilization

Project Rationale

The City of Frazee is entering what is anticipated to be a rapid growth phase over the next 10 years and the success of Wannigan Regional Park is highly influential on this development. As a town with a population of approximately 1,300 people currently, there have been approximately \$20,000,000 dollars planned and/or executed in new development efforts across the community that will spur economic growth and build social capital in the community.

Wannigan Regional Park is one of those efforts and the property was acquired in the spring of 2023 after years of planning. Parks provide a myriad of recreational, social and cultural, environmental, aesthetic and economic benefits. A key to the success of the park is having sustainable income, and in order to support operations and increased tourism the public infrastructure access being proposed in this project is necessary. The camping amenities in the park will provide such sustainable income. The park design includes 49 campsites of which 30 will be Recreational Vehicle Camping (RVC) and 19 primitive sites. The RVC sites require public infrastructure to support water/sewer/electric access per MN State code, the primitive sites require access within 400 feet, and a public restroom/shower facility will improve utilization of the park.

Once the infrastructure is in place, the campground sites are anticipated to generate \$141,180 in

income in year one, increasing to \$242,502 by year five. Expenses are anticipated to be less than 50% of the anticipated income generated, which will provide the opportunity to continue to enhance the park and contribute to cultural and outdoor recreation experiences in the community.

In addition to the income generated by the park, the impact of the increased tourism in the City of Frazee will be significant. It was estimated in 2021 that 64,900,000 visits were made to the regional parks and trails in the Twin Cities area (metro council.org). Although Frazee is located in Greater Minnesota, it is in the heart of lakes country where tourism is one of the top three industries in Becker County drawing hundreds of thousands of people to the area each year. Frazee alone has six lakes within two miles, seven parks, a lake within the city limits with a highly utilized beach, and so the additional amenities of Wannigan Regional Park and the newly developed Heartland Trail are expected to spur rapid growth. In 2022-2023 seven new businesses opened or are opening, a new Community and Youth Center opened, and the Frazee School developed their outdoor facilities to be able to host state and section school sporting events and activities.

The Frazee Community Development Corporation, in partnership with the City of Frazee, has been extremely successful in securing financial investments to acquire the park, complete pre-design and archeological studies, and to invest in amenities that will enhance the park. The MN Historical Society invested \$10,400 to the project for the archeological study required to support development of the park. Approximately \$727,000 has been allocated to purchase the land and for park design. A total of approximately \$300,000 has been allocated in private funding from businesses and investors which is supporting the design and engineering costs of the park. Becker County has approved \$125,000 of ARPA funding to support the parking lots, picnic tables, shelter and signage. An additional \$15,000 from Becker County Soil and Water was allocated for border planting. The City of Frazee and Becker County EDA's each invested funding to support the land appraisal to total \$15,000. The North Country Scenic Trail Association funded \$15,000 to support the Wannigan spur for hikers. A grant to West Central Initiative is currently pending to support engagement with White Earth Reservation and the Fargo/Moorhead Indigenous Association in developing a plan to honor history, culture, and implement inclusive signage, environmental plans, and cultural events and activities into the park. Lastly, an application to Becker County to access State of MN Outdoor Recreation funds will be submitted through the DNR for \$350,000 which will support trail development, canoe launches, the scenic boardwalks, interpretive signage, fishing access points and the trailhead building. The State of Minnesota DNR will also be leading an application for expansion of the Heartland Trail within Wannigan Regional Park to expand the paved multi-use trail for outdoor recreation and ADA accessibility with an estimated investment of \$900,000.

Project Timeline

Pre-Design: July-October 2024

Final Design & Public Notifications: November-December 2024

Bidding: January - March 2025

Construction: April-October 2025

Other Considerations

Wannigan Regional Park is one of only a few parks in Greater Minnesota to receive "Regional Park" status. This designation not only will bring tourists to the Frazee area, but it is an added amenity to encourage people to move to Frazee and to Minnesota. Frazee is known as being a bedroom community to Detroit Lakes and Perham, and both communities and businesses within them have

invested private dollars as they see the value of the regional park.

Impact on State Operating Subsidies

While we recognize this is a bonding request, we know there is a strong return on investment of the requested dollars as this project will expand the tax base of Frazee and increase tourism to the region and State. Parks provide economic benefit through the generation of tax revenue through increased property values and by attracting businesses, tourists and new residents. In fact, a study by the Urban Land Institute identified that parks improve community health and wellness, boost economic development and enhance long term real estate value and marketability of a community(2023). Frazee looks to see a 5% residential increase over the next 10 years with the investment in the park and the additional community investments that are planned or in place to expand tourism and local community. The investment of the funds will expand capital for the local community and the State of Minnesota long term.

Who will own the facility?

City of Frazee

Who will operate the facility?

City of Frazee

Who will use or occupy the facility?

Residents of Frazee and tourists looking to access a regional park.

Public Purpose

This will give access to the general public to utilize Wannigan Regional Park, and additional access to parking for the Frazee School District

Description of Previous Appropriations

The City of Frazee has not had any appropriations.

Project Contact Person

Stephanie Poegel
City Administrator
218-334-9703
cityadmin@frazeecity.com

(\$ in thousands)

North River Drive Loop

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,850	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$1,850	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$370	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,480	\$0	\$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	\$1,850	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	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)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
2025 Fulda Infrastructure Improvement Project	1	GO	17,000	0	0	0	0	0
Total Project Requests			17,000	0	0	0	0	0
General Obligation Bonds (GO) Total			17,000	0	0	0	0	0

2025 Fulda Infrastructure Improvement Project

AT A GLANCE

2024 Request Amount: \$17,000

Priority Ranking: 1

Project Summary: \$34 million dollar total project rebuild for wastewater treatment facility & conveyance system, water treatment, storage, & distribution, & related storm & streets as they are at end of life. This is a major once in lifetime infrastructure rebuild for the City. The project will help resolve Infiltration and Inflow issues as well as sanitary pond compliance with MCPA. This project is only feasible with grant and other help along with USDA-RD long term fixed loan financing.

Project Description

The City of Fulda is located in the southeastern part of Murray County in Fulda Township (T105N, R40W). It is approximately 90 miles southwest of Mankato and 70 miles northwest of Fairmont, located along Trunk Highway 59 (TH59). Population 1270 This project is a comprehensive town rebuild of water and sewer infrastructure, rebuild streets, wastewater upgrade to a modern environmentally compliant treatment facility. This project is a once in every 70 years type rebuild. This is a huge undertaking for the city and financially is a burden. Along with USDA RD funding the bonding bill will help what would be a financially impossible rebuild; a reality for our small town.

Wastewater Treatment System Eligible Costs: Update existing main lift station with new piping, valves, pumps, electrical, safety hatch, electrical and auto dialer. At pond site, replace influent flow metering structure, modify transfer structures/valves, raise pond dikes where low to provide level grade around ponds, add geotextile fabric and rip-rap. \$1,191,200 SUIP Wastewater Eligible Costs: Replace existing gravity with new gravity (in kind) or rehabilitate using CIPP methods, easy to maintain and operate, re-line where possible, low operating costs. \$19,283,000 Water Treatment and Storage System Eligible Costs: Water Treatment Plant: replace aerator and provide 60 kW generator for emergency backup at water treatment plant. Water tower: re-coat exterior, repair concrete bases at tower legs, and miscellaneous modifications for OSHA compliance. \$554,000 SUIP Water Eligible Costs: Replace aged infrastructure to maintain reliable and safe water supply. No expansion of system is proposed. \$7,235,100.

SUIP Storm Sewer Eligible Costs: Storm is aged and has cross connections with sanitary sewer, inundating the WWTF with flow. Replace storm sewer with other proposed improvements. \$1,691,700 SUIP In-eligible Costs: Replace remaining portion of street outside replaced utilities and improve to modern construction standards. \$4,255,300 Total Estimated Project Cost \$34,210,300

Project Rationale

The City needs to upgrade its water and sewer infrastructure to modern times. The infrastructure in place currently is at life end. To ensure the water safety, wastewater needs, and compliance the City must complete this work now. This infrastructure is not a want, but a need to ensure environmental

compliance and health and safety needs. In the current state of the existing wastewater system, I&I has caused the City to treat additional clean water which is costly and unnecessary. The existing system is over-taxed by the excessive I&I flowing through the current conveyance system to the treatment ponds. This project is a must for the community.

Project Timeline

November 2023–November 2024 USDA-RD: Engineering Design

May 2025–December 2026 Phase 1 - Construction

April 2027–October 2028 Phase 2 - Construction

Other Considerations

This project is a must for the community. Many bonding bill request are wants, this request is a need and a compliance issue. While the city will contribute from lending and savings, this only accounts for half the needed funding. Without bonding bill proceeds this project will not be financially feasible for the city to move forward anytime soon. These facilities are at the end of life and urgency to rebuild and meet all compliance issues are needed now.

Impact on State Operating Subsidies

n/a

Who will own the facility?

The City of Fulda will own all the components of the project.

Who will operate the facility?

The City of Fulda

Who will use or occupy the facility?

City of Fulda

Public Purpose

This funding will help the residents of Fulda along with businesses in our town. Beyond helping our community it will also help to preserve environmental water systems after waste treatment, help reduce flooding and ensure the town is economically viable for years to come. With many residents on fixed incomes and lower income levels this request is highly needed for the public to maintain the ability to live in our rural community and flourish.

Description of Previous Appropriations

Project Contact Person

Julie Burchill
City Clerk
507-425-2504
cityclerk@fuldamn.com

(\$ in thousands)

2025 Fulda Infrastructure Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$17,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$17,209	\$0	\$0
TOTAL	\$0	\$34,209	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$5,255	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$28,954	\$0	\$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	\$34,209	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
County Road 21 Infrastructure Improvements	1	GO	2,650	0	0	0	0	0
Total Project Requests			2,650	0	0	0	0	0
General Obligation Bonds (GO) Total			2,650	0	0	0	0	0

County Road 21 Infrastructure Improvements

AT A GLANCE

2024 Request Amount: \$2,650

Priority Ranking: 1

Project Summary: The project is located on the far east side of Gaylord. It is a cooperative agreement project with Sibley County and is part of a larger transportation plan that was developed with MnDOT in 2020. It improves safety, improves water quality with construction of a pond, and extends / loops underground utilities.

Project Description

This project incorporates infrastructure improvements for safety, improves water quality with construction of a pond, and extends / loops underground utilities.

Project Rationale

This project reduces current safety issues on County Road 21, including crash reduction and better line of sight for drivers. In addition, this project will improve water quality with new ponding that helps to retain storm water and reduce flooding issues in the area. The utilities will be looped and have redundancy for better usages in the future. All these features are necessary to help improve safety, water quality issues, flooding, and resiliency for this area.

Project Timeline

Bid - Spring 2025
 Construction starts - Summer 2025
 Construction completion - July 2026

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Gaylord

Who will operate the facility?

City of Gaylord

Who will use or occupy the facility?

City of Gaylord

Public Purpose

Public infrastructure improvements that increase safety, improve water quality, and reduce flooding.

Description of Previous Appropriations

N/A

Project Contact Person

Steve Helget

507-237-2338

cityadmin@exploregaylord.org

(\$ in thousands)

County Road 21 Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,650	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$2,650	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$5,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$795	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,505	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Gem Lake Municipal Water System	1	GO	6,860	0	0	0	0	0
Total Project Requests			6,860	0	0	0	0	0
General Obligation Bonds (GO) Total			6,860	0	0	0	0	0

City of Gem Lake Municipal Water System

AT A GLANCE

2024 Request Amount: \$6,860

Priority Ranking: 1

Project Summary: The City of Gem Lake is requesting \$6,860,000 for the design and construction of a new public water supply system to address contaminated drinking water wells.

Project Description

The project includes design and construction of a new water supply system to provide safe drinking water to numerous residents because of recently discovered contamination of local private wells. With the majority of the City's residents served by private wells, a new water distribution system to be supplied by neighboring communities is proposed to ensure those affected by the recently discovered water quality issue can be provided a safe, reliable potable water service. Sampling performed recently by the Minnesota Pollution Control Agency (MPCA) and Minnesota Department of Health (MDH) detected 1,4-dioxane, a likely human carcinogen, in several private wells in Gem Lake. The MPCA has been providing residents with bottled water, which is appreciated, but is a short-term solution.

Fund will be used to design and construct new watermains, service lines, and connections and to install hydrants and gate valve assemblies, along with new interconnections and metering stations. The funding requested would cover both construction and planning/design costs and also includes the removals and restoration necessary to complete the project.

Project Rationale

Safe drinking water is of paramount importance for all Minnesota residents. While the cause of the contamination has not been narrowed to one source, the residents of Gem Lake are not responsible for it, nor did they contribute to the issue. This is very much an unexpected issue and is a burden for the residents from a health and safety perspective, but also from a financial perspective. The cost to complete a water distribution system for the priority areas (those with contaminated wells) is approximately \$6.86 million, which isn't affordable to be spread across the 174 households that live in Gem Lake. This is particularly the case because these same households have been investing in and maintaining their own groundwater wells.

Project Timeline

- Design - July 2024
- Bid - February 2025
- Construction starts - May 2025
- Construction complete - June 2026

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Gem Lake

Who will operate the facility?

City of Gem Lake

Who will use or occupy the facility?

City of Gem Lake

Public Purpose

The local benefits include ensuring safe drinking water for Gem Lake residents. This has long term positive impacts for the health of residents. Another benefit of the project is that hydrants will be installed and connected to the new water distribution system, allowing the local fire department to more effectively fight any fires within the community.

Description of Previous Appropriations

N/A

Project Contact Person

Melissa Lawrence
Administrative Assistant
651-747-2790
melissa.lawrence@gemlakemn.org

(\$ in thousands)

City of Gem Lake Municipal Water System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,860	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$6,860	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,372	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,488	\$0	\$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	\$6,860	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Gilbert Community Center Renovations	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

Gilbert Community Center Renovations**AT A GLANCE**

2024 Request Amount:	\$1,000
Priority Ranking:	1
Project Summary:	The City is requesting \$1,000,000 in state funds for the renovation of the Gilbert Community Center.

Project Description

The City of Gilbert will be undertaking a major renovation of the existing Community Center. The community center was built in 1951 and has been well maintained by the city. Over the years the roof has been replaced and a large amount of tuck pointing on the brick exterior has been completed. The new renovations of the center include restroom updating, kitchen repairs, heating system replacement, new windows and ADA updates. The City is also exploring the feasibility of moving the city offices to the community center is open up space in the existing city hall for police and fire departments needs. The estimated cost of this project is \$2,000,000.

Project Rationale

The existing community center also houses the city library. The center also contains an auditorium, Senior Center, American Legion room, a commercial kitchen and ADA accessible restrooms. The community center is used by the residents in Gilbert and surrounding communities for social events, business meetings, city planning meetings, scout activities, and a variety of city functions. Moving the city offices from the city hall to the community center will provide economical space for all city activities.

Project Timeline

Architecture Design Start - September 2024
 Project Bid - February 2025
 Project Construction Start - May 2025
 Project Completion - December 2025

Other Considerations

The City of Gilbert is a small community in northeaster Minnesota that has a low median household income and a high percentage of low to moderate income residents. It would be very difficult for a small town like Gilbert to undertake these kinds of projects without outside funding assistance. The City of Gilbert Community Center is also our emergency response center for the public in case they were to need shelter. Renovations would allow the city to remain in business during an emergency event.

Impact on State Operating Subsidies

The City of Gilbert will be responsible for all annual operation and maintenance costs and will not be seeking additional state funds for these costs.

Who will own the facility?

City of Gilbert

Who will operate the facility?

City of Gilbert

Who will use or occupy the facility?

Citizens of Gilbert and the surrounding communities.

Public Purpose

This facility will be open for the general public for official city functions and social gatherings.

Description of Previous Appropriations

The City has received previous appropriations for their sanitary and water facilities.

Project Contact Person

Jill jill.zallar
Clerk Treasurer
218-748-2232
jillzallar@gilbertmn.org

(\$ in thousands)

Gilbert Community Center Renovations

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,800	\$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	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Gilman Wastewater & Storm Sewer Infrastructure Repair	1	GO	5,200	0	0	0	0	0
Total Project Requests			5,200	0	0	0	0	0
General Obligation Bonds (GO) Total			5,200	0	0	0	0	0

Gilman Wastewater & Storm Sewer Infrastructure Repair

AT A GLANCE

2024 Request Amount: \$5,200

Priority Ranking: 1

Project Summary: Significant wastewater and storm water utility system deficiencies in the City of Gilman have elevated health and safety risks for residents. The proposed \$12.7 million project includes replacing select portions of the wastewater collection system, improvements to the existing wastewater pond system, and storm water system upgrades. While funding sources have been ID'd, there is still a gap. Add'l utility funding is needed to coincide with the Benton County CSAH 2024 reconstruction project.

Project Description

Gilman’s wastewater infrastructure needs repair or replacement due to its age and condition as well as health and safety concerns, especially related to reported sanitary sewer backups into resident homes. Standing water in front yards and on city streets is also a common occurrence due to the lack of storm sewer pipes, curb, and gutter. These issues will continue to increase until the City updates these systems.

Existing wastewater infrastructure in Gilman consists of vitrified clay pipe (VCP), portions of which are in poor condition. Gilman's proposed project includes: 1. Replace portions of the wastewater collection system 2. Potentially extend the wastewater system to new users 3. Improve the existing pond system.

Existing storm sewer is composed of reinforced concrete pipe and exists only on county-owned roads, leaving portions of the City with no storm sewer. The proposed project includes: 1. Improvements to areas that flood north of CSAH 5. 2. Adding storm sewer for new users 3. Installation of curb and gutter for proper drainage.

Project Rationale

The current condition of the wastewater's vitrified clay pipe (VCP) has created numerous problems within the sanitary system such as cracks and separation between sections of pipe that allow roots and mineral deposits to grow into the pipe that can cause blockages. In a sanitary sewer resident survey conducted by the City in 2021, multiple residents reported sewer backups into their homes in recent years. Likewise, cracks and poorly sealed service connections, has also led to unacceptable levels of infiltration.

There are several homes that are within the city limits and in very close proximity to city limits that treat their wastewater using individual sewer treatment systems (ISTS). The City would like to

eliminate septic tanks within its existing service area and provide centralized sewer collection and treatment to areas in close proximity to the City.

In addition to noncompliance with current MPCA wastewater pond design criteria, the lack of rip rap around the wastewater ponds will lead to failure and spillage of untreated wastewater to adjacent properties. Damage to the clay liner, wastewater leakage, and catastrophic failure of the pond dikes are all eventual outcomes if erosion continues unchecked.

The City also exceeded its limit for Total Suspended Solids (TSS) in October 2017 and exceeded its limit for biochemical oxygen demand (BOD) in June 2021.

Additional storm sewer is needed to correct the lack of adequate drainage on city streets by the current system. Curb and gutter and additional storm pipes will help prevent and mitigate excessive standing water that pools in an area north of CSAH 5 near resident homes and along the city streets where traffic is negatively impacted by poor drainage.

Project Timeline

01/2023 – Engineering and Design
02/2024 – Bidding
05/2024 – Start of Construction
07/2025 – End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the city receives some grant funding. Although there has been some success in funding portions of the overall project, there is still a great need for funding support to address all of the City's needs which include the health and safety of its residents.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

City of Gilman will own the project.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Gilman will use the utility systems and pay utility fees.

Public Purpose

This project will provide the necessary infrastructure improvements for efficient and effective wastewater and storm water management and address flooding and sewer backups to ensure sanitary conditions of resident homes and public/private structures. Strategic planning has been

incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective time frame, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

None

Project Contact Person

Kathy Gorecki
Clerk/Treasurer
320-387-2789
cityofgilman@jetup.net

(\$ in thousands)

Gilman Wastewater & Storm Sewer Infrastructure Repair

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,200	\$0	\$0
County Funds	\$0	\$4,300	\$0	\$0
TOTAL	\$0	\$12,700	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,900	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,800	\$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	\$12,700	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
85th Street Infrastructure Safety Upgrade	1	GO	350	0	0	0	0	0
Total Project Requests			350	0	0	0	0	0
General Obligation Bonds (GO) Total			350	0	0	0	0	0

85th Street Infrastructure Safety Upgrade

AT A GLANCE

2024 Request Amount:	\$350
Priority Ranking:	1
Project Summary:	Upgrade a frequently traveled township road to reduce vehicular accidents, residential air quality concerns, & lessen maintenance expenses spent by the township to maintain said road.

Project Description

Subgrade excavation 2500', Centerline culvert replacements 2-24"x40' with aprons, class 5 shouldering 1 foot wide, lay 1.5" of wear course with a 2" base course of gravel on 85th ST NE for 1.8 miles.

Project Rationale

Due to the increase in residences in the City of Foley, as well as the highway construction project on Highway 23, forecasted to be completed late 2024, this road has seen a huge increase in traffic and maintenance costs. It has to be graded every 2 days to keep the wash boarding down to a minimum. Without rain, as we've seen this year, even grading this road has it's limitations & shows little improvement for the expense spent by the township. Last year, at the beginning of the highway construction this road saw an increase in traffic, with a 40% increase in vehicular accidents.

Project Timeline

Construction to begin fall of 2023, & to be completed 1 week later.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Gilmanton Township Board

Who will operate the facility?

Residents of Foley, Gilmanton Township, and surrounding communities.

Who will use or occupy the facility?

Residents of Foley, Gilmanton Township, and surrounding communities.

Public Purpose

To ensure the safety of those who travel on this road.

Description of Previous Appropriations

None

Project Contact Person

Sabrina Hess
Clerk
763-482-0628
clerk_gt@outlook.com

(\$ in thousands)

85th Street Infrastructure Safety Upgrade

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$350	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$300	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$650	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$647	\$0	\$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	\$0	\$0
TOTAL	\$0	\$650	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	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)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Phase 2: City of Golden Valley New Fire Station Construction Funding	1	GO	7,150	0	0	0	0	0
Total Project Requests			7,150	0	0	0	0	0
General Obligation Bonds (GO) Total			7,150	0	0	0	0	0

Phase 2: City of Golden Valley New Fire Station Construction Funding**AT A GLANCE****2024 Request Amount:** \$7,150**Priority Ranking:** 1

Project Summary: The City of Golden Valley has identified and fully supports the need to build a new 21,000 square foot Fire Station to meet multiple objectives including timely response to public health and safety calls. Phase 2 will include the construction of the Fire Station on a newly acquired site along with all area improvements required by code.

Project Description

New construction fire station purpose-built to meet current codes, regulations and best practices for fire station design, including separation of “hot” and “cold” zones to facilitate contaminant management and reduce carcinogen exposures, and provision of sufficient lockers and shower rooms to support equitable facilities for firefighters of all genders. This two-story facility, organized to fit within an urban site selected for optimized response time coverage of the city's properties, will include an 1,800 SF training room, designed for potential use as a local polling station, workspaces for dispatch and battalion officers, and apparatus bays for efficient pull-through response. The facility will be designed to support 24/7 duty-crew operations, with single user bunk rooms and gender neutral shower rooms and lockers, as well as a shared kitchen, dining, and dayroom area to promote firefighter collaboration and peer support, elements which have been shown to reduce the effects of PTSD. A physical conditioning room and a detoxification space will support firefighter's physical health, preparedness, and resiliency. The project will be designed to meet Minnesota B3 Sustainability Guidelines, including responsible water, energy, and material utilization.

Project Rationale

There are critical commitments needed to meet the city of Golden Valley's public safety which include prioritized timely protection of the safety, well-being, and security of all Golden Valley residents, businesses, visitors, and their property, in all areas of the city and firefighter Safety and Health. The 2021 Municipal Facilities Master Plan affirmed the Fire Department's transition from a paid on call, three station operational model to a duty crew, two station model to ensure continuity of services and staffing. This change is directly tied to the need for facilities with the resources and components to support 24/7 staffing, an investment that also supports facilities with infrastructure and planning to contribute to firefighter health and wellness. The development of a new Fire Station will be critical to meeting these objectives. The project will entail the development of a two-story, 21,000+ Training and Fire Station Facility on over 3 acres of land along with necessary parking (architectural design is forthcoming). The Total Cost of the project is estimated at \$14.3MM with an MMB Capital Request of

\$7.15MM. Hiring/Retention - Like most fire departments nation-wide and state-wide, we are struggling with recruitment and retention of firefighters. By moving to a duty crew staffing model, firefighters are able to schedule their time with the fire department, rather than relying on the unpredictable nature of responding when the pager goes off. This more easily fits into the busy lives of people who have full time jobs, families, social lives, but still want to give back to our community by being a firefighter. Out of date facilities: Our fire stations are built for a time when fire apparatus were smaller, there were very few, if any, women who were firefighters, and we didn't understand the health and safety risks of having turnout gear in lockers right next to diesel trucks. The plots of land occupied by stations 2 and 3 are too small to remodel in a way that is cost-effective or would allow fire apparatus to pull through the apparatus bay, rather than backing in. A new station can allow for current best practices for pulling apparatus through, gender equitable facilities, sleeping quarters to accommodate overnight duty crew shifts, safety precautions for storage and washing of turnout gear, fitness facilities, etc. Having two stations staffed 24/7 with duty crew firefighters allows for faster response time/better service to our entire community, as compared to a 3-station paid on-call staffing model. There will also be a cost-savings of operating two stations instead of three due to reduced utility costs (electricity, gas, water, etc.), a reduction in the number of apparatus and equipment leading to reduced purchase, repair, and maintenance costs, and the sale of the former two station locations. Additionally, by incorporating firefighter training features into the station, there will be a reduced cost of going off-site or renting equipment for firefighter training. GV has the highest number of jobs per capita in the metro area with employers such as General Mills, Allianz, Tennant, and Mortenson Construction. We also have 3 golf courses (Brookview, GV Country Club, Theo Wirth), parks, bike paths that draw people from across the state, and even internationally with events such as the upcoming 2024 Cross Country Skiing World Cup. We also have major highways/interstates with 55, 100, 169 and 395 going through our city and traffic on those roadways that result in vehicle crashes and medical emergencies by many traveling through our community.

Project Timeline

Phase 1 will begin in earnest July 2023 to negotiate the acquisition of the site along with predevelopment and design work. (Funded through 2023 MMB Capital Bond and City Resources)

Phase 2 would begin 12-15 months after Phase 1 (approximately fourth Quarter 2024) with Construction of the new fire station on a 12-15 month construction cycle. Expected Opening of the new Fire Station End- of-Year 2025.

Other Considerations

Community Engagement related to the Fire Department's necessary evolution has been in process since the 2016 Fire Services Study. Just prior to this Study, a resident and business Task Force and multiple rounds and methods of Community Engagement were included in the 2021 Municipal Master Plan, with specific areas of focus around the Fire Department transition and facilities. Following this study commencement in August of 2022, Public Open Houses were hosted in October of 2022 prior to the start of specific site analysis, again in February 2023 to share analysis approach and preliminary outcomes, and then a public Survey that ran from January-February 2023 that had over 336 responses. Input from residents and local businesses has been incorporated into the project's ongoing planning and prioritization of potential sites for the new fire station. It is the City's

intent to continue providing community engagement during the design phase.

Impact on State Operating Subsidies

Not applicable to the city of Golden Valley.

Who will own the facility?

The City of Golden Valley will own and manage the new Fire Station.

Who will operate the facility?

The Fire Department of the city of Golden Valley will operate the new Fire Station.

Who will use or occupy the facility?

The Fire Department of the city of Golden Valley will use and occupy the project. When appropriate the Training Section of the building will be used as a public election polling station.

Public Purpose

To provide for the life and safety of the residents and businesses of Golden Valley and provide regionally significant fire and life safety assistance.

Description of Previous Appropriations

The 2023 State Legislation approved a Capital Budget appropriation of \$3.125 Million for Phase 1 Site Acquisition, Due Diligence, Pre-Design, and Design Development of the New Fire Station.

Project Contact Person

Alma Flores
Community Development Director
763-593-8008
aflores@goldenvalleymn.gov

(\$ in thousands)

Phase 2: City of Golden Valley New Fire Station Construction Funding

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,150	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$7,150	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$14,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$2,550	\$0	\$0
Construction	\$0	\$11,750	\$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	\$14,300	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Historic Central School Rehabilitation	1	GO	3,800	0	0	0	0	0
Total Project Requests			3,800	0	0	0	0	0
General Obligation Bonds (GO) Total			3,800	0	0	0	0	0

Historic Central School Rehabilitation

AT A GLANCE**2024 Request Amount:** \$3,800**Priority Ranking:** 1**Project Summary:** \$3.8 million in State funds is requested to remodel/rehabilitate the City owned Historic Central School building and grounds. This project request is for design, construction, furnishing, and equipping the buildings and grounds.**Project Description**

Historic Central School was originally constructed in 1895 in the Richardsonian style. Located at the largest intersection of TH 2 and TH 169, it is the focal point that tourist remember when driving through Grand Rapids. The building served as a K-12 school for 77 years until a new school was constructed and the building was transferred to the City around 1972. The building was placed on the National Register of Historic Places in 1977. In 1983 a major renovation of the building was completed after extensive fundraising allowing the building to be occupied by small commercial shops up until today with limited success due to the building unique architecture.

The building is tired and in needs of major renovations including, but not limited to, HVAC, electrical, and fire suppression needs. Bathrooms are limited, dated, and not ADA friendly. The structural integrity of the roof needs upgrades with new new sill plates and shingles. The existing elevator needs to be replaced and brought into current building codes. In addition, there needs to be an additional point of egress from the upper levels of the building if they are to be occupied. All of these issues will be addressed and corrected in this proposed project.

To complete these needed improvements of \$7.6 million, the City is in favorable discussions with the Blandin Foundation who can grant funding to the project. In addition, the City will pursue funding from the MN Department of Iron Range Resources and Rehabilitation for demolition costs. The remaining local balance of funding will be derived through City issued bonds with revenue to pay for bonds derived from Use Agreements and tax levy.

Project Rationale

Central School is the only major historic landmark located in the City of Grand Rapids. The citizens of our community love and cherish the building and the grounds. The grounds serve as a major public gathering place for community events and public demonstrations. The community desire to bring Central School up to date is strong and repeatedly reinforced through community surveys and plans.

The tenant focus since 1983 has been small commercial businesses. It has been extremely difficult to keep commercial tenants in the building with a typical occupancy rate of sixty percent. This is primarily due to the architectural style of the building which is not conducive to commercial use. The

City recently updated their downtown business plan. One of the major community desires is to relocate non-profits from key commercial properties in the downtown to Central School. It is recommended that this strategy will work because non-profits are a needed resource for clients versus a drop in spontaneous storefront need. When this transition is executed it will make the non-profits successful in their mission by providing cost-effective leases and bring more people to the downtown area to shop because key retail spots will be opened up for commercial business creating more opportunities for people to shop.

Project Timeline

The project time follows:

- State approves bonding May of 2024
- Design Begins July of 2024
- Bidding Begins Spring of 2025
- Construction Starts Summer of 2025
- Construction Ends Spring of 2026

Other Considerations

Without State and Blandin Foundation funding Central School will need to be closed. The resulting lease rates without assistance would make the building impossible to lease in Grand Rapids. Because of the historic value, its key location, and communities desire to sustain the building, it is critical that the State supports this regional landmark.

Impact on State Operating Subsidies

The City will not be requesting operation dollars from the State.

Who will own the facility?

The City of Grand Rapids will continue to own the facility.

Who will operate the facility?

The Grand Rapids Economic Development Authority will operate the facility on behalf of the City.

Who will use or occupy the facility?

The building will primarily be utilized by non-profits through Use Agreements approved by the State.

Public Purpose

The public purpose is to keep City ownership of a community valued property where major community events and demonstrations are conducted. In addition, the building will house non-profits who deliver public services to the public on behalf of the Federal and State governments.

Description of Previous Appropriations

- 2003 The City received \$18,750 for tuck pointing brick.
- 2007 The City received \$37,950 for a boiler, restroom and five exit doors.
- 2010 The City received \$11,011 for lintel, stairs, chiller pump, and insulated chilled water pipes.
- 2011 The City received \$7,000 for light replacements
- 2012 The City received \$19,424 for foundation repairs.

Project Contact Person

Tom Pagel
City Administrator
218-326-7626
tpagel@grandrapidsmn.gov

(\$ in thousands)

Historic Central School Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$3,800	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$598	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,141	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$861	\$0	\$0
TOTAL	\$0	\$7,600	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Greenfield Road Improvements	1	GO	1,326	0	0	0	0	0
Total Project Requests			1,326	0	0	0	0	0
General Obligation Bonds (GO) Total			1,326	0	0	0	0	0

Greenfield Road Improvements

AT A GLANCE**2024 Request Amount:** \$1,326**Priority Ranking:** 1

Project Summary: Greenfield Road is a high-priority road, being one of three north-south collector streets recognized in the 2024 Comprehensive Plan that are projected to be improved, yet it is not funded in the current CIP. Maintenance of the well-traveled 3.5 mile long, higher speed, gravel collector road is extensive and expensive. Improvement to an asphalt surface will mitigate annual costs to the City as well as provide a safe and reliable route to its users.

Project Description

In the City of Greenfield 2040 Comprehensive Plan, Greenfield Road is a high priority road. It is one of three north-south collector streets recognized in the Comprehensive Plan that are projected to be improved, yet it is not funded in the current CIP. Greenfield Road is currently defined as a minor collector (MnDOT status) and is one of the few north-south streets that traverse nearly the full length of Greenfield with connections to two county roads and a trunk highway. Greenfield Road is not only used by immediate residents, but has significant use as a regional corridor and is critical to first responder access to hundreds of homes. Maintenance of the well-traveled 3.5 mile long, higher speed, gravel collector road is extensive and expensive. Improvement to an asphalt surface will mitigate annual costs to the City as well as provide a safe and reliable route, but the up-front costs are onerous.

Several locations with steep grades of 6% and greater will need a B612 style curb and gutter to control runoff and mitigate erosion. Storm sewer is likely to be added to these areas where a feasible outlet location (pond) can be placed for treatment and rate control. Stormwater ponds will likely require the purchase of land outside of the existing right-of-way. These land acquisition costs have not yet been included in the estimate as determining land value is extremely difficult.

Low lying stretches of the corridor that are adjacent to wetlands are prone to frost boils which at times make the road impassible. These areas will require a more robust road section with a fabric barrier, a sand drainage layer of at least 18 inches, and draitile to promote drainage of the road base. A ribbon curb may be part of this road section to provide shoulder stability without concentrating runoff and thus eliminating the need for storm sewer and pond locations.

The intersection of Town Hall Drive and Rebecca Park Trail is considered unsafe due to its angle of approach to and the close proximity to the Greenfield Road intersection. Dedicated ROW currently exists that will provide a re-route of Town Hall Road.

Intersections with TH 55 and County Roads 10 and 50 will require turn lanes at the approaches to improve traffic flow and safety. We are proposing a dedicated Left Turn be added with a Thru/Right Turn.

Project Rationale

Greenfield Road is a well-traveled road. It is a minor collector that connects to two county roads and one trunk highway. It also follows nearly the full length of the City of Greenfield. Being so highly used and accessible, improving Greenfield Road to an asphalt surface from a gravel surface will not only decrease annual maintenance costs, but will also create a safer and more reliable route for residents, first responders, and people traveling through Greenfield. Paving Greenfield Road will eliminate hazardous and unsafe intersections by adjusting grade, re-routing high-traffic roads, and creating dedicated turn lanes to increase safety for drivers.

Project Timeline

With proper funding, Greenfield Road is proposed to start design immediately in order to define any right-of-way needs for the street or storm ponds. Construction is anticipated for summer of 2024.

Other Considerations

The project will upgrade intersections with Trunk Highway 55, Hennepin County Road 50, and Hennepin County Road 10. The intersection with Hennepin County Road 50 has very skewed and offset entrances and the improvement would re-route Town Hall Drive to eliminate one of the offset, very close intersections.

Impact on State Operating Subsidies

There are none anticipated.

Who will own the facility?

City of Greenfield

Who will operate the facility?

City of Greenfield

Who will use or occupy the facility?

Those who will use the project are residents of Greenfield, first responders, and regional traffic as Greenfield Road provides a much needed paved connection between TH 55, Hennepin CR 50, and Hennepin CR 10.

Public Purpose

The public purpose of this project is to create a safer and more reliable road for residents and first responders. This project will allow the use of this road at all times, eliminating frost boils that make the road impassible. Safer intersections will also allow drivers to use the road more confidently.

Description of Previous Appropriations

The City of Greenfield has received General Funds from the 2023 Capital Budget under the Department of Transportation.

Project Contact Person

Margaret Webb
City Administrator
763-477-6464
mwebb@ci.greenfield.mn.us

(\$ in thousands)

Greenfield Road Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,326	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,325	\$0	\$0
TOTAL	\$0	\$2,651	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$431	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,096	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$124	\$0	\$0
TOTAL	\$0	\$2,651	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
West Central Regional Water District	1	GO	9,250	0	0	0	0	0
Total Project Requests			9,250	0	0	0	0	0
General Obligation Bonds (GO) Total			9,250	0	0	0	0	0

West Central Regional Water District

AT A GLANCE**2024 Request Amount:** \$9,250**Priority Ranking:** 1

Project Summary: The West Central Regional Water Supply Project will provide a new potable water source to the cities and rural residents of Polk, Norman, and Clay Counties. Rural residents and city residents alike are facing issues with water quality, quantity, high capital costs, and lack of experienced operators. The maximum safety threshold of arsenic is 10 µg/L, currently 43% of wells within Norman County, 39% of wells in Clay County, and 21% of wells within Polk County exceed the safety threshold.

Project Description

This Project will help citizens within the West Central Regional Water District (WCRWD) address to have drinking standards that exceed local and federal drinking water regulations. This will be done through regionalization of a pipeline network with centralized water treatment facilities, rather than the more costly silo approach with a water treatment facility in each individual city. The Project will limit the number of variables such as condition of facility, type of facility, ground water quality and quantity, etc. that can affect drinking water quality standards, in addition the Project will help overcome the workforce challenges in retaining certified water operators in each city. The Project will consist of study, design, and construction of a pipeline network linking the cities of Climax, Nielsville, Beltrami, Halstad, Hendrum, Perley, Borup, Georgetown, and Felton together in a new regional water system. Concurrently with initial phase construction there will also be preliminary engineering and studies performed for rural customer sign up and later phase transmission water line construction which will reach the eastern edges of Polk, Clay, and Norman Counties.

Project Rationale

The Project will meet the priorities set by Governor Walz and the Administration for the capital budget to focus its resources on the most critical projects and strategic investments across the state in the follow ways:

1. Address life and safety issues

a. The Project will address the Water Quality through the treatment for Emerging Contaminates (PFAs and Manganese), nitrates, and arsenic, which the maximum safety threshold of arsenic is 10 µg/L and currently 43% of wells within Norman County, 39% of wells in Clay County, and 21% of wells within Polk County exceed the safety threshold.

2. Preserve existing infrastructure and repair existing facilities before starting new project

a. The District will use a regional approach to water treatment and quantity rather than a city-by-city individual by individual approach. This regional project will use several larger regional water treatment plants to achieve this result. The full regionalization project is listed in the State of Minnesota's Drinking Water Fund (IUP) as project number 1540003-2.

3. Provide at least a 50% local match

a. Currently, three EPA Community Project Grants are in consideration for components of the Project and total nearly \$14 Million in potential non-State funding.

4. Are proposed following community engagement

a. Over 35 public informational meetings with residents, municipalities, and counties have been held to date regarding the formation of the West Central Regional Water District (WCRWD).

5. Have a local resolution of support from the governing body

a. Over 20 Letters of Support and Resolutions from Municipalities and Counties

6. Aid in making Minnesota the best state in the country for kids to grow up

a. The Project will address the excessive Arsenic levels seen in private wells across Clay, Norman, and Polk Counties. Arsenic is a carcinogen and is harmful to child growth, development and brain function. Long-term exposure to arsenic in drinking water may increase the risk of liver, bladder, and lung cancer. It can also cause nervous system issues and high blood pressure.

7. Integrate climate preparedness and/or clean energy

a. Regionalization of drinking water supply across three counties provides for increased resiliency from drought, impacts of climate change, and ongoing challenges from recruiting and retaining certified water operators in rural Minnesota. Through the redundancy of the system, there will be an overall reduction in energy use from the consolidation of water treatment and transmission. Solar or available clean energy will be utilized when available.

8. Address and undo historical and systemic disparities and inequities, including those based on race, gender, veterans' status, geography, and economic status.

a. Aging infrastructure across rural Northwest Minnesota means critical failures are a constant risk. Rehabilitating existing City or privately-owned water infrastructure such as treatment facilities, wells, and service lines can be very expensive and is not as cost-effective as regionalization through the WCRWD, which allows costs to be spread over a larger population to make it more affordable.

Project Timeline

2020-2023 · Over 35 public informational meetings with residents, municipalities, and counties have been held to date regarding the formation of the West Central Regional Water District (WCRWD).
· Over 20 Letters of Support and Resolutions from Municipalities and Counties
December, 2022 · North River Crossing to City of Climax Online water delivery.
January, 2023 · General obligation bond request legislation introduced by Sen. Rob Kupec and Sen. Mark Johnson along with Rep. Deb Kiel and Rep. Jim Joy
May, 2023 · Clay, Norman, and Polk Counties officially pass resolutions to form the WCRWD
Summer, 2023 · Initiate Judicial Proceedings to Authorize Public Water Authority of WCRWD
Winter, 2023-2024 · Design · Receive Potential Federal Funding · State Funding Request
Spring, 2024 · Begin Construction
Winter, 2025 · Substantial Completion of Phase 1 Construction

Other Considerations

District will be regulated and meet all Minnesota Department of Health requirements.

Impact on State Operating Subsidies

No ongoing operational funding required..

Who will own the facility?

West Central Regional Water District, which has been formed by Clay, Norman, and Polk Counties.

Who will operate the facility?

West Central Regional Water District, which has been formed by Clay, Norman, and Polk Counties.

Who will use or occupy the facility?

Cities and rural residents of Polk, Norman, and Clay Counties, potentially including the cities of Climax, Nielsville, Beltrami, Halstad, Hendrum, Perley, Borup, Georgetown, and Felton.

Public Purpose

The project is a regional approach to address the urgent need for a safe, reliable, and sustainable drinking water supply. This project will address both water quality and quantity and provide opportunities for future population growth and economic development in west central Minnesota. Water Quality - Arsenic; According to the MN Department of Health, 39 percent of private wells in Clay County have arsenic levels above EPA's safety threshold of 10 micrograms per liter. Long-term exposure to arsenic in drinking water may increase the risk of liver, bladder, and lung cancer. It can also cause nervous system issues and high blood pressure. Water Quantity Aging municipal infrastructure as well as a lack of licensed operators and the ever-increasing costs of maintaining infrastructure across the proposed communities means critical failures are a constant risk. Loss of pressure or service line breaks could leave communities without water for extended periods of time.

Description of Previous Appropriations**Project Contact Person**

Lucas J. Spaeth
Superintendent of Utilities
218-456-2128
utilities@rrv.net

(\$ in thousands)

West Central Regional Water District

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,250	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$14,000	\$0	\$0
TOTAL	\$0	\$23,250	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$225	\$0	\$0
Predesign Fees	\$0	\$500	\$0	\$0
Design Fees	\$0	\$3,625	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$18,900	\$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	\$23,250	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Drinking Water, Sanitary Sewer and Street Infrastructure Improvement	1	GO	6,400	0	0	0	0	0
Total Project Requests			6,400	0	0	0	0	0
General Obligation Bonds (GO) Total			6,400	0	0	0	0	0

Drinking Water, Sanitary Sewer and Street Infrastructure Improvement

AT A GLANCE

2024 Request Amount: \$6,400

Priority Ranking: 1

Project Summary: Capital Request Funding will be used to support the design and construction of drinking water distribution, wastewater collection, and street infrastructure improvements. Piping to be replaced includes approximately 1/3 of the drinking water distributions systems and approximately 1/3 of wastewater collection system.

Project Description

The City of Hanley Falls is requesting funding for replacement of existing drinking water, wastewater, and street infrastructure. Portions of the existing system are over 100 years old and are in poor condition. The existing drinking water distribution system contains not only lead service lines, but lead-caulked joints in the watermains. The sanitary sewer system is comprised of old clay tile pipe and orangeburg pipe, which, in non-technical terms, is best compared to a tar-soaked cardboard tube. Infiltration due to the poor condition of the sanitary sewer, combined with several direct connections from the stormwater system, results in frequent bypassing of raw wastewater into the Yellow Medicine River and backups into homes. The existing streets are in poor condition and require replacement along with the underground piping. This project works toward eliminating lead from drinking water, which is a current priority of the President and EPA. This project also eliminates pollution to regionally-significant waters of the State and waters of the US.

Project Rationale

This project is important to the residents of the City of Hanley Falls, as it will eliminate lead in their drinking water and eliminate sewage backups into homes. This project is important to Minnesota for eliminating pollution from bypassing untreated wastewater directly to the Yellow Medicine River, a tributary to the Minnesota River. Residents of the City and the surrounding area who use the Yellow Medicine and Minnesota Rivers for recreation will also appreciate the elimination of raw sewage bypassing to the natural environment.

The City has addressed removing arsenic from drinking water and replaced their old wooden water tower, along with replacing limited portions of utility piping, but this has left them with significant debt and without the financial resources to address their remaining needs.

Project Timeline

- 09/2023 - Engineering and Design
- 04/2024 - Bidding
- 06/2024 - Start of Construction
- 06/2026 - End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the City receives support through grant funding. Although there has been some success in funding portions of the overall project, there is still a great need for funding to address the City's infrastructure needs in their entirety, support the health and safety of Hanley Falls's residents and alleviate environmental concerns.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional operating dollars that will be requested for this project.

Who will own the facility?

The City of Hanley Falls will operate the proposed utility project.

Who will operate the facility?

The City of Hanley Falls will operate the proposed utility project.

Who will use or occupy the facility?

The residents and visitors of Hanley Falls will use the utility systems and pay utility fees.

Public Purpose

The project is important to the residents of the City of Hanley Falls, as it will eliminate lead in their drinking water and eliminate sewage backups into homes. Residents of the City and surrounding area who use the Yellow Medicine and Minnesota Rivers for recreation will also appreciate the elimination of raw sewage bypassing to the natural environment. Specifically, this project will allow the city to afford the street repairs and utility work while keeping the taxes and utility user rates in line with surrounding communities.

Description of Previous Appropriations

Project Contact Person

Patricia Savoie
City Clerk-Treasurer
507-768-3570
hanleyfalls@hcinet.net

(\$ in thousands)

Drinking Water, Sanitary Sewer and Street Infrastructure Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,346	\$0	\$0
City Funds	\$0	\$645	\$0	\$0
County Funds	\$0	\$2,577	\$0	\$0
TOTAL	\$0	\$12,968	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,510	\$0	\$0
Project Management	\$0	\$736	\$0	\$0
Construction	\$0	\$10,722	\$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	\$12,968	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Hastings Civic Arena Improvements	1	GO	2,250	0	0	0	0	0
PFAS Treatment & Water Lines	2	GO	30,850	30,850	0	0	0	0
Trunk Highway 61 Improvements	3	GO	20,718	0	0	0	0	0
Total Project Requests			53,818	30,850	0	0	0	0
General Obligation Bonds (GO) Total			53,818	30,850	0	0	0	0

Hastings Civic Arena Improvements

AT A GLANCE

2024 Request Amount: \$2,250

Priority Ranking: 1

Project Summary: The City of Hastings requests \$2.25M in state funds for asset preservation and energy improvements of the Hastings Civic Center. The project entails conversion to an ammonia-based refrigeration system, replacement of the west rink roof, and installation of roof-top solar panels at an estimated total of \$4.50M.

Project Description

The Hastings Civic Center was constructed in 1980 and uses an R-22 freon refrigeration system, which under federal EPA can no longer be produced or imported. The age of the system requires maintenance and upkeep, with the R-22 increasingly difficult and expensive to obtain. Without converting to an alternate refrigeration system, the Civic Center could be required to close. A 2017 study by Apex Efficiency Systems, as well as a 2021 update, recommended an ammonia-based refrigeration system, which would include building modifications.

With the Apex study, the City also looked at options for adding roof-top solar panels. A 160 kW array on the west-rink roof was recommended. This would coincide with the current 40-plus year old flat roof being replaced with a modified built-up roofing system. The roof has been repaired on multiple occasions, most recently about 3 years ago. Water continues to infiltrate the building through the roof. Water intrusion can cause many problems with a building and its systems. The new roof will improve water drainage, eliminate water intrusion and protect the building and its systems for years to come, as well as allow the best roof for the solar panel array.

The project would enable the continued maintenance and use of the existing facility and utilize clean energy. The total project cost is estimated at \$4.50M. The Hastings City Council has committed to the 50% match by resolution.

Project Rationale

The Hastings Civic Center ice arena is among the top arenas to play within the State of Minnesota for its history and vintage style, and has been featured in recent Minnesota Hockey Magazine. It is used by area residents for youth and adult recreational skating, Hastings High School boys and girls hockey teams, figure skating lessons, and regional hockey tournaments. Tournaments boost the local hospitality economy. The Civic Center serves 125,000 to 150,000 visitors per year.

Project Timeline

Refrigerant System:
June 2023 – Oct 2023 Design phase

Oct 2023 – Nov 2023 Project bids
Nov 2020 – March 2024 Contracts, preconstruction, shop drawings.
March 2024 – August 2024 Demolition and construction

Roof System:

Jan 2024 – April 2024 Design and project bids
May 2024 – Sept 2024 Construction

Solar Panel Array:

2023 – Design phase
2024 – Installation

Other Considerations

In construction of this project, the City of Hastings intends to enter a guaranteed energy savings agreement with a qualified provider for purpose of implementing comprehensive utility cost-savings measures to improve the energy efficiency as authorized under Minnesota Statutes, Section 471.345, subd. 13.

The Hastings City Council has committed to the 50% match by resolution.

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

City of Hastings

Who will operate the facility?

City of Hastings

Who will use or occupy the facility?

The Hastings Civic Arena serves 125,000 to 150,000 visitors per year.

Public Purpose

The Hastings Civic Center is a public facility. It is used by individuals, the Hastings High School boys and girls hockey teams, youth boys and girls teams through the Hastings Hockey Association, Riverblades skating school, adult hockey leagues, and summer hockey and figure skating camps, as well as teams from Cottage Grove, Red Wing, Rosemount, Farmington and elsewhere in the region. The Hastings Civic Center serves 125,000 to 150,000 visitors per year. During non-winter months, the facility hosts a variety of dry-floor recreational and public events, including the 2021 Hastings High School graduation party. Also during non-winter months, professional box lacrosse teams, Hastings Youth Baseball, and Hastings Soccer use the facility.

Description of Previous Appropriations

None

Project Contact Person

Dan Wietecha
City Administrator
651-480-2326
dwietecha@hastingsmn.gov

(\$ in thousands)

Hastings Civic Arena Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,250	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$500	\$1,750	\$0	\$0
Non-State Funds Pending				
TOTAL	\$500	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$217	\$188	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$283	\$3,812	\$0	\$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	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

PFAS Treatment & Water Lines

AT A GLANCE

2024 Request Amount: \$30,850

Priority Ranking: 2

Project Summary: The City of Hastings requests \$61.7M in state funds for design and construction of 3 water treatment plants and associated water lines for removal of PFAS chemicals from municipal drinking water.

Project Description

Several PFAS chemicals (including both PFOA and PFOS) are present in all 6 Hastings City wells but do not exceed current Minnesota Department of Health guidance values, as determined by a Health Risk Index of 1.0 (our measures range from 0.16 to 0.84). A Health Risk Index greater than 1.0 is given a drinking water advisory by the MDH.

The US Environmental Protection Agency proposes limiting two types of PFAS (PFOA and PFOS) to 4 parts per trillion, which is the lowest level that can be reliably measured at this time. The limits are expected to be finalized in late 2023 or early 2024. Updated MDH guidance for PFAS are expected to be released later in 2023. The lower limits by EPA and MDH will result in drinking water advisories for the entire community, requiring PFAS removal.

The City has engaged WSB & Associates for preliminary evaluation and a feasibility study for PFAS treatment. It is typically more cost effective to construct water treatment plants at central locations that can receive water from multiple wells. Based on preliminary work by WSB, we propose to construct 3 to 4 water treatment plants at different sites with each treating raw water from 2 or 3 wells. These sites are located on property currently owned by the City, avoiding the need for property acquisition.

The treatment plants are expected to utilize granular activated carbon pressure filters with chemical feed systems for polyphosphate, flouride, and chlorine. They would also include pretreatment for nitrate and other elements as necessary to comply with MDH guidance and allow for an efficient GAC treatment process.

Raw and treated water mains are needed to deliver raw water from the wells to the treatment plant locations and then treated water back to the well sites to preserve distribution hydraulics. To the greatest extent possible, construction of new water mains will utilize directional drilling to minimize easement or property acquisition, surface disturbance, and restoration costs.

The project would safeguard public health by delivering safe drinking water to the City's residents and businesses. The total project cost is estimated at \$61.7M.

Project Rationale

The City of Hastings is committed to providing safe drinking water to its residents and businesses, thereby protecting public health. The Hastings municipal water system currently supplies an average of 2.4M gallons per day to just over 23,000 people. As part of this commitment, the City and MDH have been monitoring the concentrations of PFAS in the City's drinking water supply. The lower limits by EPA and MDH will result in drinking water advisories for the entire community, requiring PFAS removal.

Project Timeline

2024 - Project Design
2025 - Construct Treatment Plant 1
2026 - Construct Treatment Plant 2
2027 - Construct Treatment Plant 3

Other Considerations

The State's Hastings Veterans Home is currently on its own water system, which is similarly expected to require PFAS treatment after the pending EPA and MDH standards. The City is including the Veterans Home when modeling our water system for the feasibility study and anticipated design of the water treatment plants. This will avoid the State needing to construct PFAS treatment solely for the Veterans Home and eliminate the need for ongoing maintenance of a separate water system.

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

City of Hastings

Who will operate the facility?

City of Hastings

Who will use or occupy the facility?

The project will add treatment plants and water lines to the municipal water supply system in order to deliver safe and clean drinking water to the 23,000 residents and businesses in Hastings.

Public Purpose

The project would safeguard public health by delivering safe drinking water to the City's 23,000 residents and businesses.

Description of Previous Appropriations

None

Project Contact Person

Dan Wietecha
City Administrator

651-480-2326
dwietecha@hastingsmn.gov

(\$ in thousands)

PFAS Treatment & Water Lines

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$30,850	\$30,850	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$30,850	\$30,850	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$6,167	\$6,167	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$24,683	\$24,683	\$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	\$30,850	\$30,850	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Trunk Highway 61 Improvements

AT A GLANCE

2024 Request Amount: \$20,718

Priority Ranking: 3

Project Summary: The City of Hastings requests \$20M in state funds for design, property acquisition, and construction: add infrastructure (signals, roundabouts, turn lane geometry) to improve traffic mobility and flow and improve safety, re-construct underground utilities, create placemaking, and add enhancements for pedestrians along the corridor (emphasizing safe crossings and ADA compliance). The project's total cost estimate is \$30M.

Project Description

The project is located on US Trunk Highway 61 (locally, Vermillion Street) from 4th Street to 36th Street in the City of Hastings for a total length of 2.25 miles. US 61 is predominantly a lower-speed, urban section, which creates major safety issues and multi-modal mobility demands. US 61 currently averages 31,000 vehicles per day, with heavy trucks comprising 8% of vehicles. The convergence of such a high volume corridor in a dense commercial setting creates critical crash rates exceeding MnDOT standards on this highway. MnDOT predicts traffic degradation of afternoon-peak, southbound travel times increasing from 4.76 minutes today to 21.84 minutes by 2040 without improvements (project design is 5.25 minutes).

The project will address safety by deploying access management and reducing the number of public and private access points, adding signals and roundabouts at major intersections along the corridor, and installing new sidewalks and trails to minimize crossing need and enhance the walking and biking environment. Mobility will be addressed by signal optimization and geometric improvements such as adding turn lanes. Vehicle speeds will be lowered by corridor aesthetics and the elimination of on-street parking. Bicycle and pedestrian crossings will be enhanced by refuge islands, minimization of crossing distances, and commitment to access management by way of eliminating public and private crossings. Traffic flow will be addressed by signal optimization and intersection control. Aging public utilities will be reconstructed that exist beneath the roadway. Backage road networks will be built to offload the highway access for business onto a local road system. Pedestrian and bicycle networks will be connected on adjacent streets to US 61 to best address the multimodal experience along the corridor. Community enhancements will be created in placemaking spaces and boulevards to create identity and embrace local art. Parks will be improved as destination areas alongside the corridor in which the multimodal routes connect.

Project Rationale

US Trunk Highway 61 is predominantly a lower-speed, urban section, which creates major safety issues and multi-modal mobility demands. US 61 currently averages 31,000 vehicles per day, with

heavy trucks comprising 8% of vehicles. The convergence of such a high volume corridor in a dense commercial setting creates crash rates exceeding MnDOT standards on this highway. With a critical crash index of 1.82, this corridor costs the public over \$4.3M each year. MnDOT predicts traffic degradation of afternoon-peak, southbound travel times increasing from 4.76 minutes today to 21.84 minutes by 2040 without improvements (project design is 5.25 minutes).

At the northern edge of the project, the US 61 Bridge over the Mississippi River makes this the only north/south access into and through the City of Hastings. This highway is the heart of the City and is the iconic infrastructure that demands placemaking and identification for the community to thrive around and be a sense of place. With a critical crash index of 1.82 this corridor costs the State \$4,347,600 each year.

A series of public engagement by MnDOT and the City from February 2022 through June 2023 has noted major public concerns for vehicle speeds, pedestrian safety (with an emphasis on safe crossings), traffic flow, and aesthetics.

Project Timeline

- 2023 - Scoping and Funding Opportunities
- 2024-2025 - Preliminary Design
- 2025-2026 - Final Design
- 2027 - Construction

Other Considerations

Impact on State Operating Subsidies

Not applicable

Who will own the facility?

MnDOT will own the project. A partnership agreement with the City of Hastings will lay out terms for responsibility of operations and maintenance.

Who will operate the facility?

A partnership agreement with the City of Hastings will lay out terms for responsibility of operations and maintenance.

Who will use or occupy the facility?

As the major north/south highway on the east side of Dakota County, US 61 currently averages 31,000 vehicles per day at the bridge crossing the Mississippi River.

Public Purpose

Safety Multi-modal Transportation Economic Development Placemaking

Description of Previous Appropriations

None

Project Contact Person

Dan Wietecha
City Administrator
651-480-2326
dwietecha@hastingsmn.gov

(\$ in thousands)

Trunk Highway 61 Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$20,718	\$0	\$0
State Funds Pending				
Other State Funds		\$1,725	\$0	\$0
Non-State Funds Already Committed				
Federal Funds	\$0	\$7,557	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$30,000	\$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	\$30,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Hennepin Avenue Suspension Bridge	1	GO	8,613	0	0	0	0	0
Avivo	2	GO	26,662	0	0	0	0	0
Total Project Requests			35,275	0	0	0	0	0
General Obligation Bonds (GO) Total			35,275	0	0	0	0	0

Hennepin Avenue Suspension Bridge

AT A GLANCE

2024 Request Amount: \$8,613

Priority Ranking: 1

Project Summary: Hennepin County is seeking a total of \$12,113,000 in state bond funds (\$3,500,000 received in 2023, requesting the remaining \$8,613,000 in 2024), to recondition the iconic Hennepin Avenue Suspension Bridge in Minneapolis and two approach bridges located immediately to the northeast. This investment is needed to extend the life of these bridges and preserve this critical infrastructure that serves the movement of people, goods, and information, helping to build a healthy community.

Project Description

The Hennepin Avenue Bridge is an iconic crossing and a nationally recognized cultural landmark. It was originally constructed in 1988, while the nearby approach bridges were installed in 1971 (westbound) and 1973 (eastbound). Since being opened to traffic, these bridges have experienced deterioration across their decks, substructures, and superstructures. In 2021, the county completed a feasibility study that recommended strategic bridge preservation treatments. Without timely preservation, these bridges will continue to deteriorate, and future rehabilitation costs will increase exponentially.

Project Rationale

Hennepin Avenue serves as a critical connection for people, providing access between Downtown and Northeast Minneapolis. Approximately 26,500 vehicles, 2,500 pedestrians, 400 bicyclists and 13 transit routes rely on this Mississippi River crossing each day. In addition, the proposed E Line Arterial Bus Rapid Transit (ABRT) service is anticipated to operate along Hennepin Avenue, connecting the Southdale Transit Center to the University of Minnesota. Deferring this important investment is anticipated to result in substantial public impacts for this regional corridor that not only connects people to opportunity and crucial services, but also stimulates economic development.

Project Timeline

<u>Activity:</u>	<u>Timeline:</u>
Design	Q2 2023 - Q2 2025
Construction	Q2 2025 - Q2 2027

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

Hennepin County

Who will operate the facility?

Hennepin County

Who will use or occupy the facility?

Vehicular, bus, bike and pedestrian traffic originating throughout the state of Minnesota and beyond.

Public Purpose

This critical piece of infrastructure serves the movement of people, goods, and information, helping to build a healthy community.

Description of Previous Appropriations

\$3,500,000 received in GO/TF in the 2023 HF699 bill.

Project Contact Person

Carla Stueve
Hennepin County Engineer
612-596-0356
carla.stueve@hennepin.us

(\$ in thousands)

Hennepin Avenue Suspension Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$3,500	\$8,613	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$1,125	\$727	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$1,573	\$8,688	\$0
TOTAL	\$4,625	\$10,913	\$8,688	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$1,225	\$0	\$0	\$0
Design Fees	\$3,150	\$0	\$0	\$0
Project Management	\$175	\$0	\$0	\$0
Construction	\$75	\$10,913	\$8,688	\$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	\$4,625	\$10,913	\$8,688	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Avivo

AT A GLANCE**2024 Request Amount:** \$26,662**Priority Ranking:** 2**Project Summary:** Avivo (formerly Resource Inc.) requests \$26,662,000 in state funds for demolition and construction services for building renovations and an addition to Avivo's campus in Minneapolis.**Project Description**

The 2024 request is for demolition and construction services. The proposed total project will double the square footage of Avivo's primary campus in Minneapolis from 37,332 square feet to 78,948 square feet, make necessary energy improvements and environmental updates.

1904 and 1908 Chicago Avenue:

- Site preparation
- Design of new building/addition

1900 Chicago Avenue:

- Replace energy systems including mechanical, electrical, plumbing, and low voltage.
- Interior redesign and renovation
- Exterior redesign and renovation of the building enclosure, roof, parking surfaces and landscaping.

Project Rationale

Avivo is a 501C3 nonprofit organization that serves the Twin Cities metro and St. Cloud, helping to improve the quality of life for individuals and families who experience the greatest barriers to employment, education, and wellness. We started more than 60 years ago with vocational rehabilitation services for people with disabilities, and have expanded to include customized employment, career education, chemical and mental health and ending homelessness services, achieving prominence in each field. Avivo serves approximately 15,000 people each year through 48 different programs.

The building at 1900 Chicago Avenue houses our chemical and mental health programs, a child development center, donation center and program and administrative staff offices. The expanded space will move the Avivo Institute for Career and Technical Education and our Youth and Adult Employment Services to this building/campus.

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

- A frequently failing original energy system, which is inefficient and will soon no longer be

repairable, with parts out of date and unavailable.

- Lack of adequate space: our chemical and mental health program has grown by 40% over the past 5 years, and we expect to see the same level of growth, resulting in 4,000 more people served.
- Severe interior wear and tear from hundreds of people using the campus every day over 60+ years.
- Inadequate reception area for clients.
- Deteriorated parking areas, lack of lighting.
- Confidentiality issues due to changed use.

These contribute to:

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

Project Timeline

Currently anticipating mid-2025 for start of construction, but dependent upon receipt of state funding.

Other Considerations

Our economic impact is significant:

- 95% of those we serve, living at or below the poverty level, are linked to jobs and recovery.
- 3,000 participants secure jobs each year, with an average wage increase of 60%.
- Every \$1 spent on addiction treatment saves \$7 in social costs.

Impact on State Operating Subsidies

Who will own the facility?

Avivo, with a long term lease and use agreement between Hennepin County and Avivo.

Who will operate the facility?

Avivo

Who will use or occupy the facility?

Avivo

Public Purpose

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

career education opportunities help individuals with disabilities and other barriers to discover capabilities, gain workplace skills, and achieve industry-specific credentials. Avivo provides critical services for the Twin Cities metro and other service areas, particularly in terms of helping people achieve stable employment, housing, and wellness.

Description of Previous Appropriations

The state approved \$1.7 million in general obligation bonding in the 2020 bonding bill for Avivo to proceed with preliminary design.

Project Contact Person

Kelly Matter
President and CEO
612-752-8003
kelly.matter@avivomn.org

(\$ in thousands)

Avivo

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$1,700	\$26,662	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$28,363	\$0	\$0
TOTAL	\$1,700	\$55,025	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$26	\$0	\$0	\$0
Design Fees	\$1,494	\$1,500	\$0	\$0
Project Management	\$100	\$760	\$0	\$0
Construction	\$80	\$47,815	\$0	\$0
Relocation Expenses	\$0	\$750	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$4,200	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,700	\$55,025	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Hibbing Public Utilities

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Hibbing Public Infrastructure Improvements	1	GO	11,837	0	0	0	0	0
Total Project Requests			11,837	0	0	0	0	0
General Obligation Bonds (GO) Total			11,837	0	0	0	0	0

Hibbing Public Infrastructure Improvements

AT A GLANCE

2024 Request Amount: \$11,837

Priority Ranking: 1

Project Summary: The Hibbing Public Utilities Commission (HPUC) has been forced to close one of its largest municipal wells due to impacts from the dewatering of a nearby mine pit. HPUC installed an additional well in anticipation of these impacts, however, water quality from the new well is poor and requires the addition of a water treatment facility before the well is put into service. This project will construct water treatment facilities necessary to prevent HPUC from experiencing major water shortages.

Project Description

The Hibbing Public Utilities Commission (HPUC) provides utility service for electrical, gas, steam, and water for the City of Hibbing and its residential, commercial, and industrial users. The existing water distribution system consists of ten wells, two water towers, one water treatment facility, and over 100 miles of distribution pipe.

Dewatering activities performed at a nearby mine pit have eliminated the use of the Scranton Well, one of ten municipal wells. Prior to these impacts, the affected well produced 600 gallons per minute of water that did not require any form of water treatment. As a result of the well coming offline, the City of Hibbing and its residents are at risk of experiencing a water shortage, especially at times of critical peak demand. The system is forecasted to be short 200,000 – 2,000,000 gallons per day with the loss of the Scranton Well due to mining activity.

This project will involve the construction of a new water treatment facility to replace water supply from the Scranton Well. In order to support the new water treatment facility, large improvements will also be made to the City’s distribution system. The significant improvements to the HPUC’s water treatment and distribution systems part of this project are necessary in order to ensure access to a safe and sustainable drinking water supply to the City of Hibbing into the future.

Project Rationale

Dewatering activities performed at a nearby mine pit have eliminated the use of the Scranton Well, one of ten municipal wells. Prior to these impacts, the affected well produced 600 gallons per minute of water that did not require any form of water treatment. As a result of the well coming offline, the City of Hibbing and its residents are at risk of experiencing a water shortage, especially at times of critical peak demand. The system is forecasted to be short 200,000 – 2,000,000 gallons per day with the loss of the Scranton Well due to mining activity.

In anticipation of the loss of the Scranton Well, HPUC constructed a new well, Well #18, however the

water quality from the well is poor and the addition of a water treatment facility is required before the new well can be put into service. This project seeks to construct significant improvements to the HPUC's water treatment and distribution systems necessary to ensure a safe drinking water supply is available to the City of Hibbing for the next 20 years. In addition, the Hibbing Public Utilities Commission will establish an alternate water supply for the Scranton Well that does not create conflicting interests between the HPUC and Hibbing Taconite.

Project Timeline

South WTP Improvements:
Design: June 2022 – June 2023
Construction: July 2023 – Fall 2024

New Carey Valley WTP:
Design: September 2023 – March 2024
Construction: May 2024 – July 2026

Other Considerations

The necessary water treatment system and distribution system improvements part of this project will require assistance from the State of Minnesota to make the project affordable. The City of Hibbing has a median family incomes that is approximately 65% of the statewide average. In addition, the City of Hibbing has a poverty rate of 15% compared to the statewide average of 9%. Community economic hardships have, and will continue, to increase the difficulty of implementation of necessary public improvements.

Impact on State Operating Subsidies

The project will have no impact on State Operating Subsidies.

Who will own the facility?

Hibbing Public Utilities

Who will operate the facility?

Hibbing Public Utilities

Who will use or occupy the facility?

Hibbing Public Utilities

Public Purpose

The purpose of this project is to ensure the City of Hibbing and its residents continue to have access to a safe, sustainable, source of drinking water. In addition, the upgrades to the water distribution system part of this project will solve reliability issues previously experienced due to aging distribution infrastructure.

Description of Previous Appropriations

No previous state funds have been allocated.

Project Contact Person

Luke Peterson
General Manager
218-262-7759
Luke.Peterson@hpuc.com

Hibbing Public Utilities

Project Detail

(\$ in thousands)

Hibbing Public Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$11,837	\$0	\$0
State Funds Pending				
Other State Funds		\$8,674	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$1,326	\$0	\$0
Other Funding	\$0	\$1,837	\$0	\$0
TOTAL	\$0	\$23,674	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$200	\$0	\$0
Predesign Fees	\$0	\$199	\$0	\$0
Design Fees	\$0	\$3,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$19,775	\$0	\$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	\$23,674	\$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?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Treatment Plant	1	GO	4,800	0	0	0	0	0
Total Project Requests			4,800	0	0	0	0	0
General Obligation Bonds (GO) Total			4,800	0	0	0	0	0

Water Treatment Plant

AT A GLANCE

2024 Request Amount: \$4,800

Priority Ranking: 1

Project Summary: The City of Hill City is requesting \$4,800,000 in state funds to design and construct a new water treatment facility. The manganese levels in the city's water system are more than double the Minnesota Department of Health's (MDH) Health-Based Value (HBV) and Environmental Protection Agency's (EPA) lifetime health advisory level. The project will provide increased water treatment capacity and will also improve treatment performance to provide a safe and sustainable drinking water supply.

Project Description

The proposed project consists of a new water treatment plant (WTP). The proposed facility will include aeration, gravity filtration, chemical feed systems, disinfection, and new water storage tanks, to remove iron and manganese from the city's wells No. 2 and 3. There have been no rehabilitation projects completed on the existing facilities since the original construction. The city's supply wells currently have an average manganese concentration exceeding 0.7 mg/L which is more than double the Minnesota Department of Health's (MDH) Health-Based Value (HBV) of 0.1 mg/L and the Environmental Protection Agency's (EPA) lifetime health advisory level of 0.3 mg/L. Wells No. 2 and 3 also both have an iron concentration of 2.15 mg/L which is much higher than the EPA's Secondary Maximum Contaminant Level of 0.3 mg/L. Well No. 1 has a hole in the well casing and testing has found the presence of iron bacteria. The well is not used due to the presence of iron bacteria. The new water treatment plant would ensure treatment of manganese and iron to meet both health-based values and secondary maximum contaminant levels. The project would also include new high service pumps, chemical feed systems, demolition of the existing steel reservoir, construction of a new concrete clearwell, and rehabbing wells and converting well 1 to a water fill station for community members to obtain water for various uses.

Project Rationale

Hill City is a thriving community in northern Minnesota that has a strong commitment to environmental stewardship and providing clean, safe, and sustainable drinking water to the residents and visitors to Hill City. The existing treatment infrastructure is not capable of removing manganese and iron to below EPA secondary standards and the MDH health based value of 0.1 mg/L. These improvements are necessary to provide the infrastructure required to treat the water to remove iron and manganese to provide a safe supply for residents, businesses, and tourists to Hill City and the surrounding area. This project provides the opportunity for the City to meet growing community water supply needs. Improved water storage and treatment for iron and manganese will result in greater efficiency, improved water quality for residents, and will allow the City to provide a

sustainable treatment solution for the future.

Hill City is requesting \$4,800,000 from the State of MN which is 80% of the projected engineering and construction cost. This request meets PFA recommendations of 1.2% of the Median Household Income for Hill City based on affordability.

Project Timeline

1. Submission of project to be placed on the MDH PPL and PFA IUP list - March 2023 - complete
2. Preliminary Engineering: June - October 2023
3. Preparation of Plans and Specifications: October 2023 – March 2024
4. Council Authorizes and Advertise for Bids: March - April 2024
5. Bid and Award Construction Contract: April - May 2024
6. Construction Period: May 2024 – May 2026
7. Substantial Completion: June 2026
8. Project Closeout: July 2026

Other Considerations

The City of Hill City is a gateway to greater northern Minnesota with ample hiking, fishing, boating, and other recreation activities. This project will support local residents and businesses by providing clean drinking water, improve water efficiency and treatment efficiency, replace aging infrastructure to meet City goals and needs.

Hill City is requesting \$4,800,000 from the State of MN which is 80% of the projected engineering and construction cost. This request meets PFA recommendations of 1.2% of the Median Household Income for Hill City based on affordability.

Impact on State Operating Subsidies

Hill City has not identified any new or additional state operating dollars that will be requested for this project. Hill City is requesting \$4,800,000 from the State of MN which is 80% of the projected engineering and construction cost. This request meets PFA recommendations of 1.2% of the Median Household Income for Hill City based on affordability.

Who will own the facility?

City of Hill City

Who will operate the facility?

City of Hill City

Who will use or occupy the facility?

City of Hill City will operate the facility and the businesses and residents will use the treated water supply for consumption.

Public Purpose

Provide clean, safe, and sustainable drinking water to the residents, businesses, school district, tourists, and community members.

Description of Previous Appropriations

Project Contact Person

Tami Meyer
Clerk/Treasurer
218-697-2301
cityhall@hillcity-mn.com

(\$ in thousands)

Water Treatment Plant

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,200	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Emergency Shelter City Hall Community Center Multipurpose Building	1	GO	2,273	0	0	0	0	0
Total Project Requests			2,273	0	0	0	0	0
General Obligation Bonds (GO) Total			2,273	0	0	0	0	0

Emergency Shelter | City Hall | Community Center Multipurpose Building

AT A GLANCE

2024 Request Amount: \$2,273

Priority Ranking: 1

Project Summary: \$2,275,000 million in state funds is requested to predesign, design, construct, furnish and equip a multipurpose Emergency Tornado Shelter/City Hall/Community Center facility at 4555 Jackson Street NE in the City of Hilltop. The project will include the demolition of the existing city hall and dismantling of the current playground and construction/installation of a new playground.

Project Description

The City of Hilltop is building a 6,000 sq. foot facility to serve as an emergency tornado shelter, city hall, and community center. As a very small, low-income community with a limited tax base, Hilltop must make efficient use of funds; combining these uses into a single facility reduces construction and maintenance costs. Both the main floor and basement will be fully accessible and constructed to meet ICC-500 standards. During emergency situations, the building will serve as the Emergency Operations Center (EOC) for fire, police, and emergency services. The storm shelter will serve as a resiliency hub, providing generators, battery backup, and HVAC during power outages and other emergencies. The shelter’s capacity of 700 will meet the CCity's goals of sheltering the entire population of manufactured home residents in the community.

The facility will also provide office space for city hall staff, council chambers, and records storage and will serve as an election polling location. The main floor of the facility will include a community room with a kitchenette and serving counter that residents can rent for events. The existing City Hall and adjacent playground will be removed to make space for the new construction and a new playground will be installed as part of the project.

The total cost is estimated at \$4 million. Project costs include predesign, design, engineering, construction, furnishings and equipment, demolition of the existing City Hall/Tornado Shelter and deconstruct the current playground, and reinstallation and upgrades to the playground. A State Capital Project investment will be matched through private/grant funding, in-kind support, and city reserve funds.

This is a very large project for our small city. We have a limited tax base and limited funding options. The city has unsuccessfully explored grant funding for the project through FEMA, USDA, and HUD, but due to the nature of the project or size of the community, has not found any good prospects.

Project Rationale

Manufactured homes provide important affordable housing for Hilltop residents. Of the 406 housing

units in the City, 266 (66%) are manufactured homes. However, manufactured homes are extremely vulnerable to tornadoes and other extreme weather. NOAA and FEMA recommend that mobile and manufactured home residents flee their homes for sturdier shelter before storms strike. None of the manufactured home parks have formal tornado shelters, all have elected to provide an evacuation plan in lieu of shelter. The intensity and frequency of storms has increased in recent years, with the City opening the current tornado shelter 12-15 times per year. This project is a priority because the current shelter only has capacity for 174 people, is difficult to access, and does not meet the needs of the community. In recent years more families have moved into the community, approximately 25% of the population is under the age of 15, while 10% is over the age of 65. The proposed shelter's capacity of 700 will meet the City's goals of sheltering the entire population of manufactured home residents in the community. Protecting public safety is one of the main functions of government. Hilltop seeks to protect residents before disaster strikes.

The project has strong community support from residents, business owners, and manufactured home park owners. The city has been working with Oertel Architects to develop the proposed project since 2016. The four manufactured home parks in the community, while not formal partners on the project, work with the city on emergency preparedness and are supportive of the proposed emergency tornado shelter. Anoka County Commissioner Mandy Meisner is extremely supportive of the project as is the Fire Chief of neighboring Columbia Heights, which provides contract emergency services to Hilltop. The proposed multipurpose facility is essential for public safety, accessibility, and equity.

Project Timeline

Pre-design, Engineering & Design: 01/01/2022-08/01/2023

Construction: 04/01/2024-01/31/2025

Completion: 01/31/2025

Occupancy: 02/01/2025

Other Considerations

The proposed project meets several of Governor Walz's capital budget priorities. It protects life and safety, provides a 50% local match, included extensive community engagement, is strongly supported by the City, helps prepare Hilltop for the increasingly violent storms occurring due to climate change, meets the B3 performance guidelines, and helps make Minnesota a great place for kids by improving safety and installing a new playground. Lastly, the project will provide equitable access to storm shelter for Hilltop's racially diverse —50% Hispanic, 24% White, 17%Black, 5% Multi-Racial, 4% Asian— low-income community. The median household income in Hilltop is \$40,700 (ACS 2017-2021, Metropolitan Council) significantly lower than the State median of \$77,706 or the Anoka County median income of \$88,680 (ACS 2017-2021). A significant portion of the community is below the Federal poverty level (21.5%) and an additional 30% is between 100-184% of the poverty level.

Impact on State Operating Subsidies

None-no additional funds will be requested.

Who will own the facility?

City of Hilltop

Who will operate the facility?

City of Hilltop

Who will use or occupy the facility?

City of Hilltop

Public Purpose

The proposed multipurpose Emergency Shelter/City Hall/Community Center will: 1) protect the health and safety of Hilltop residents by providing safe shelter for the almost 700 low-income residents who live in manufactured homes; 2) provide space for the conduct of City business, including office space for staff, meeting and storage space, and a polling location; and 3) provide a community meeting/gathering space that residents and community groups can use for events and celebrations.

Description of Previous Appropriations

N/A. No previous appropriations received.

Project Contact Person

Ruth Nelsen
City Clerk
763-571-2023
rnelsen@hilltop.govoffice.com

(\$ in thousands)

Emergency Shelter | City Hall | Community Center Multipurpose Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,273	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,300	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$4,573	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,573	\$0	\$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	\$4,573	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Holdingsford Lift Station Replacement	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

Holdingsford Lift Station Replacement

AT A GLANCE

2024 Request Amount: \$1,000

Priority Ranking: 1

Project Summary: The City of Holdingsford is requesting \$1,000,000 in funding to design and construct a new lift station. The new station will replace a failing lift station that risks flooding homes as well as the potential to leak wastewater into the adjacent Two Rivers River.

Project Description

The main lift station and forcemain date to the 1960s. With improvements to the wastewater plant in 1990 and 2012. Improvements to the lift station occurred at the same time with new pumps. However, the structure and forcemain remain the 1960s original.

The lift station structure is failing and needs replacement. The steel structure has significant corrosion, beyond what can be repaired. The pumps need replacement again, and the system is often clogged with debris (wipes and other floatable debris). The forcemain too is beyond its life expectancy. This is the primary lift station in Holdingsford. Its failure will flood homes with wastewater as well as leak wastewater into the adjacent Two Rivers River.

Replacement will include:

- A new concrete structure
- Three submersible pumps
- A screen to remove wipes and other debris
- Standby back-up generator
- Forcemain replacement
- New control panel and SCADA system.
- Correction of sewer grades under the adjacent County Road

Project Rationale

This aging infrastructure is in critical need of replacement as the current lift station is failing. The estimated project cost is \$2,000,000, of which the City of Holdingsford can pay for 50%. Funding is needed for the remaining portion of the project to make it feasible to move forward.

Project Timeline

- Design and permitting Late 2024
- Bidding Early 2025
- Construction Summer 2025

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Holdingford

Who will operate the facility?

City of Holdingford

Who will use or occupy the facility?

City of Holdingford

Public Purpose

Public infrastructure for proper wastewater treatment, including preventing the possible flooding of homes and risk of a wastewater leak to a nearby river.

Description of Previous Appropriations

Project Contact Person

Nicole Lahr
City Clerk
320-746-2966
clerk@holdingfordmn.us

(\$ in thousands)

Holdingford Lift Station Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Dow Towers Sprinkler System	1	GO	455	0	0	0	0	0
Total Project Requests			455	0	0	0	0	0
General Obligation Bonds (GO) Total			455	0	0	0	0	0

(\$ in thousands)

Dow Towers Sprinkler System**AT A GLANCE****2024 Request Amount:** \$455**Priority Ranking:** 1**Project Summary:** The project is to install a sprinkler system at Dow Towers, a 76 unit apartment building for people and families of low income. The seven story building has a fire alarm system, but is not sprinklered.**Project Description**

The Hopkins Housing & Redevelopment Authority (HRA) completed a Physical Needs Assessment in February of 2023. The assessment noted that the building and site have been well maintained and are generally in good condition but is in need of larger system repairs, which common for buildings of its age. (Dow Towers was originally constructed in 1971). The study states that "the building currently does not have a fire sprinkler system however the State of Minnesota is requiring all existing public housing buildings in which at least one story used for human occupancy is 75 feet or more above the lower level of fire department vehicle access to add a sprinkler system." The study recommends that a sprinkler system be added to the building as soon as possible.

The project scope would be to install a full operational fire sprinkler system throughout the entire building. The estimated cost is \$842,785. The City of Hopkins has earmarked \$50,000 of its American Rescue Plan Act funding for the project. The HRA would also its 2023 allocation of capital funding from the Department of Housing and Urban Development (\$122,000).

Project Rationale

A well functioning fire sprinkler system can prevent the growth and spread of fire in a building. A sprinkler system will reduce the risk of fire death or injury for Dow Tower residents and employees. The rate of firefighter injury is also lower when sprinklers are present.

Minnesota Statute 299F.48 requires all public housing buildings in which at least one story used for human occupancy is 75 feet or more above the lowest level of fire department vehicle access to have a fully operational sprinkler system by August 1, 2033.

Project Timeline

The HRA has already completed a physical needs assessment. The remaining steps to complete the project are to complete a feasibility study and then install the sprinkler system. The building is currently occupied and residents would to be transferred between apartments during installation. It is estimated that it would take 12-14 months to complete the project.

Other Considerations

The project will address life and safety issues by providing a safer building for residents. The project

helps preserve and improve existing infrastructure.

Impact on State Operating Subsidies

None- The HRA will not need additional operating subsidies.

Who will own the facility?

The Hopkins HRA will continue own, operate and maintain the Dow Towers apartment building.

Who will operate the facility?

The Hopkins HRA will continue own, operate and maintain the Dow Towers apartment building.

Who will use or occupy the facility?

Dow Towers will continue to be an apartment building for individuals and families of low income.

Public Purpose

The funding will allow the HRA and Dow Towers to continue to operate a low income apartment building for residents. The project will preserve existing public housing.

Description of Previous Appropriations

None

Project Contact Person

Muse Mohamed
Executive Director
952-548-6345
mmohamed@hopkinsmn.com

(\$ in thousands)

Dow Towers Sprinkler System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$455	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$244	\$0	\$0
City Funds	\$0	\$211	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$910	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$50	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$793	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$67	\$0	\$0
TOTAL	\$0	\$910	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Hopkins Recreation and Resilience Hubs	1	GO	4,956	0	0	0	0	0
Total Project Requests			4,956	0	0	0	0	0
General Obligation Bonds (GO) Total			4,956	0	0	0	0	0

Hopkins Recreation and Resilience Hubs

AT A GLANCE**2024 Request Amount:** \$4,956**Priority Ranking:** 1

Project Summary: The City of Hopkins is requesting funding to help design and construct two community park buildings to be used for recreational, educational and climate resilient spaces to help residents connect, gather, learn, participate in government and during time of extreme heat or other climate events have safe shelter. The total project cost is estimated at approximately \$10M. Hopkins is requesting 50% of funding to come from the state and 50% from City Funds.

Project Description

The City of Hopkins seeks funding to design and construct two park buildings, one in Oakes Park located off Blake Road and Lake Street and one in Valley Park located in South Hopkins, to provide residents with much needed indoor recreational and educational space that can be flexible enough to also accommodate myriad other uses such as space for voting, City or community led public engagement events, and rental space for communities to gather and celebrate. These two buildings would replace existing buildings in each park which were not built to accommodate gathering or community space beyond winter warming house use.

Additionally, these buildings would serve a secondary purpose as resilience hubs which can accommodate residents for cooling and resource distribution during times of extreme heat or other climate events such as loss of power within a neighborhood. These buildings would be designed to be as carbon neutral as possible with a rooftop solar array and power storage and cold climate ready ground sourced heating and cooling systems.

Similar to our existing Pavilion warming house in Central Park, these buildings would each have one larger room which can hold approximately 100 people and is flexible enough to hold voting, community engagement events and presentations while also accommodating space for winter warming house use and Hopkins-Minnetonka recreational programming or educational programming for residents of all ages, put on by partner organizations such as Hopkins Community Education, Hopkins Early Childhood and Family Education or Three Rivers Parks District.

Each building would also have a small office, storage space and restrooms which can be accessed from the interior and exterior of the building.

Project Rationale

These two buildings are the result of two separate studies and numerous conversations with community and community partners about the lack of spaces which accommodate the needs

addressed in the project.

The City of Hopkins, incorporated in 1893, has a traditional urban form with a central downtown common of communities developed during this era. As such, all of the City's civic spaces are located within several blocks from one another adjacent to the City's Mainstreet. Development and subsequent removal of streetcar with the transition to automobile has shaped the urban form such that these buildings are physically separated from many residents by major arterials such as Highways 169 and 7 and Excelsior Boulevard. In recent years, a lack of civic space on the eastern and southern parts of town have made it increasingly challenging to meet needs for residents. Staff has had difficulty finding spaces for voting or community meetings, a deficiency that has become more apparent with the increase in development and subsequent engagement associated with the METRO Green Line Extension.

The location of these proposed park buildings are in spaces which represent the full diversity of Hopkins. Both buildings are proposed to be in locations which exemplify the deep diversity of Hopkins, both Oakes and Valley Park abut neighborhoods which are made up largely of residents living in multi-family housing, BIPOC residents and residents who have recently immigrated to the United States. These areas are census tracts where residents are experiencing high rates of poverty, lower incomes and are less likely to own personal transportation.

In 2022, the City began a Master Park System Plan to evaluate all of the community's parks and open spaces. Throughout this process nearly all community organizations who were engaged with mentioned a similar pressure and need for indoor space to meet current residents demands. The City of Hopkins has a shared recreation program with the City of Minnetonka, and Hopkins residents must travel into Minnetonka for any classes or programming they are registered for that takes place indoors. This adds a severe barrier to participation, especially for low-income and BIPOC families, who may not have transportation or time to travel the distance to participate. The addition of these buildings in neighborhoods will allow residents the ability to walk or bike to a nearby activity. Additionally, other programs such as Hopkins Community Education and Hopkins Early Childhood and Family Education have expressed the same challenges with the ability to provide programming within community. While the City has very small buildings in these parks now, neither of them are large enough to accommodate these types of activities.

Also in 2022, the City was awarded money from the Minnesota Pollution Control Agency to study heat resilience along these same corridors. In an effort to plan for community safety in the heat, the City is worked to understand how people in these areas currently handle the heat, what strategies people can use to stay safe during heat waves, and how the City can help people stay safe in the heat. Throughout this project, the City spoke with residents and business owners, and looked to other cities to better understand what can be done to stay safe and keep others safe in extreme heat. These corridors were most important to study given the overlap between the populations that live in these areas and the predisposition many in this neighborhood have to illnesses and other factors that make them more susceptible to illness or death during extreme heat. In a study on the need for Resilience hubs by the Urban Sustainability Director's Network, they explain that " low-income communities and communities of color often face a range of daily stressors that may make them more vulnerable to impacts from a changing climate."

One overarching theme during the engagement process was that residents, especially those who were struggling to pay for utility costs, were seeking more public spaces to stay cool on the hottest

days. Recommendations from this study included that the City should increase ways resident could access government facilities to stay cool and build social cohesion amongst community as well as creating resilience hubs to ensure safe and reliable power as climate events increase. These buildings would be designed both to meet resident needs in a changing climate but also be structurally designed to be sustainable and carbon neutral, leveraging solar and ground sourced heating and cooling systems.

These two buildings ultimately meet myriad needs from recreation and education, to building capacity and accessibility to civic participation, to ensuring that on our most challenging weather days any resident will have a safe place.

Project Timeline

If approved in the 2024 legislative session, the following is a tentative timeline for the projects moving forwards:

- Summer 2024: City to issue RFP for design and construction documents for buildings and select architecture firm.
- Fall/Winter 2024: Community engagement on final design and buildings proceed through City approval processes
- Late Winter/Spring 2025: City to solicit bids for construction of new buildings
- Spring 2025: Projects begin Construction

Other Considerations

None.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Hopkins will own both buildings associated with the project, and currently owns the parkland on which they are proposed.

Who will operate the facility?

The City of Hopkins will oversee all facility operations in the new buildings, with some support from the City of Minnetonka. This is a similar arrangement to our current park facility operations where Hopkins maintains the physical infrastructure and Minnetonka provides staffing support during times where the buildings are occupied such as winter warming house use, rental uses and other times where the buildings are open to the public.

Who will use or occupy the facility?

The primary purpose of these buildings will be to allow residents to visit the facility for a wide variety of uses including space for recreation or community education programming, non-programmed activities such as a warming house for winter sports or a cooling center during extreme heat days,

civic uses such as voting and public engagement processes, and as a rental facility for resident occasions such as birthday parties or other celebrations.

This diverse set of uses engages many partners both regionally and locally, including the City of Hopkins, Hopkins - Minnetonka Joint Recreation Program, Hopkins Community Education and Hopkins School District Early Childhood Family Education Programs, the local watershed districts (Nine Mile Creek Watershed District and Minnehaha Creek Watershed District) and the Three Rivers Park District. All of these partners, across several different engagement processes, have expressed the need for additional physical space in these areas of the community to provide programming, engagement, and services to residents.

Public Purpose

To provide residents of Hopkins with a space for gathering and community building; reduce barriers to civic engagement; and provide resilient spaces which can be supportive and response to extreme climate and weather events.

Description of Previous Appropriations

None

Project Contact Person

PeggySue Imihy Bean, AICP
Special Projects and Initiatives Manager
952-548-6344
pimihy@hopkinsmn.com

(\$ in thousands)

Hopkins Recreation and Resilience Hubs

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,956	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$4,956	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$9,912	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$125	\$0	\$0
Design Fees	\$0	\$775	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,100	\$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	\$912	\$0	\$0
TOTAL	\$0	\$9,912	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
NW Minnesota 9-County Regional Hub & Spoke Project	1	GO	61,500	0	0	0	0	0
Total Project Requests			61,500	0	0	0	0	0
General Obligation Bonds (GO) Total			61,500	0	0	0	0	0

NW Minnesota 9-County Regional Hub & Spoke Project

AT A GLANCE**2024 Request Amount:** \$61,500**Priority Ranking:** 1

Project Summary: Create a regional hub and spoke system to primarily manage construction and demolition debris (C & D), as well as improvements to increase recycling, reuse, organics, and management of special wastes for long-term solid waste management within a 9-county region including: Beltrami, Cass, Clearwater, Hubbard, Mahnommen, Marshall, Norman, Polk and Red Lake Counties. The 9-county region also serves 3 Tribal Reservations (Leech Lake, Red Lake, White Earth).

Project Description

The project results in the closure of up to 14 unlined construction & demolition (C&D) landfills within a 9-County Region in Northwest Minnesota and creation of a new, one-of-a-kind organized regional collection, management, diversion and disposal system based on a 2023 MPCA funded Study on alternatives to unlined C&D landfills. The Hub & Spoke system which will replace the unlined landfills consists of 12 new or modified mixed use collection and processing facilities (Spokes), 2 new lined debris disposal facilities (Hubs), incorporation of artificial intelligence robotics into the regional recycling facility and upgrades to the regional organics composting facility to increase processing capacity needed for the project. The project is necessary to enhance resilience to, and enhance recovery efforts from, increasing number, frequency, severity of disasters related to climate change.

The MPCA funded study, which concluded in 2023, reviewed options for creating the new system to manage C & D materials in anticipation of new rules related to the siting, permitting, operation and closure of unlined C & D landfills in Minnesota. That study identified the components needed for a Hub & Spoke system. This regional effort organizes 9 rural counties with multiple distinct underserved communities into an organized cooperative system (coalition). Located in upper northwestern MN, this 9-County region borders North Dakota to the west and lies about 90 miles south of the Canadian border. The region makes up over 10% of the counties in MN, over 15% of the geographic area of MN (13,200 sq. miles or 8.45 million acres) and includes 46.7% of Minnesota's lakes (6,697 lakes) covering 35% of the total surface area in water bodies. The Native American population within MN is listed as 1.2% of the overall state population according to the Minnesota State Demographic Center's 2020 Census, but 24.5% of that population resides in or around the 3 Tribal Reservations (Red Lake, Leech Lake, and White Earth) within this 9-Co region.

This project proposes to replace many of the small unlined LFs with small mixed-use facilities (Spokes) to consolidate many small loads of materials into larger loads for shipment to a lined C&D LF (Hub). The Spokes would be capable of sorting some recyclable/reusable materials out of the incoming C&D wastes in addition to accepting other non-C&D materials for reuse, recycling, or disposal (such as

scrap metal, mixed recycling, appliances, E-waste, organics/yard waste, HHW, etc.). By doing so, these Spokes would provide new, or expand existing local access to, waste and recycling services for rural and underserved communities.

Furthermore, the Spokes would reduce GHG emissions by greater than 50% by facilitating the hauling of a large load in lieu of many small loads the same distance from the Spoke to the Hub. To maximize the efficiency and benefit of a regional Hub & Spoke system, the creation of an eastern Hub (lined C&D LF) and modification of the existing western Hub (existing unlined C&D facility to be lined) would be needed.

The Project would also include upgrades to the Polk County Organics Compost Facility and Materials Recovery Facility (MRF), which would include aerated static pile (ASP) compost technologies, robotic sorters, and other related equipment upgrades to achieve improved organics composting and recyclable material recovery for the 9-County group. The purchase of mobile advanced processing equipment (such as a high-speed shredder for shingles or clean wood waste) would provide innovative ways to reduce amount of C & D to be landfilled.

Proposed C&D Hub Locations:

- East Hub - Hubbard County North Transfer Station and Demolition Landfill (SW-315)
- West Hub - Polk County Landfill (SW-124)

Proposed C&D Spoke Locations:

- Beltrami County Demolition Landfill (Bemidji – SW-306)
- Cass County Transfer Station (Pine River – SW-419);
- Clearwater County Demolition Debris Landfill (Bagley – SW-168);
- Hubbard County North Transfer Station and Demolition Landfill (Laporte – SW-315)
- Hubbard County South Demolition Landfill (Park Rapids – SW-318)
- Mahnomon County Demolition Landfill (Mahnomon – SW-337)
- Marshall County Demolition Landfill (Warren – SW-422)
- Norman County Demolition Landfill (Gary – SW-332)
- Polk County Landfill Complex (Gentilly – SW-124)
- Polk County Recycling Center (Fosston – SW-640)
- Red Lake County (Oklee) Demolition Landfill (Oklee – SW-438)
- Red Lake County (Red Lake Falls) Demolition Landfill (Red Lake Falls – SW-331)

Project Rationale

Due to concerns over potential surface water, groundwater (2019 MPCA Report - Groundwater Impacts of Unlined Construction and Demolition Debris Landfilling), and other environmental impacts, the state of MN has begun various efforts to curtail, or phase-out, the use of unlined C&D LFs in the state. This is a shared concern for the described 9-Co region. A priority is long-term C&D management for the communities being served. For many rural communities, including those in this 9-Co Group, the existing unlined C&D LF is the main, or only, local solid waste management facility available for its residents. The anticipated closure of local C&D LFs due to environmental impacts will adversely affect the underserved communities by removing a local disposal option and increasing the cost of managing this waste stream. In addition, to reach those distant lined C&D LFs, more carbon dioxide equivalence (CO₂e) and greenhouse gases (GHGs) will be released to the environment and negatively increase climate change impacts.

Our 9-County group is committed to implementing the proposed project if funding is received. Our 9-County group has already received Board support to apply for a MPCA Grant in order to complete a C & D study. From that study we have identified capital costs and operation and maintenance costs for

a hub and spoke system. By constructing this hub and spoke system, it would serve as a model for other areas of the state to address similar issues and challenges related to the future of C & D landfilling.

Project Timeline

2024 - Bonding

2024-2025 Design/Engineering

2025-2027 Construction/Equipment Purchases

Other Considerations

None

Impact on State Operating Subsidies

N/A

Who will own the facility?

Hubbard County, through a limited joint powers agreement, would be the project lead. The 9-County Region would all be included in funding for specific projects related to Hub and Spoke System including: Beltrami, Cass, Clearwater, Hubbard, Mahnomen, Marshall, Norman, Polk and Red Lake Counties.

Who will operate the facility?

Hubbard County, through a limited joint powers agreement, would be the project lead. The 9-County Region would all be included in funding for specific projects related to Hub and Spoke System including: Beltrami, Cass, Clearwater, Hubbard, Mahnomen, Marshall, Norman, Polk and Red Lake Counties.

Who will use or occupy the facility?

Beltrami, Cass, Clearwater, Hubbard, Mahnomen, Marshall, Norman, Polk and Red Lake Counties

Public Purpose

Yes, this project would serve the solid waste needs of Beltrami, Cass, Clearwater, Hubbard, Mahnomen, Marshall, Norman, Polk and Red Lake Counties.

Description of Previous Appropriations

MPCA Capital Assistance Program - Funded Solid Waste Transfer Station projects in 2017 and projects prior to 2000.

Project Contact Person

Josh Holte
Solid Waste Administrator
218-732-2345

josh.holte@co.hubbard.mn.us

(\$ in thousands)

NW Minnesota 9-County Regional Hub & Spoke Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$61,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$22,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$84,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$725	\$0	\$0
Design Fees	\$0	\$5,320	\$0	\$0
Project Management	\$0	\$2,830	\$0	\$0
Construction	\$0	\$75,125	\$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	\$84,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	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)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Campbell and Otter Lakes Restoration	1	GO	3,500	0	0	0	0	0
Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)	1	GO	6,400	0	0	0	0	0
Total Project Requests			9,900	0	0	0	0	0
General Obligation Bonds (GO) Total			9,900	0	0	0	0	0

Campbell and Otter Lakes Restoration

AT A GLANCE

2024 Request Amount: \$3,500

Priority Ranking: 1

Project Summary: Improvements and betterments of Campbell Lake, Otter Lake, the South Fork of the Crow River and other tributaries to the lakes in order to improve water quality, increase the areas for recreational activities, and restore fish and wildlife habitat. This project includes predesign, design, engineering and construction of capital improvements, including a forebay installation.

Project Description

Primary project aspects are as follows:

- Clean water quality and sediment data collection/analysis
- Crow River and tributary stream stabilization/restoration
- Lakeshore stabilization/restoration
- Crow River forebay BMP installation for sediment collection

Project Rationale

Natural water bodies within the City of Hutchinson have historically been under-utilized due to existing sedimentation levels and limited fish/wildlife habitat issues. Thus, this project would begin to address the current situation in a cost-effective, collaborative effort.

Project Timeline

Other Considerations

The City of Hutchinson has invested significant resources to improve storm water treatment dynamics (ponding, maintenance, street sweeping, private development standards, etc.) for about 25 years. Also, the City and MnDNR implemented an overflow dam replacement project (new rock spillway) about 15 years ago that significantly improved fish movement/migration to the upstream lakes being improved by this proposed project.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Hutchinson

Who will operate the facility?

City of Hutchinson

Who will use or occupy the facility?

General public

Public Purpose

Improve water quality and expand upon fish/wildlife habitat while creating recreational opportunities and bettering shoreline aesthetic/erosion dynamics.

Description of Previous Appropriations

The City received \$3,100,000 during the 2020 bonding bill for phase 1 of the project.

Project Contact Person

Mike Stifter
Public Works Director
320-234-4212
mstifter@hutchinsonmn.gov

(\$ in thousands)

Campbell and Otter Lakes Restoration

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$3,100	\$3,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$3,100	\$3,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$3,100	\$3,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$3,100	\$3,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)

AT A GLANCE

2024 Request Amount: \$6,400

Priority Ranking: 1

Project Summary: McLeod County is requesting \$6.4 Million in state funds for the Local share of construction of a tempered vehicle/equipment storage and fueling facility at the Hutchinson Area Transportation Services (HATS) facility in Hutchinson, MN.

Project Description

The Hutchinson Area Transportation Services (HATS) facility is a shared multi-purpose facility that is owned and operated by McLeod County, City of Hutchinson, and State of Minnesota (MnDOT). It is governed by a Joint Powers Board consisting of members from each agency.

The HATS facility was constructed in 1996 and houses McLeod County (Engineering, Maintenance, and GIS), City of Hutchinson (Streets and Forestry), MnDOT (Construction and Maintenance), MN State Patrol, and MnDNR Conservation Officers.

Since the HATS facility was constructed in 1996, staffing and operations have changed and equipment has become larger and more computerized requiring longer down time and the need for more mechanic space. The original fuel system has become problematic and outdated, requiring frequent repairs and the utilization of emergency backup fueling operations. This project will address the space needs of the mechanics and improve the fueling system, allowing alternative fuel sources.

In lieu of building new mechanic space at a much higher cost than tempered storage space, this project consists of remodeling a portion of the existing 36,000 SF mechanic/storage space into additional mechanic space and building an 18,000 SF tempered vehicle/equipment storage facility on adjacent property. It also includes replacing the current underground fuel system with a new aboveground fuel system that will handle diesel, gasoline, EV charging, future CNG (compressed natural gas), and DEF (diesel elimination fluid).

The estimated total cost of the project is \$10.3 Million. This \$6.4 Million request is for the Local portion. \$3.2 Million is being requested separately by MnDOT using Transportation Bonds. The remaining funds will be provided equally by McLeod County, The City of Hutchinson, and MnDOT.

Project Rationale

The HATS facility is approaching 25 years old. Since the facility was constructed, staffing and operations have changed over the years. Equipment has become larger and more computerized requiring longer down time and mechanic space for diagnostics. The original fuel system has become

problematic and requires frequent repairs, which creates inefficiencies in the operation. The original facility was constructed with appropriate air handling and other features that allow welding and other mechanic operations in the entire facility. The addition of a tempered storage building in lieu of a new mechanic shop is more efficient and cost effective than remodeling the existing facility.

Rehabilitating the existing fuel system is not cost effective or feasible given the age of the system. Building a new fuel system adjacent to the new tempered storage building will allow a more cost effective and efficient access for the numerous entities that utilize the fuel system.

Project Timeline

Legislature approving Bonding Bill-Spring 2024
Predesign-Summer 2024
Final design Fall-2024/Winter 2025
Begin Construction-Spring/Summer 2025
Construction complete-Summer 2026

Other Considerations

The Hutchinson Area Transportation Services facility is an award-winning model of sharing and collaboration between multi-governmental agencies that has been revered around the state. In 1995 HATS won a Partnership Minnesota Cooperative Public Service Award and received a letter of gratitude from Governor Arne Carlson.

Impact on State Operating Subsidies

Not Available

Who will own the facility?

- McLeod County
- City of Hutchinson
- State of Minnesota (MnDOT)

Who will operate the facility?

The Hutchinson Area Transportation Services Joint Powers Board

Who will use or occupy the facility?

- McLeod County
- City of Hutchinson
- MnDOT
- MN State Patrol
- MnDNR
- Other County/City/State agencies

Public Purpose

The purpose of the HATS facility is to house County, City, and State resources and equipment that collaboratively provide timely, efficient, and cost-effective road and bridge construction and maintenance services to the traveling public and Minnesota taxpayers.

Description of Previous Appropriations

Project Contact Person

Mike Stifter
Director of Public Works
320-234-4212
mstifter@hutchinsonmn.gov

(\$ in thousands)

Hutchinson Area Transportation Services Alternative Mechanic Space Expansion and Fueling Upgrades (Local Share)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,400	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$3,200	\$0	\$0
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$717	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$10,317	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$412	\$0	\$0
Project Management	\$0	\$412	\$0	\$0
Construction	\$0	\$9,493	\$0	\$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	\$10,317	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Kerry Park Health & Wellness Center	1	GO	11,885	0	0	0	0	0
Total Project Requests			11,885	0	0	0	0	0
General Obligation Bonds (GO) Total			11,885	0	0	0	0	0

Kerry Park Health & Wellness Center**AT A GLANCE****2024 Request Amount:** \$11,885**Priority Ranking:** 1**Project Summary:** To construct, renovate, and reconstruct Kerry Park Recreation Center, including an expansion to the facility to create a regional health and wellness center that will provide space for health, wellness, and community gathering opportunities.**Project Description**

The City of International Falls seeks to improve the current Kerry Park Wellness Center. The renovation and new construction will include indoor and outdoor ice sheets, gymnasium and community space, outdoor playground, outdoor splash park, dog park, locker room, lavatory and shower facilities, indoor walking track, commercial kitchen, daycare, and senior center space.

In addition to the facility amenities, the project will also include operational improvements that include replacement of the existing refrigeration/ice making system, addition to the existing facility, replacement/upgrade of existing mechanical and electrical system, ADA improvements, safety system upgrades, new seating equipment, and energy conservation upgrades.

Project Rationale

The new facility will be an asset to many surrounding communities and organizations including local clinics, Senior Citizens, Police, Fire Departments, and various athletic organizations. Activities that frequently occur at this facility include sporting events, weddings, graduations, dances, pickleball, hockey, basketball, and concerts. While recreational elements are a popular draw, the facilities centralized situation and size provide a location to hold EMS training, emergency evacuations, vaccination site, and a back-up morgue for the area in cases of major emergencies and disasters.

As is evidenced by the descriptions above, this facility serves many roles for International Falls and surrounding communities. The identified improvements above are imperative to the future functionality, economic viability, and operational efficiency of the facility. The ADA improvements, upgrading the mechanical and electrical system, modernizing the safety system are all necessary requirements for public facilities. The existing ice system needs to be upgraded to meet existing regulations. As our populations grow and change, the facility needs to be equipped correctly to accommodate the multi-generational and municipal user groups.

Project Timeline

06/15/2023 Updated Estimates anticipated start date for Phase 1 - May 2024

Phase 1: Demolition of existing Kerry Park Arena. Construct a new Health & Wellness Facility.

Anticipated construction start date - May 2024

Projection duration - 7 to 9 months

Cost includes 3% construction contingency, 10% design contingency, 10% design fees, and preconstruction and construction fees, cost escalation for an anticipated start of May 2024.

Phase 2: New Splash Park, Restrooms/Concessions Building & Playground Complex, Ball Field, Sledding Hill, and Dog Park Complex

Anticipated construction start date - May 2025

Project duration - 8 to 10 months

Cost includes 10% construction contingency, 10% design contingency, 10% design fees, and preconstruction and construction fees and cost escalation for an anticipated start of May 2025.

Total Project Cost: \$19,899,050

Other Considerations

The Kerry Park Health and Wellness Center has the support of the International Falls Rotary Club, for one. Rotarian's have been fundraising to help with costs associated with the outdoor splash park for community members of all ages to enjoy. In addition, there is support from Community Education, local hotels, and many residents from all generations that are looking to utilize the facility.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of International Falls

Who will operate the facility?

City of International Falls

Who will use or occupy the facility?

All areas of the community and outlying areas will be able to share in the opportunities these types of facilities and amenities would provide. Seniors, Early Childhood groups, Community Education, Youths, Special Needs, EMS, Police, Fire Department, Emergency Management, Athletic Groups, Hunger Coalition/Food Shelf, Schools, and other social groups for events.

Public Purpose

The new facility will be an asset to many surrounding communities and organizations including local clinics, Senior Citizens, Police Department, Fire Department, and various athletic organizations. Activities that frequently occur at this facility include sporting events, weddings, graduations, dances, pickleball, hockey, basketball, and concerts. While recreational elements are a popular draw, the facilities centralized location and size provide a facility to hold EMS training, emergency evacuations, vaccination site, and emergency command center for the area in cases of major emergencies and disasters like we had in 2022 due to flooding.

Description of Previous Appropriations

2023 - \$1,000,000.00 for design and engineering.

Project Contact Person

Betty Bergstrom

Administrator

218-283-7983

bettyb@ci.international-falls.mn.us

(\$ in thousands)

Kerry Park Health & Wellness Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$1,000	\$11,885	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,100	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$0	\$3,000	\$0
Non-Governmental Funds	\$0	\$0	\$100	\$0
TOTAL	\$1,000	\$12,985	\$3,100	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,000	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,985	\$3,100	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$1,000	\$12,985	\$3,100	\$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):	

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Ironton Water Treatment Plant-New Construction	1	GO	1,445	0	0	0	0	0
Total Project Requests			1,445	0	0	0	0	0
General Obligation Bonds (GO) Total			1,445	0	0	0	0	0

Ironton Water Treatment Plant-New Construction

AT A GLANCE

2024 Request Amount: \$1,445

Priority Ranking: 1

Project Summary: The existing Ironton Water Treatment Plant is over 70 years old and has exceeded industry standards that define the useful life for this type of facility. The federal government's USDA Rural Development (RD) has reviewed the project Preliminary Engineering Report and deemed the preferred project alternative was to construct a new water treatment facility. RD has committed \$3,688,000 towards the project financing (\$2,243,000 loan and \$1,445,000) grant. A \$2,465,179 funding gap remains.

Project Description

Replacement of the existing water plant will provide long term benefits to residents by assuring that the construction of the plant will meet Federal and State water quality standards and that Ironton municipal water system users are assured that municipal water services that are safe and sanitary.

The new facility has been designed, engineered, and was initially bid in 2019. Due to the world wide Covid pandemic the project did not proceed to construction. The project been re-bid in 2022 and the new costs were in excess of prior bid costs by almost \$2.5 million dollars. Another bid process will need to take place prior to a future construction start.

The projects planned financing plan consists of a USDA Rural Development grant and loan commitment, a 2024 State Bonding Bill Appropriation, a Minnesota Public Facility Authority WIF grant, and an Iron Range Rehabilitation and Resource Board Public Infrastructure grant. The timeline for the project proceeding is August 2024.

Project Rationale

The existing Ironton Water Treatment Plant is over 70 years old. The facilities equipment and operating system's have far exceeded it's useful life. Costs to maintain and operate the antiquated system will exceed the financial rationale and feasibility for operating the facility in it's current state.. The projects Preliminary Engineering Report provided several options to address the water treatment needs of Ironton water system users, The USDA Rural Development State Engineer determined the construction of a new water treatment plant as the preferred alternative for meeting long term Ironton municipal water needs.

Project Timeline

Project construction will commence following encumbrance of all project financing - the anticipated date of full encumbrance is August 1, 2024.

Other Considerations

Ironton officials had secured this projects financing needs prior to the world-wide Covid pandemic. Funding was secured from the Federal USDA Rural Development Water and Wastewater Grant/Loan program, an Iron Range Resource and Rehabilitation Public Infrastructure Program grant, and a General Obligation Bond to be issued by the City. As a result of the pandemic, construction activities did not proceed for a two year period. The project required rebidding and increased by over \$2.4 million dollars as a result of supply chain issues, labor shortages, increased costs of financing, and inflationary impacts. Additionally, the Rural Development funding was committed for a five year period ending September 30, 2023. An adjustment of the grant/loan agreement will be required after this date. This will result in an increase in User Rate's due to the Agency using updated Median Household Income data that is used to determine monthly user rates

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Ironton will own the facility.

Who will operate the facility?

The City of Ironton Public Utility Department will operate the facility

Who will use or occupy the facility?

The project will provide municipal water services to residents and businesses located within the Ironton corporate city limits.

Public Purpose

The public purpose is to replace the existing water treatment facility that has reached it's expected life cycle and in so doing will provide safe and sanitary municipal water services to Ironton stakeholders that meet all state and federal healthy water standards.

Description of Previous Appropriations

Ironton has received no prior State Appropriations

Project Contact Person

Shawn Hamsdorf
City Councilor
218-838-1403
shawnhamdorf@ricelake.org

(\$ in thousands)

Ironton Water Treatment Plant-New Construction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,445	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$2,465	\$0	\$0
Non-State Funds Already Committed				
Federal Funds	\$0	\$2,243	\$0	\$0
City Funds	\$0	\$0	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$149	\$0	\$0
TOTAL	\$0	\$6,302	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$802	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,500	\$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	\$6,302	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Isanti Hwy 65 Safe Pedestrian Crossing	1	GO	2,150	0	0	0	0	0
Total Project Requests			2,150	0	0	0	0	0
General Obligation Bonds (GO) Total			2,150	0	0	0	0	0

Isanti Hwy 65 Safe Pedestrian Crossing**AT A GLANCE****2024 Request Amount:** \$2,150**Priority Ranking:** 1

Project Summary: The City of Isanti received Federal Highway Administration allocation in 2010 for the construction of a pedestrian crossing over/under HWY 65 in the amount of \$2,149,795.00. The remaining cost of the crossing has been a barrier to utilizing these dollars. Isanti has seen a rapid increase in population growth in the last 15 years, and the need for a safe pedestrian crossing has amplified immensely as traffic counts also continue to climb.

Project Description

The City of Isanti Safe HWY 65 Pedestrian Crossing is a project that will enhance the quality of life for the region, increasing safety for all crossing pedestrians and drivers through the TH 65 and CSAH 5 intersection. A safe crossing will increase connectivity to businesses, for cyclists to the Cambridge-Isanti Bike Walk Trail and the Sunrise Trail in the future, students walking to school and as more affordable transportation option for residents of all ages and abilities, where current alternative modes of transportation are limited. This project will use secured funding from the Federal Highway Administration, as well as City expenses for some easements purchased in years past to complete the connection. Most importantly, the pedestrian crossing will provide a safe opportunity for crossing the congested and potentially fatal intersection of TH 65 and CSAH 5.

Project Rationale

With over 23,300 (ADT 2022) daily traffic counts along HWY 65 through Isanti, and additionally over 10,000 daily trips along CSAH 5, it is one of the most congested intersections without an overpass in Greater Minnesota, therefore requiring pedestrians and cyclists to maneuver 5 lanes of traffic traveling at 60 mph or more. The pedestrian crossing should be designed for vulnerable groups such as the elderly, children and the disabled, who are currently unable to safely cross the HWY 65 and CSAH 5 intersection due to the limited amount of time available to maneuver and the high volume of vehicles making right and left hand turns from all directions at the intersection. Often times pedestrians get caught waiting between lights in the median of this dangerous intersection.

The construction of the pedestrian crossing integrates climate preparedness by providing affordable, safe, alternate carbon free transportation modes for pedestrians. The chosen location increases safe pedestrian access to schools, hotels, medical and dental clinics, employment opportunities, childcare centers, retail for basic necessities and regional connectivity to park facilities, including the proposed Sunrise Trail connecting Isanti to North Branch along CSAH 5.

The City of Isanti has met with multiple developers reluctant to build on the East Side of the intersection mentioning if there was connectivity with a safe pedestrian crossing they would be more

likely to move forward with development on that side due to the location of the medical care, dental care, and other services available on the West Side. With only the first half of 2023 behind us, the City is working with developers on platting 325 additional residential units anticipated to begin construction in 2023 and 2024. City staff have also been working with the Central Minnesota Housing Partnership regarding increasing access to senior housing within the City, which would include an additional 40-80 units.

Due to the rapid growth of many young families moving to Isanti, the average age in Isanti is 30.6 years old. Isanti has a vibrant and active community. With increasing inflation, families are feeling the pinch on their costs to afford basic necessities, being able to walk safely instead of driving is a huge financial win for people from all tax brackets. Not only does walking encourage healthy lifestyles and contribute to a greener future, but also saves families money spent on gas, vehicle repairs and maintenance. With funding allocated to the Northern Lights Express, increasing pedestrian access across HWY 65 will alleviate the need for vehicles for some residents if bus service is added from Isanti to the the proposed Cambridge passenger station, making Isanti a more livable and walkable community for residents of all abilities, ages and backgrounds.

Project Timeline

If fully funded in 2024 the project design phase would begin in June of 2025. With bidding and construction expected to begin in spring of 2025 and final completion estimated to be in August of 2026.

Other Considerations

Other considerations regarding the timely construction of a safe HWY 65 pedestrian crossing in Isanti include:

Land acquisitions: In the past year Isanti has seen an increase in commercial growth along HWY 65, therefore there remains only a few feasible options to construct a crossing. Considering MNDOT does not have it in their long term plans to construct a vehicle over/underpass, the opportunity to secure funding and land acquisition is pressing.

Bridge vs. Tunnel: Through the process of gathering costs for the safe pedestrian crossing, the City of Isanti first considered a bridge. The cost of the bridge continues to grow as the height requirements required for a bridge over an arterial highway call for clearance for large vehicles. The entrances to the bridge often require large ramps that can obstruct views. A tunnel crossing was considered as an alternative and was found to be more affordable and allows for more discreet and gradual entrances. The City of Isanti will continue to consider the most cost affordable and accessible option to ensure it is convenient to use for residents of all ages and abilities.

Bussing: With the workforce crunch continuing into the future, the ability for schools to find qualified bus drivers is diminishing. Without bus drivers routes will have to be reassessed and it is likely more kids will be required to walk to school. Currently, it would be unsafe and irresponsible to require any child to walk to school crossing the TH HWY 65 and CSAH 5 intersection.

Schools: Isanti is home to ISD 911 Primary, Intermediate and Middle Schools; with consideration of the construction of a new high school in the coming years. The Arts and Science Academy is a free public charter school with a Primary, Intermediate and Middle school. They have plans to construct a high school in 2027. These expansions will increase traffic volume along not only TH HWY 65, but also

CSAH 5 making the intersection more dangerous for pedestrians of all ages and abilities.

Alternative Transportation Options: The addition of the Northern Lights Express will provide the residents in Isanti the opportunity to become less vehicle dependent. The pedestrian bridge will improve the connection for residents to statewide and national transportation systems reducing the need to own a vehicle.

Impact on State Operating Subsidies

No impact is foreseen on State Operating Subsidies.

Who will own the facility?

City of Isanti

Who will operate the facility?

City of Isanti

Who will use or occupy the facility?

The project will be used by City residents, employees, students, patients, visitors, seniors, tourists and regional cyclists.

Public Purpose

The public purpose of The City of Isanti Safe HWY 65 Pedestrian Crossing is multifaceted. The primary focus of constructing the crossing is increased safety. The safe crossing will reduce the likelihood of pedestrian fatalities at the congested intersection of TH HWY 65 and CSAH 5. This safe crossing will also connect the East and West sides of the City of Isanti, increasing community walkability and livability for residents of all ages, encouraging community togetherness. The timeline for the construction of a safe crossing that is conveniently located is becoming more pressing as commercial land availability along the main transportation corridor within the City of Isanti is becoming scarce. If we do not move forward with the project in the next few years, we foresee the most desirable land being sold to private owners.

Description of Previous Appropriations

Project Contact Person

Stephanie Hillesheim
Community Development Director
763-762-5761
shillesheim@cityofisanti.us

(\$ in thousands)

Isanti Hwy 65 Safe Pedestrian Crossing

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,150	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$2,150	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$2,150	\$2,150	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$75	\$0	\$0
Predesign Fees	\$0	\$75	\$0	\$0
Design Fees	\$0	\$325	\$0	\$0
Project Management	\$0	\$75	\$0	\$0
Construction	\$2,150	\$1,328	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$272	\$0	\$0
TOTAL	\$2,150	\$2,150	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Community and Daycare Center Project	1	GO	16,262	0	0	0	0	0
Total Project Requests			16,262	0	0	0	0	0
General Obligation Bonds (GO) Total			16,262	0	0	0	0	0

Community and Daycare Center Project

AT A GLANCE

2024 Request Amount:	\$16,262
Priority Ranking:	1
Project Summary:	\$15 million in state funds is requested to acquire land, predesign, design, construct, furnish and equip a new Community and Daycare Center for the City of Janesville, Minnesota.

Project Description

The Janesville Area Community & Daycare Center would be a new construction building that would provide a daycare center, gathering space, meeting rooms, recreational area, and a new library for the City of Janesville.

The suggested costs of \$15 million are going off of the quote we got from engineers at \$250 per square foot for a new build. In order to house the services needed we are looking at land and a building space of ~60,000 square feet.

The community center would provide the space needed for an in-demand daycare facility. The recreation space and library would make the daycare an ideal setting with safe spaces for recreation and learning that are not available anywhere else in the area. This would meet the needs of the 100 children that currently don't have access to childcare within the city.

Meeting rooms and spaces in the community center would provide a space for large gatherings, banquets, community ed classes, and club meetings such as scouts and community groups.

The recreational area would include a gymnasium and walking track to provide a safe environment for recreation and walking. The rural Minnesota winters can be long and ruthless. The walking track would provide a daily space for community members and seniors to move their bodies and enjoy the health benefits that come with it. Teens could use the space after school to gather with their friends in a healthy environment, for team practices, and youth gatherings. Not only would the community members have access to the recreational gym, but the daycare would also have access to it for a safe and climate controlled area of play.

The new library would be in a new space with updates needed to continue serving members. The new location connected to other amenities would proved a very accessible option for families, seniors, and daycare attendees.

The proposed Community Center would meet and provide for the needs of our growing, rural community. A community project typically only benefits one age group or segment, but this proposed community center project appeases all age groups, which can be very hard to accomplish. The Janesville Area Community & Daycare Center serves all community members by providing childcare

to families, updated library resources to the daycare and all community members, a large enough space for clubs, groups, citizens to gather, and a large and safe recreational environment for all.

The total cost of the project is projected to be \$15 million to acquire land, design, construct, furnish, and equip a new Community & Daycare Center.

A variety of funding sources would be needed to cover this large project. State funding, private donations, and taxpayers are options the City of Janesville is considering to fund this project.

Project Rationale

Daycare Center needs: A recent city of Janesville survey conducted by a professional source discovered that childcare needs were not being met for ~100 children in the community. Lack of childcare has led to families relying on family members for childcare help, adjust their work hours or consider not working, or take their children to a daycare outside of Janesville. Our school's daycare and preschool program (which is maxed out for space at the school and cannot grow anymore) would move to the daycare center. They would operate their current offerings at the new center, and it would allow them to expand their offerings which they cannot at their current site. Because of their lack of space they currently have to turn down families for care. The daycare center would also provide more jobs within our community.

Library needs: The current city library is located in a 100+ year old building that isn't ADA compliant and is in dire needs of updates to continue operation.

Project Timeline

The City of Janesville's Community and Daycare Center is a project being started from the ground up. The Community and Daycare Center Committee understands that this won't happen overnight. The group is currently researching and looking for options for funding to at least understand when the building process could start. We are currently in the process of having plans made and finalized to understand the scope and timeline of the project better. The sooner the better as our need is high for what the community center can provide.

A hopeful timeline would look like:

April 2023: Town Hall and City Council open meetings, discussion

Summer 2023: Funding options researched

Fall 2023: Pre-Design and Design

December 2023: Land Acquisition

January 2024: Construction begins

Unsure of timeline of construction

Other Considerations

We are in the beginning stages of sourcing funding. The Community Center would need to be a new build as there is no structure or building in town that is available for what is needed. Our schools are also maxed out on space.

Impact on State Operating Subsidies

Nothing has been established.

Who will own the facility?

The City of Janesville would own the project and building.

Who will operate the facility?

Who will use or occupy the facility?

JWP Community Education would lease the space from the City of Janesville to operate the daycare and recreational space within the Janesville Community and Daycare Center. The Waseca-Le Sueur Regional Library System would lease the space from the City of Janesville to operate the library within the Janesville Community and Daycare Center.

Public Purpose

The public purpose of the Janesville Community and Daycare Center is to provide a space for a needed daycare center, new public library, and a safe recreation space for our senior citizens and youth.

Description of Previous Appropriations

None

Project Contact Person

Clinton Rogers
Administrator
507-234-5110
clintonr@janesvillemn.gov

(\$ in thousands)

Community and Daycare Center Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$16,262	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$16,262	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$75	\$0	\$0
Predesign Fees	\$0	\$10	\$0	\$0
Design Fees	\$0	\$65	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,350	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$13,500	\$0	\$0
Inflationary Adjustment	\$0	\$1,262	\$0	\$0
TOTAL	\$0	\$16,262	\$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.	Yes

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Green Acres Infrastructure	1	GO	1,800	0	0	0	0	0
Total Project Requests			1,800	0	0	0	0	0
General Obligation Bonds (GO) Total			1,800	0	0	0	0	0

Green Acres Infrastructure

AT A GLANCE

2024 Request Amount: \$1,800

Priority Ranking: 1

Project Summary: The City of Kensington has purchased half of a 33 acre parcel, located within City limits and will develop the land into residential, or mixed commercial and residential use. Utilities and roadways will be installed for this development.

Project Description

The City of Kensington has purchased half of a 33 acre parcel, located within City limits in its southwest corner. The land is currently used for agriculture and the City's desire is to develop the land into residential, or mixed commercial and residential use. Road access is planned from Hwy 55 and County Road 99 SW. Watermains, sanitary sewer, and storm sewer systems have been designed for multiple residential/commercial options. Also, roadways and access have been designed and vetted for feasibility regarding wetlands and land rights. The current project phase will consist of installing utilities and constructing a street system sufficient to enable development on individual lots. Subsequent project phases will include determining a final utility system (based on residential/commercial options) and paved roadways.

Project Rationale

The City of Kensington is a growing community and has the need for additional residential and commercial development options. Green Acres Subdivision is a prime location for residential and commercial expansion within the city limits and convenient access to State Hwy 55.

Project Timeline

- 01/2023 - Engineering and Design
- 12/2023 - Bidding
- 04/2024 - Start of Construction
- 10/2026 - End of Construction

Other Considerations

The City of Kensington is in need of affordable expansion options for residents and commercial entities. Funding support will enable this project to proceed at a pace to accommodate residential and commercial demand. The City needs to capitalize on this growth opportunity while the demand is present, e.g. "strike while the iron is hot". Residential and commercial development will have a positive economic impact by providing addition revenue streams that will benefit Kensington and the surrounding area.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Kensington will own the utilities, roadways, and initially the lots.

Who will operate the facility?

The City of Kensington will operate the utilities and roadways.

Who will use or occupy the facility?

Initially, the City of Kensington will occupy the project until the lots are sold to private or commercial entities.

Public Purpose

Building a strong infrastructure for the City of Kensington to expand is vital to the economic growth and wellbeing of Kensington and the surrounding area. Planning infrastructure and roadways for Green Acres ensures all variables have been vetted (environmental, land, utility, roadway) and will be used to the greatest extent for public benefit.

Description of Previous Appropriations

None

Project Contact Person

Jennifer Kangas
City Clerk
320-965-2500
ktown@runestone.net

(\$ in thousands)

Green Acres Infrastructure

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$1,566	\$0	\$0
Other Funding	\$0	\$391	\$0	\$0
TOTAL	\$0	\$3,757	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,757	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,757	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Capital Improvements	1	GO	968	0	0	0	0	0
Total Project Requests			968	0	0	0	0	0
General Obligation Bonds (GO) Total			968	0	0	0	0	0

Capital Improvements

AT A GLANCE

2024 Request Amount:	\$968
Priority Ranking:	1
Project Summary:	Koochiching County requests \$968,000 to demolish a non-compliant County Administration Building and repurpose the property to additional parking and improve pedestrian traffic on the site.

Project Description

Koochiching County will remove from its campus the current County Administration Building. This 1930's wood structure building with brick overlay currently houses the Sentencing to Service, County Surveyors offices and County Highway Administration. This building currently houses the 1930's steam boilers that supply the Historical County Courthouse, Law Enforcement Center and Judicial Building. Steam is being replaced with a high efficiency hot water system bringing significant energy savings.

In addition to demolition of the building, the County will remove existing coal bunker(s), 10,000 gallon in-ground fuel oil tank, remove an underground tunnel system including abandoned law enforcement pistol range and bomb shelter.

Utility connections and services will be removed or relocated.

A veterans' memorial will be updated to provide better access and improve pedestrian traffic on the site.

Project Rationale

The County Administration building has significant structural failings and is not in compliance with access, building, fire or ADA codes. Services will be relocated to compliant areas of the campus.

The current parking lot has a lot of damage partly due to the underground oil tank, underground tunnel system and the extreme cold temperatures International Falls (Icebox of the Nation) experiences in the winter months.

Project Timeline

January, 2024	Design Starts
June, 2024	Construction Starts
September, 2025	Project Completed

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

County of Koochiching.

Who will operate the facility?

County of Koochiching.

Who will use or occupy the facility?

Koochiching County employees and members of the public.

Public Purpose

Public space.

Description of Previous Appropriations

None.

Project Contact Person

Betsy Zaren
Administration Director
218-283-1107
betsy.zaren@co.koochiching.mn.us

(\$ in thousands)

Capital Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$968	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$969	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$1,937	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$129	\$0	\$0
Project Management	\$0	\$40	\$0	\$0
Construction	\$0	\$1,625	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$143	\$0	\$0
TOTAL	\$0	\$1,937	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Community Ice Arena - Ice System Replacement Solar Installation	1	GO	1,150	0	0	0	0	0
Walnut Street Corridor Reimagining and Downtown Placemaking Project	2	GO	2,050	0	0	0	0	0
Total Project Requests			3,200	0	0	0	0	0
General Obligation Bonds (GO) Total			3,200	0	0	0	0	0

Community Ice Arena - Ice System Replacement | Solar Installation

AT A GLANCE

2024 Request Amount: \$1,150

Priority Ranking: 1

Project Summary: The city is requesting \$ 1,150,000 to replace the ice system and install rooftop solar at the community ice arena. The replacement of the 26-year-old system, which is beyond its useful life, will eliminate the potential to leak R-22, eliminate emergency repairs, reduce energy costs and produce carbon free electricity for the building and the energy grid.

Project Description

The city partnered with the La Crescent Youth Hockey Association (aka Lancer Youth Hockey) in 1997 to construct the La Crescent Community Ice Arena. The ice system is 26 years old and beyond its useful life. The outdated system has high annual operating costs and is energy inefficient. As the system ages beyond its original 20-year life cycle, the facility is incurring more frequent emergency repair costs. The facility is utilized 8 1/2 months per year and the upgrades will extend the ice availability to 11 months. The facility is a tremendous community asset and serves both residents and youth hockey teams as well as hosting regional events and training camps.

The city commissioned an Ice System Evaluation Study in 2022 which was completed in early 2023. The study evaluated the current system, its limitations, its use of R-22 refrigerant and options for replacement. The city replaced the roof in 2021 which allows for the city to advance its Minnesota Green Step Community efforts to install solar on city buildings. The City has completed several solar projects on city properties and recently completed an RFP process for several additional solar installations, one of which is the Community Ice Arena. The ice arena rooftop solar project consists of 492 panels, which is a 285-kw system.

The City and Lancer Youth Hockey have been good stewards of community resources and diligent with maintenance and have replaced the compressors four times since 1997, replaced fan motors, replaced the inefficient dehumidification system in 2016, replaced the fire suppression piping, re-calked the joints in the precast building panels, converted the lights to LED, purchased an electric ice resurfacing machine to improve indoor air quality and as noted, replaced the roof in 2021.

However, the replacement of the ice system is beyond what the city and community can do on its own. The study is completed, and the city is ready to move forward but the city is in need of financial assistance to implement the ice system replacement and solar projects.

Project Costs in 2023 dollars:

- Refrigeration Room and Life Safety Systems: \$55,600
- Sealing/Painting building exterior: \$35,000 (building joints calked, but due to Covid, sealing product

was unavailable.

- Ice System : \$1,753,920 - (design, construction, contingency, engineering, legal, financial, administrative)
- Rooftop Solar: \$450,000

Total: \$2,294,920

Proposed Project Cost Breakdown:

- State 2024 Capital Budget: \$1,150,000
- Lancer Youth Hockey Funding: \$250,000
- City Roof Replacement 2021 (match): \$250,000
- City General Obligation Bonds: \$650,000

Project Rationale

The project will extend the life of the La Crescent Community Ice Arena for another 30 years and protect current investments while expanding its use to 11 months. Replacement of the aging ice system is more ecologically friendly as it now uses R-22 refrigerant and is six years beyond its useful life. Upgrading the ice system will use less energy and with the addition of the solar project, will assist the city in its goal to reduce energy use.

The city recently was awarded Step 5 in the Minnesota Green Step Cities Program for its efforts to achieve community sustainability and quality of life goals. For example, the city used the B-3 Benchmarking system to measure the improved efficiency of replacing the very inefficient dehumidification system which tracked an immediate and significant reduction in energy costs. The conversion to LED lights saves the city over \$8,000 per year in energy costs at the arena. A new ice system will be 25-30% more energy efficient than the current system.

The Covid-19 pandemic impacted the use of the facility and resulted in a loss of revenue and delayed several smaller ice arena projects. The city is now able to move ahead with these projects.

Project Timeline

Ice system replacement will take approximately 12 months from notification that funding is secured. Longer lead times are commonplace and therefore construction could take longer. The goal is to minimize disruption to facility use.

- Design: 3-4 months
- Bidding: 45 days
- Award Bid and Contract Finalization: 30 days
- Construction: 4-7 months

Tentative Timeline if Funded:

- Capital Budget Award: May 1, 2024
- Design Complete: September 30, 2024
- Bidding: October 1- November 15, 2024

- Award Contract: December 15, 2024
- Material Order: January 1 to April 1, 2025
- Construction: May - August, 2025

Other Considerations

The facility has been in place for 26 years and the project has wide community support as well as from the Mayor and City Council, School District, and Lancer Youth Hockey. For 26 years, the Community Ice Arena has been a valuable asset for the community, especially the youth in the area. Eriah Hayes, a La Crescent native, grew up in Lancer Youth Hockey and went on to play hockey for Minnesota State University - Mankato and then in the NHL with the San Jose Sharks. Mr. Hayes is currently the high school hockey coach with the La Crescent-Hokah Lancers. Community facilities such as the community ice arena provide the youth of the community and area with the opportunity to participate in healthy extracurricular activities. The facility is an economic asset to the community where families from throughout the Midwest come to La Crescent and spend a week at training camps or for tournaments.

Keeping the La Crescent Community Ice Arena in tip top shape assures that Minnesota residents will use a Minnesota facility rather than a competing nearby facility in Onalaska, WI.

Impact on State Operating Subsidies

None

Who will own the facility?

City of La Crescent

Who will operate the facility?

City of La Crescent. The city will administer the project. The Community Ice Arena is operated in partnership with Lancer Youth Hockey. Lancer Youth Hockey is a non-profit organization and works with the city to operate the ice arena and financially supports the ice arena through fees and fundraising and charitable gambling revenue.

Who will use or occupy the facility?

Community residents, Lancer Youth Hockey, Minnesota residents and visitors from throughout the Midwest attending tournaments and training camps.

Public Purpose

The La Crescent Community Ice Arena is publicly owned by the city and the city has a long-term lease of the land with the La Crescent-Hokah School District. The ice arena is truly a community facility as it is open to the public for open skating as well as for the school hockey programs, training camps, high school graduation, fundraising events and birthday parties. The site is adjacent to Abnet Field, a softball and baseball facility and the ice arena is used as a storm shelter facility in severe weather.

Description of Previous Appropriations

None

Project Contact Person

Bill Waller

City Administrator

507-895-4668

bwaller@cityoflacscent-mn.gov

(\$ in thousands)

Community Ice Arena - Ice System Replacement | Solar Installation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,150	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$250	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$900	\$0	\$0
Other Funding	\$0	\$250	\$0	\$0
TOTAL	\$250	\$2,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$250	\$2,150	\$0	\$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	\$250	\$2,300	\$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):	

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?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Walnut Street Corridor Reimagining and Downtown Placemaking Project

AT A GLANCE

2024 Request Amount:	\$2,050
Priority Ranking:	2
Project Summary:	The city is requesting \$ 2,050,000 to implement a corridor plan that will revitalize downtown along Walnut Street by connecting downtown to Veterans Park and the new hotel/event center north of downtown. The project will help create a vibrant, welcoming downtown that compliments the natural beauty of our area and better reflects the pride our residents have in our community, inviting visitors to see all that La Crescent has to offer.

Project Description

The project implements the Walnut Street Corridor Plan. Connecting both ends of the business districts via placemaking along Walnut Street and connecting travelers along the Great River Road into the downtown is what this project is all about. The city adopted a Comprehensive Plan in 2016, a Bicycle and Pedestrian Plan in 2017 and a Downtown Vision and Strategic Plan in 2017. The city recently updated its Park and Recreation Plan in 2022. The community assisted the city in developing a detailed plan for the Walnut Street corridor to connect downtown to Veterans Park. The Walnut Street Corridor Plan serves to implement these other community plans.

The Walnut Street Corridor Plan developed sound strategies for re-imagining Walnut Street as the catalyst for redeveloping the downtown and the entire corridor while maintaining La Crescent's small-town character and feel.

The project consists of:

- 1) Utility repair/replacement (water, sewer, stormsewer)
- 2) Installation of green infrastructure for stormwater
- 3) Street/pavement replacement - including reallocation of space for a complete street
- 4) Curb and Gutter replacement
- 5) Sidewalk installation/replacement, ADA compliant improvements throughout Walnut Street, North 4th Street, Walnut Place and connecting side streets
- 6) Multi-use trail construction within and adjacent to Veteran's Park (Walnut Place, Park Street, and connection from Walnut Place to Chestnut Street
- 7) Active Transportation Bicycle Facility from the Wagon Wheel Bike Ped Bridge north along Walnut Street to North 4th Street and Walnut Place.
- 8) Corridor Placemaking Amenities (uniform lighting/banners/hanging baskets, benches, planters, trash receptacles, bike parking)
- 9) Wayfinding signage along U.S. 14/61, County Highway 6/South 3rd Street directing travelers to downtown and community amenities (Library, aquatic center, ice arena, public parking, trail head, Veteran's park, etc.)
- 10) Public gathering spaces and places for public art

- 11) Parklets and On-street bike parking
- 12) Overlook Plaza at Wagon Wheel Bike-Ped Bridge landing in downtown

Project Rationale

The city identified in its 2017 Downtown Vision and Strategic Plan, a vision of the downtown as a trailhead to a regional system of interconnected walking, biking, hiking trails in the community including the blufflands, streets and waterways. With the 2022 completion of the Wagon Wheel bicycle and pedestrian bridge over U.S. 14/61, one important linkage has been completed. The next critical linkage is from the bridge landing at Walnut St. and South 1st Street south to South 3rd Street and north to Veterans Park (one of the access points to the City’s bluffland trails) and the new La Crescent Area Event Center and Best Western Plus Hotel, the community's only hotel.

The city undertook a community engagement process for the corridor to emphasize the transformational role that a well-planned public street realm can have in revitalizing communities and setting the stage for a more walkable urban town center. The city's Walnut Street Corridor Plan is the result of a sustainability, land use, urban design, downtown revitalization, and context sensitive solutions planning process. The community wants to re-imagine the Walnut Street corridor into a walkable/bikeable complete street that provides the momentum to enliven the downtown with a mix of businesses, residences, public spaces, and office uses that appeal to both community residents and visitors.

La Crescent has a golden opportunity to “get it right” with the implementation of the Walnut Street corridor plan.

Project Timeline

The Walnut Street Corridor project will take approximately 18-20 months from notification that funding is secured. Longer lead times are now commonplace and therefore construction could take longer. The goal is to minimize disruption to residents and businesses. The city may phase the project and do one end of the project first then immediately finish the project at the other end of the corridor. A project of this nature has the potential to negatively impact many key downtown businesses and disrupt the important relationship they have with city residents and visitors. The city is also sensitive to the needs of the business community, especially during the warm weather months and will attempt to manage the project in a way that ensures that this revitalization project does not harm the businesses that the project is intended to help. The city will stay in close communication with the downtown businesses throughout the project to problem solve as needed to minimize any negative impact.

Proposed Project Timeline:

- Engineering Design, Plans and Specifications: 4 months
- Bidding: 45 days
- Award Bid and Contract Finalization: 30 days
- Construction: 12-14 months

Tentative Timeline if Funded:

- Preliminary Design Complete: March 31, 2024
- Capital Budget Award: May 1, 2024
- Final Design: September 30, 2024
- Bidding: October 1- November 15, 2024

Award Contract: December 15, 2024
Material Order: January 1 to April 1, 2025
Construction: March - November, 2025
Construction Complete: November 30, 2025
Project Closeout: February 1, 2026

Other Considerations

Through the public involvement and engagement process, both residents and businesses highlighted that most users of U.S. Highway 14/61 (the Great River Road, an All-American Highway and the Mississippi River Trail), don't know that La Crescent has a downtown or how to get there. The 4-Lane U.S. Highway from I-90 into and through town split the community to the point that the downtown core was cut off from the highway. In many small towns along the Great River Road, the highway still brings traffic into the downtown whereas in La Crescent, the traffic bypasses the downtown. The project is about creating a sense of place for the downtown and bringing residents, travelers and visitors from nearby cities into a downtown that is much more vibrant and engaging than that which exists today.

With the addition of the Wagon Wheel Bicycle and Pedestrian Trail Bridge, the downtown has started to see a marked increase in bike and pedestrian traffic at the restaurants and businesses. This project will add to the benefits from the investments the city is now experiencing from the long-term planning which led to the new event center and Wagon Wheel Trail. An enhanced corridor will create a cohesive, inviting pathway between our downtown and our north businesses, encouraging visitors and residents alike to gather and linger in our community.

Impact on State Operating Subsidies

None

Who will own the facility?

City of La Crescent

Who will operate the facility?

City of La Crescent

Who will use or occupy the facility?

All City residents and visitors, homeowners and property owners along Walnut Street, North 4th Street N, patrons of downtown businesses along Main Street and Walnut Street.

Public Purpose

The project is the reconstruction and revitalization of a public city street corridor in the city's downtown.

Description of Previous Appropriations

None

Project Contact Person

Bill Waller
City Administrator
507-895-4668
bwaller@cityoflacscent-mn.gov

(\$ in thousands)

Walnut Street Corridor Reimagining and Downtown Placemaking Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,050	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$300	\$0	\$0
City Funds	\$0	\$750	\$0	\$0
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$4,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$401	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$3,649	\$0	\$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	\$4,100	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	

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?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Lafayette Water System Improvement	1	GO	1,305	0	0	0	0	0
Total Project Requests			1,305	0	0	0	0	0
General Obligation Bonds (GO) Total			1,305	0	0	0	0	0

City of Lafayette Water System Improvement

AT A GLANCE

2024 Request Amount:	\$1,305
Priority Ranking:	1
Project Summary:	The City of Lafayette is requesting \$1,305,000 in funding to add a reverse osmosis system to their existing water treatment plant.

Project Description

The City of Lafayette is in the process of designing the addition of a reverse osmosis system (RO) to their existing water treatment plant (WTP) process to soften their water and meet their impending wastewater permit chloride limits set by the Minnesota Pollution Control Agency. Due to the high levels of hardness in the city's two water supply wells, the resulting need for residents and businesses to utilize ion exchange softeners to soften their water, and the high levels of salt required to soften the water, the City's wastewater system experiences high levels of chloride coming into the wastewater treatment plant (WWTP), which cannot be removed with the WWTP's existing treatment processes. With the impracticality of installing a treatment process at the WWTP to remove chloride, the City is choosing a more practical and economical approach of installing RO at the WTP to soften the water and then implementing a public education campaign to inform residents and businesses that their ion exchange water softeners are no longer needed and can be removed. In addition to high levels of hardness in the water supply wells, the wells are high in total organic carbon (TOC), which the RO will remove. Due to the high TOC levels, as well as disinfecting with free chlorine, the City received a notice of violation on May 21, 2021 for trihalomethanes (THMs) maximum contaminant level (MCL) exceedance. The project will include the addition of an RO system and appurtenances to the WTP's existing treatment process and constructing a building addition to the existing WTP building on City property to house the new RO system. The project will also include a new gas chlorine system chemical room in the building addition, an anti-scalant chemical feed system for the RO system which will be housed in the old gas chlorine chemical room, a clean-in-place chemical feed system for the RO system which will be housed in the building addition, an above grade treated water storage tank which will be housed in the building addition, high service pumps, an on-site dedicated natural gas generator, process piping, HVAC, plumbing, and mechanical equipment, electrical and SCADA equipment, and all other necessary maintenance and equipment for the building addition.

Project Rationale

Due to high levels of chloride in the wastewater, the City must find a solution to lower the chloride amounts in the wastewater treatment plant effluent to meet the their impending wastewater permit chloride limits. The best way for that to occur is to install reverse osmosis (RO) into the water

treatment plant system and remove water softeners in homes and businesses that contribute high levels of chloride in the wastewater. Additionally, the RO will remove total organic carbon (TOC) from the City's water supply wells and prevent another maximum contaminant level (MCL) exceedance for disinfection byproducts such as trihalomethanes (THMs).

Project Timeline

Submittal of plans and specifications to the Minnesota Pollution Control Agency and Minnesota Department of Health: November 2023
Bid advertising and bid opening dates: January 2024
Construction Start: April 2024
Construction End: Fall 2025

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Lafayette

Who will operate the facility?

City of Lafayette

Who will use or occupy the facility?

City of Lafayette

Public Purpose

A public infrastructure improvement that will allow the City to meet the impending wastewater permit chloride limits.

Description of Previous Appropriations

Project Contact Person

Allan Fox
Utility and Maintenance Superintendent
507-276-1707
lafayette-utilities@hotmail.com

(\$ in thousands)

City of Lafayette Water System Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,305	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$1,000	\$0	\$0
City Funds	\$0	\$305	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,610	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$522	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,088	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,610	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Kawishiwi River Snowmobile/ATV Bridge Replacement	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

Kawishiwi River Snowmobile/ATV Bridge Replacement

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	1
Project Summary:	Lake County, on behalf of the Ely Igloo Snowmobile/ATV Club, is requesting \$1,000,000 in state funds for the replacement of the Kawishiwi River Snowmobile/ATV Bridge.

Project Description

The Ely Igloo Snowmobile/ATV Club is seeking bonding bill funds for the replacement of the existing snowmobile/ATV bridge over the Kiwishiwi Bridge located near Spruce Road located in Lake County. The existing bridge is 132 feet long and is approximately 35 years old. The existing bridge is in need of total replacement as it was designed to accommodate 10,000 pound snow grooming equipment when it was first built and the new grooming equipment is over 17,000 pounds. The new bridge will be designed and constructed similar to the existing bridge, will be aesthetically designed, will be able to carry 30,000 pounds, will include two lookouts to provide users adequate space for picture taking and a resting point for users. All of the activities at this site will meet all necessary ADA requirements. Originally, the bridge was only used in the winter for snowmobile activity but will now be used for ATV traffic also. This trail and bridge is very popular and see a significant amount of traffic. The total cost of this project is estimated at \$2,000,000.

Project Rationale

This project has the full support of the US Forest Service and the Igloo Club and are working closely with many of the area's clubs including the Quad Cities ATV, Northern Trax ATV, Ranger ATV/Snowmobile and Prospectors ATV. The overall vision for these clubs is to connect all of the snowmobile and ATV trails in northern Minnesota. The connected trail system will run from International Falls to the Iron Range and on to Grand Marais on the Northshore of Lake Superior. Over 1500 miles of connected trails will be available and will allow users to spend a week in our region and never access the same trail twice. This will be one of the top trail experiences in the United States.

Project Timeline

- Design Completed - November 2024
- Project Bid - February 2025
- Begin Construction - May 2025
- Project Completion - December 2025

Other Considerations

The Ely Igloo Snowmobile Club was the first club to organize in the country in 1960. The Ely Igloos

were one of the founding members of the International Snowmobile Association and the Minnesota United Snowmobile Association. An important mission of the club is to train young snowmobile and ATV riders and to help them through safety classes and certifications.

Impact on State Operating Subsidies

There will not be any impact on the state operating costs as the Ely Igloo Club will be responsible for all of the operation and maintenance of the project.

Who will own the facility?

Lake County

Who will operate the facility?

The Ely Igloo Snowmobile/ATV Club.

Who will use or occupy the facility?

Outdoors recreation enthusiasts throughout the state and throughout the country.

Public Purpose

To provide safe and well designed outdoor recreations activities to the general public.

Description of Previous Appropriations

The club has not received any previous appropriations.

Project Contact Person

Nate Eide
Land Commissioner
218-834-8340
nate.eide@co.lake.mn.us

(\$ in thousands)

Kawishiwi River Snowmobile/ATV Bridge Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,800	\$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	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Lake Crystal Area Recreation Center Expansion	1	GO	750	0	0	0	0	0
Total Project Requests			750	0	0	0	0	0
General Obligation Bonds (GO) Total			750	0	0	0	0	0

Lake Crystal Area Recreation Center Expansion

AT A GLANCE

2024 Request Amount: \$750

Priority Ranking: 1

Project Summary: The City of Lake Crystal requests \$750 thousand to design, construct, furnish and equip an addition to the existing recreation center to house an approximate 2,200 square feet for an indoor play area and a small exercise space for adults. The project will include full construction of the space and purchase of equipment.

Project Description

The rec center is planning an addition to the existing recreation center to add an indoor playground for use by children age toddler to twelve. The expansion will include full construction plus purchase of the equipment. It will be a farm themed play structure with farm themed artwork on the walls. To make more use of the space there is an additional plan to add adult exercise equipment so the caregivers can exercise while supervising their children in the play area. The community room will also be available for rentals and help to generate revenue for the rec center.

Project Rationale

We have many long cold winter months in Minnesota where temperatures are too low to allow children to play outside. Currently, there are very few options for children to have recreational play indoors. In the metro area, there are many options available, but in rural areas these amenities are rare.

With the marked increase in the incidents of childhood obesity and screen time, it is vital for communities to have year-round options for children to engage in play and recreate. Children need places to play and recreate throughout the year and having a place where the caregivers can exercise while their children play is essential.

Project Timeline

Construction to begin the summer or fall of 2024. This project should take less than 4 months to complete.

Other Considerations

The Lake Crystal Recreation Center is well established as a regional provider of health and wellness. This project would enable the center to provide more health and wellness option to families year-round. Once built, this would be self sustaining and would not require additional state funding.

Impact on State Operating Subsidies

This is a one time ask to improve the facilities for families in our region and will not require state

funds beyond construction.

Who will own the facility?

The City of Lake Crystal.

Who will operate the facility?

The Lake Crystal Area Recreational Center.

Who will use or occupy the facility?

Children and families from throughout the region including Blue Earth, Watonwan, Nicollet, and Brown Counties.

Public Purpose

To help improve the health and wellness of families throughout the region.

Description of Previous Appropriations

The state allocated \$2.5 million in 1999 toward the initial construction of the entire facility.

Project Contact Person

Angela Grafstrom
City Administrator
507-726-2538
cityadmin@lakecrystalmn.org

(\$ in thousands)

Lake Crystal Area Recreation Center Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-Governmental Funds	\$0	\$650	\$0	\$0
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$147	\$0	\$0
TOTAL	\$0	\$1,547	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,150	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$250	\$0	\$0
Inflationary Adjustment	\$0	\$47	\$0	\$0
TOTAL	\$0	\$1,547	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Phase 4 Infrastructure Improvements	1	GO	3,500	0	0	0	0	0
Total Project Requests			3,500	0	0	0	0	0
General Obligation Bonds (GO) Total			3,500	0	0	0	0	0

Phase 4 Infrastructure Improvements

AT A GLANCE

2024 Request Amount: \$3,500

Priority Ranking: 1

Project Summary: Aging and failing infrastructure has led to many utility issues including critical water issues with severe health risks. A 2021 study showed the city’s arsenic levels were more than 2.5 times the allowed compliance level. Phases 1, 2, and 3 of citywide utility improvements totaling \$10+ million have already been progressed. An add'l \$15.6 million is required for the final phase, Phase 4, to address MDH non-compliance and meet industry standards. We are requesting \$3.5 million in this request.

Project Description

Phase 4 will consist of the following:

Drinking Water upgrades totaling \$7.2 million including water distribution system replacement with PVC piping and water tower structural work. This will address the water pipe deterioration and corrosion which has led to over 28 watermain breaks in the past 5 years. Approximately 25% of the watermain gate valves are non-functional. This will also reduce the presence of arsenic and alleviate arsenic legacy accumulation.

Wastewater upgrades totaling approximately \$7 million will be made to the collection system including 9,400 linear feet of sanitary main replacement and 2,200 linear feet of forcemain. Currently the sanitary sewer system is failing and allowing rain and groundwater seepage through the deteriorating pipes. Excessive inflow and infiltration has pressured the system beyond capacity and resulted in emergency bypass of untreated wastewater.

\$775,000 of storm sewer work will be done and include 1,000 linear feet of storm sewer replacement along with additional catch basins installed. Current storm sewer inadequacies have caused localized flooding.

Street restoration will total approximately \$650,000 and result from existing streets in poor condition and required street replacement adjacent to the underground piping improvements.

Project Rationale

WATER PIPE DETERIORATION & CORROSION has led to over 28 watermain breaks in the past 5 years. Approximately 25% of the watermain gate valves are non-functional. Replacement using PVC piping is needed and will reduce the presence of arsenic and alleviate arsenic legacy accumulation. (DWRF PPL Score #10 pts; Rank 398)

SANITARY SEWER system is failing and allowing rain and groundwater seepage through the

deteriorating pipes. Excessive inflow and infiltration has pressured the system beyond capacity and resulted in emergency bypass of untreated wastewater. (CWRF PPL Score #68 pts; Rank 40)

WATER TOWER contains elevated levels of lead and chromium on exterior and interior walls. Structural work is needed to comply with OSHA regulations and AWWA standards. (DWRF PPL Score #10 pts; Rank 399)

Project Timeline

01/2023 – Engineering and Design

02/2024 – Bidding

05/2024 – Start of Construction

11/2025 – End of Construction

Other Considerations

The proposed infrastructure improvements in Phase 4 are critical but are not viable unless the City of Lake Lillian receives additional state funding to leverage local and federal dollars. Lake Lillian is property tax poor and in 2021 was ranked in the bottom decile for adjusted net tax capacity. Likewise, more than 55% of the households in Lake Lillian have only low to moderate incomes. 7.7% of the population falls below the actual poverty line.

Although there has been previous success in funding portions of the overall project, there is still a great need for funding support to address all of the City's needs, which if left undone, continue to jeopardize the health and safety of its residents.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Lake Lillian will own the proposed utilities.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Lake Lillian will use the utility systems and pay utility fees.

Public Purpose

The public purpose served by this project is to provide clean and safe drinking water along with adequate wastewater and storm sewer service to Lake Lillian residents. Strategic planning has been incorporated into Lake Lillian's overall project, including phases 1, 2, 3, and now 4 and has included thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective timeframe, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

\$3.99 million was appropriated in 2023 by the Minnesota Legislature.

Project Contact Person

Kozanna Hirschman
Clerk/Treasurer
320-905-1737
llcityclerk@gmail.com

(\$ in thousands)

Phase 4 Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$3,990	\$3,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$8,110	\$0	\$0
TOTAL	\$3,990	\$11,610	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,588	\$2,322	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$2,402	\$9,288	\$0	\$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	\$3,990	\$11,610	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center	1	GO	3,600	0	0	0	0	0
Total Project Requests			3,600	0	0	0	0	0
General Obligation Bonds (GO) Total			3,600	0	0	0	0	0

City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center

AT A GLANCE

2024 Request Amount:	\$3,600
Priority Ranking:	1
Project Summary:	\$3,000,000 in State funds are requested to design, construct and furnish a new law enforcement and training facility for the Joint Powers Lakes Area Police Department for the cities of Lindstrom and Chisago City. The new facility will be located in Chisago City and serve both communities and our surrounding area.

Project Description

The two cities, operating jointly, will construct a new 17,000 square foot law enforcement and training facility that is expandable as we grow. Department space total is approximately 12,750 square feet with support space of 4,250 square feet. The total cost is estimated at \$8,400,000; New Office Area estimated at \$3,800,000, Squad Garage \$1,550,000, Emergency Generator \$150,000, Site Development \$400,000, design and construction contingency \$590,000, bonding costs \$50,000, construction inspection \$420,000 and soft costs including A/E fees, FF & E, testing appliances and commissioning of \$1,440,000 .

The Cities of Lindstrom and Chisago City are 50/50 partners in the Police Department and will each contribute \$2,700,000 of the remaining cost of the Law Enforcement and Training Facility.

The two cities have identified and acquired the land for the project so there is no cost to the project.

Project Rationale

In 2003, the cities of Lindstrom and Chisago City entered in a joint and cooperative agreement to create the Lakes Area Police Department. The Joint Powers agreement allowed the two entities to provide a full service 365 day a year, 24 hour a day Police Service with officers assigned to each entity. The joint powers department administrative offices were and still are housed at the City of Lindstrom with other facilities and equipment spread between the two cities.

In 2020, the Lakes Area Police Department undertook a Facility Need Assessment. The assessment performed by the BKV Group noted, "The space currently occupied by the Lakes Area Police Department is undersized for the operational needs of the department. The department is lacking typical operational spaces such as evidence processing, locker rooms, break room, decontamination areas, gun cleaning/armory, and a squad garage. This has required the department to perform certain tasks such as evidence processing in staff work areas that do not have proper ventilation or the ability to manage potential cross-contamination. Working with potentially hazardous substances in improvised workspaces creates a health-risk for those sharing the building. Furthermore, their current space lacks adequate storage for the department's equipment and supplies leading to items

being stored on the floor, under tables and largely inaccessible locations. The Police Department shares office space with Lindstrom City Hall with no separation between the two operational areas. This makes securing police areas where sensitive information and evidence may be stored very difficult. Additionally, the reception counter is shared between City Hall and Police, lacking a conference or interview space off the public lobby. This requires the department to bring individuals into the staff spaces to perform interviews and finger-printing. Modern police facilities are typically designed with zones of separation and security barriers such as ballistic resistant materials between staff and public areas. This combination with electronic access controls create a boundary between staff work areas and public areas to secure and protect sensitive information, evidence, and reduce potential safety risks to staff. Additionally, the Police Department has resorted to utilizing facilities at multiple locations for their operations due to the lack of space available at the current location. Impound vehicles are currently stored at a different site adjacent to the Chisago City Hall. With facilities spread between multiple facilities, operational efficiency is lacking and increases staff time traveling between facilities."

Project Timeline

The cities accomplished the Facility Needs Assessment in 2020. Cities approval to proceed with project January, 2024. Architect selection April 2024. Schematic design June, 2024. Design Development August 2024. Cities bonding for project October, 2024. Construction documents December 2024. Bidding February 2025. Construction start February 2025. Construction completion January 2026.

Other Considerations

The cities of Lindstrom and Chisago City are recognized statewide for our model cooperative agreement. The cities contemplated combining law enforcement services for over 50 years and finally in 2003, were able to reach an arrangement. Additionally, the Chisago Lakes School District joined our agreement as a contract service. The Chisago Lakes School District pays for two officers for 9 months of the year and the two cities share the remainder of the costs 50/50.

The model arrangement has successfully continued for almost 20 years and provides police services to our community, including the school district and as needed by the Sheriffs Department in our surrounding townships. The Joint Powers Lakes Area Police Department, LAPD leads in training for our area hosting the Chisago County Training Association monthly training sessions.

Impact on State Operating Subsidies

The cities of Lindstrom and Chisago City are requesting \$3,600,000 for capital investment in the construction of a replacement Law Enforcement and Training Facility. No operating subsidies are required.

Who will own the facility?

the cities of Lindstrom and Chisago City through the Police Commission that manages the Joint Powers Lakes Area Police Department

Who will operate the facility?

The cities of Lindstrom and Chisago City City Council's through the Police Commission that manages

the Joint Powers Lakes Area Police Department.

Who will use or occupy the facility?

The Lakes Area Police Department

Public Purpose

The Statewide recognized Joint Powers Lakes Area Police Department, shared by the cities of Lindstrom and Chisago City provide police services to both communities serving a population of approximately 10,000. Additionally, LAPD services the Chisago Lakes School District with four campuses within Chisago City and Lindstrom. The School District serves 3,750 students in twelve grades coming from five cities; Chisago City, Lindstrom, Taylors Falls, Center City and Shafer and five Townships; Chisago Lakes Township, Franconia Township, Amador Township, Shafer Township and New Scandia Township. The LAPD, with Lindstrom's City Hall outfitted with upgraded technology hosts the monthly Chisago County Training Association. The LAPD also provides support in the townships for response as called upon by the Chisago County Sheriff's Department.

Description of Previous Appropriations

No previous appropriations

Project Contact Person

William Schlumbohm
Chief of Police
651-213-6547
wschlumbohm@lakesareapd.com

(\$ in thousands)

City of Lindstrom and Chisago City Lakes Area Police Department Law Enforcement Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$6,000	\$0	\$0
TOTAL	\$0	\$9,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$35	\$0	\$0
Design Fees	\$0	\$660	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,200	\$0	\$0
Relocation Expenses	\$0	\$25	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$730	\$0	\$0
Inflationary Adjustment	\$0	\$950	\$0	\$0
TOTAL	\$0	\$9,600	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Citywide Infrastructure Improvements	1	GO	7,500	0	0	0	0	0
Senior Housing Development	2	GO	3,000	0	0	0	0	0
Total Project Requests			10,500	0	0	0	0	0
General Obligation Bonds (GO) Total			10,500	0	0	0	0	0

Citywide Infrastructure Improvements

AT A GLANCE**2024 Request Amount:** \$7,500**Priority Ranking:** 1

Project Summary: The current age and condition of Lamberton's citywide utility systems require significant repair and investment for its drinking water, wastewater, and storm sewer systems. The city has deteriorating drinking water and sewer piping, inadequate water treatment, and lacks a reliable backup water source. This project will also provide utility extension to the city's industrial park and a large industrial user. The industrial park has been challenged for development because of the lack of utilities.

Project Description

Drinking Water System:

Source – New Wells and Well House

Treatment and Storage – New Water Treatment Plant

Distribution – Replace Select Portion of Watermain and Add New to Industrial Park

Wastewater System:

Collection – Replace Select Portion of Sanitary Sewer and Add New to Industrial Park

Treatment – Split Primary Pond Cell and Re-Line Both Cells

Stormwater System:

Conveyance – Replace Select Portion of Storm Sewer and Add New to Industrial Park

Project Rationale

The current age and condition of the City's infrastructure are causing numerous issues, and these issues will continue to increase until the City updates or replaces these systems.

Of immediate concern is the City's lack of a reliable backup water source, cast iron water mains in its distribution system that are 90 years old and deteriorating, and a water treatment plant that does not adequately treat drinking water for high levels of iron, MDH Health Advisory for manganese, and other secondary water quality standards.

The City's sanitary sewer system is also deteriorating and in need of replacement in select areas due to condition issues such as broken or patched pipes, cracked and/or leaking joints, longitudinal cracks, protruding services, offset joints, and sags.

Due to age and condition issues, a select portion of the City's storm sewer conveyance system is also in need of replacement.

Roadways within the proposed project are deteriorating and have exceeded design life. Issues include

alligator cracking, frost heaving, potholes, and numerous joints from patching, insufficient longitudinal grade to carry storm water effectively, and excessive crown from previous overlay.

This project will also provide for the extension of City sewer and water service to its industrial park and a large industrial user. The City of Lambertton has zoned city owned property just outside of the current city sewer and water services. This industrial park is intended to attract new business to the community, create jobs, retain residents, and increase the City's tax capacity to help fund necessary repairs to its aging infrastructure.

Project Timeline

06/2023 – Engineering and Design
02/2024 – Bidding
05/2024 – Start of Construction
12/2026 – End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless Lambertton receives outside grant funding. This funding will leverage other potential federal and local funding sources.

Due to its current tax base and above average debt to resident ratio, Lambertton has been unable to fund the much-needed sewer and water extension required to attract new business necessary to keep the town viable. Infrastructure projects are costly on a per-business basis and often limit a city's ability to acquire the anchor business for industrial park growth. The City of Lambertton needs build-ready sites to secure and retain business partners to stabilize the population and quality of life in Lambertton. Lambertton currently has interested tenants for the development, but need the infrastructure in place.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Lambertton will own the proposed utilities.

Who will operate the facility?

City staff will operate the proposed utility project. The City of Lambertton staff have obtained the licenses needed to run the city's utility network.

Who will use or occupy the facility?

Residents and visitors of the City of Lambertton will use the utility systems. Once the utilities have been installed, the new businesses that develop in the industrial park will be users of the system.

Public Purpose

The public purpose served by this project is to provide clean and safe drinking water along with

adequate wastewater and storm sewer systems to MN residents living in Lamberton. Strategic planning has been incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective time frame, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future. In addition, these utilities will aid in industrial development in Lamberton.

Industrial development in Lamberton is needed to help in the longevity of the community. The community seeks to add to its tax base to help lessen the tax burden of its residents and spur housing development.

Description of Previous Appropriations

None

Project Contact Person

Valerie Halter
City Clerk
507-752-7601
vhalter@lambertonmn.com

(\$ in thousands)

Citywide Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$29,700	\$0	\$0
City Funds	\$0	\$16,000	\$0	\$0
TOTAL	\$0	\$53,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$11,730	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$41,470	\$0	\$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	\$53,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Senior Housing Development

AT A GLANCE

2024 Request Amount: \$3,000

Priority Ranking: 2

Project Summary: The City of Lamberton, MN needs funding to build a 24-unit assisted living facility for its aging residents. The need for lower income housing for seniors is driving many residents to neighboring or larger cities. To sustain population and growth for the community as a whole, rural communities need to retain residents. The City of Lamberton conducted a senior housing study to confirm the need for an assisted living facility.

Project Description

Type: New Construction

Size: A 24-unit assisted living facility

Site Location: Currently vacant parcel of land west of CSAH 6 and Ilex Street

Proposed Assisted Living Community will be a logical improvement to the housing choices for senior adults in the Lamberton and surrounding communities. Within the primary market there are limited choices for seniors who may want to seek housing and service options. The facility will offer a variety of services and programs to assist the residents and allow persons to “age in place” knowing that the future services they may need will be available. A certain portion of the 24 units will be designated for memory care residents.

Resident suites will be ready for the resident to move their personal belongings in and make the space their own. Each suite will have a private bathroom. Meals and snacks will be provided to the residents. Suites will be designed to meet the special needs of the mature resident, including the disabled and physically challenged individuals. Halls will be equipped with handrails. Bathrooms and showers will have the necessary handrails needed for safety.

Residents in addition to their suites will enjoy common areas built for use by all the residents and their guests. These areas include the dining rooms, private dining room, entrance lobby, a lounge, an activities/craft room and additional storage areas. Residents will enjoy a relaxed lifestyle in a secure environment with group and social activities available. There will be ample landscaped outdoor space with areas to safely walk and to enjoy the outdoors.

24-Hour Emergency call service will be provided to each resident of the facility. Visitors will be welcome at any time, but the facility will have a main entry door security system. There will be laundry facilities for the residents to utilize if they choose.

The site location will allow easy access via Ilex Street. City utility facilities are close in proximity to the

proposed site helping reduce the infrastructure financial need.

Project Rationale

The need for lower income housing for seniors is driving many residents to neighboring or larger cities. To sustain population and growth for the community as a whole, rural communities need to retain residents. The City of Lambertton needs to provide members of its senior population with activities for daily living while meeting nutrition and healthcare needs. The lack of care facilities in rural communities can cause hardship and difficult choices for individuals and their families. When not available, families must decide if home care is possible or if relocation to a facility outside of their community is necessary. A move to another community can be stressful, and family members might not be able to visit as often as they would like.

Communities also experience economic loss and diminished social connections when people leave. A recent November 2022, Housing Study that the City of Lambertton completed stated that 38% of the current residents are 75 years or older, which an additional 22% to reach that marker in the next 5 years. Residents of Lambertton will benefit from resident retention, job creation, and an overall increase in community satisfaction and unity. Keeping aging residents in the community keeps families connected, increase visits and interaction while retaining money within the community. By allowing seniors to move out of homes locally, freeing and opening of starter and workforce housing will draw residents.

The City of Lambertton is fortunate to have the businesses needed to support an assisted living facility. Lambertton has a medical clinic facility, grocery store, chiropractor, mental health services, public library, insurance agency and other businesses to meet the basic day to day needs of the residents. Lambertton is also home to a electrician and plumbing and heating business that can support the needs of the facility its self. Because of the existing businesses in Lambertton, the addition of an assisted living facility will enable the residents to have the services they need without having to depend on traveling outside the community. This is a benefit to the residents and a benefit to the community of Lambertton.

Lambertton is also home to a long-term care nursing home facility. We are finding that when people leave the Lambertton community to live in an assisted living facility in a different community, they do not return to Lambertton's nursing home when they are in need of services not available at the assisted living facility. This makes it hard on the nursing home. The nursing home continues to be a large employer for the Lambertton community. An assisted living community can potential help the nursing home, which in turn can help save those jobs.

It is important to keep residents in Lambertton to use all of the services available. It helps the entire economic and social fabric of the community. While insuring the continued success of the Lambertton community.

Project Timeline

11-2023 – Begin the Design/Planning

The City of Lambertton will secure the site for the assisted living facility.

The City of Lambertton will create an Assisted Living Committee that will include two city council members, 2 EDA members, the City Clerk, and members of the community.

The City of Lambertton will send out a Request for Proposals (RFP) for hiring a planning/design firm.

A planning/design firm will be hired from the RFP process.

The City of Lambertton will begin the design process of the assisted living campus. The Assisted Living Committee will tour other facilities for ideas and guidance. Information from community meetings will also be used to assist in creating the facility.

2-2024 – Final design chosen and bids begin to be sent out.

4-2024 - Bids locked in for construction.

5-2024 – Start construction of Lambertton's assisted living facility.

6-2024 - Begin the process of hiring a management firm for the facility. Because the City of Lambertton is limited in staff and expertise, the City will hire a management firm to operate the assisted living facility.

RFP will be sent out looking for a management firm.

9-2024 - A management firm will be hired based on the RFP process.

8-2025 – Construction completed.

9-2025 - First residents of the assisted living facility move in.

This is a basic project timeline. The Assisted Living Committee created for the project will be required to meet regularly and update the city council monthly of progress and activity. The City Clerk will also place a financial update on the project in the council's monthly meeting packet.

Other Considerations

Rural assisted living facilities are limited throughout rural Minnesota and private developer are not likely to build in rural settings. Developers look for a higher rate of return on their investment than a rural facility can provide.

The Lambertton community is a community committed to its longevity. The City Council and EDA are actively working on developing the industrial park. The Red Rock Central School District is in the process of building a \$42million K-12 school in Lambertton. All homes and businesses are scheduled to have fiber internet connections to their locations by the fall of 2023.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project. It is anticipated the assisted living facility will be self supporting within the first three years of operation.

Who will own the facility?

The City of Lambertton will own the facility.

Who will operate the facility?

The City of Lambertton will hire a management firm to operate the assisted living facility.

The City of Lambertton does not have the expertise in this area and for the ultimate success of the facility, will rely on those that do this as their business.

Who will use or occupy the facility?

Based on Lambertton' location, characteristics of its surrounding rural area, location of senior housing in surrounding communities, and the knowledge of senior housing draw areas, it is estimated that senior housing in Lambertton would draw approximately 80% of its residents from a draw area (Primary Market Area, or"PMA") that includes the zip codes for the communities below. After

Lamberton, the largest of these two communities is Sanborn (323). Revere has a population of 89. Neighboring communities are generally too small to support senior housing themselves and since they are a five miles (Revere) and eight miles (Sanborn) away, many of their residents would likely consider senior housing in Lamberton as a first housing choice. 56083 Sanborn 56152 Lamberton 56166 Revere The remaining portion of the demand (20%) would come from outside the PMA, particularly seniors living in communities just outside the PMA as well as some parents of adult children living in the PMA. Many potential residents from outside the PMA would likely be drawn from Storden and Jeffers, which share the same School District with Sanborn and Lamberton.

Public Purpose

There is a real need for lower income housing for seniors in rural communities. This project provides suitable housing options for seniors along with additional activities for daily living while meeting nutrition and healthcare needs.

Incomes in the Lamberton area are below average compared to Greater Minnesota. The estimated median income of age 75+ households in the Lamberton area in 2022 was \$34,601 and Greater Minnesota's median was estimated at \$37,870 for this age group. This indicates that a below average percentage of seniors in the Lamberton community could afford market rate housing.

Description of Previous Appropriations

None

Project Contact Person

Valerie Halter
City Clerk
507-752-7601
vhalter@lambertonmn.com

(\$ in thousands)

Senior Housing Development

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,870	\$0	\$0
City Funds	\$0	\$2,085	\$0	\$0
TOTAL	\$0	\$8,955	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,791	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,164	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,955	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
The Upper Cannon River Watershed Drainage Systems Flood Risk Reduction Project	1	GO	300	600	300	0	0	0
Total Project Requests			300	600	300	0	0	0
General Obligation Bonds (GO) Total			300	600	300	0	0	0

The Upper Cannon River Watershed Drainage Systems Flood Risk Reduction Project

AT A GLANCE

2024 Request Amount: \$300

Priority Ranking: 1

Project Summary: This project is intended to implement flood reduction projects across the Upper Cannon River Watershed within Le Sueur County on public drainage systems. The projects are intended to help reduce impacts of flooding to communities that have had historical flooding events within Le Sueur County. This will help reduce damages and financial loss to these communities while at the same time improving water resources within the watershed.

Project Description

Install 4 water and storage basins at approximately 50 acre-feet per project for a total of 200 acre-feet. These projects would be located one of the following county ditch systems: CD 9, CD 36, CD 68, CD 59, JD 15, CD 57, CD 63, CD 40, CD 46, JD 5, and JD 38.

The acre-feet reduction of water flow volume that has been identified and targeted in order to reduce flooding within the Upper Cannon River Watershed is 1000 acre-feet of impoundments. These proposed flood reduction projects would help us achieve 200 acre-feet of impoundments which is 20% of the targeted goal identified in the Cannon River One Watershed One Plan.

Project Rationale

In 2022, local government units within the Upper Cannon River Watershed partnered with Bolton and Menk to conduct a flood study to help gather data and identify where we can implement flood reduction projects. Due to lack of appropriation for this last biennium, the Cannon River Flood Study was unable to be finished to completion. Without the Cannon River Flood Study, Le Sueur County has limited resources that are available to help assist with efforts for reducing flooding. Therefore, Le Sueur County is taking a proactive approach in addressing flooding within our communities. While the flood study is important, we have enough information and data to support our efforts to implement projects to help reduce peak flows and volumes and store water on the landscape. These projects will buy Le Sueur County some time until we are able to complete the Cannon River Flood Study which will provide additional funding opportunities for us to implement projects.

The Cannon River Watershed continues to have historic flooding events. Throughout the State of Minnesota we are seeing the impacts of changing weather patterns, especially an increase in precipitation. These changes in hydrology are a major driver in increased river flows seen throughout southern Minnesota. The Cannon River is no exception; there has been an increasing trend of monthly discharge/flow rates over the years. Furthermore, the Upper Cannon River Watershed has a strong presence of altered hydrology ranging from lack of storage/wetlands, tile drainage,

channelization of streams and ditch, and dams. The combination of increased precipitation, flow rates, water volume, and land use activities that have altered hydrological patterns within the watershed have contributed to and increase the risk of flooding within the Upper Cannon River Watershed. In particular, the Cannon River flows through or is adjacent to numerous communities which are experiencing these impacts. However, there are numerous best management practices that can be implemented to help reduce peak volumes and flows, store water on the landscape, and lastly reduce pollutant loading within the watershed. According to the Cannon River Watershed Stressor Identification Report (2015), many of the best management practices available for pollutants such as sediment and nutrients also have positive impacts on hydrology. This provides multi-benefit approach with the primary goal of reducing peak flows and volumes. Focusing these types of best management practices, such as water and storage basins, within the upper portions of the watersheds and tributaries will provide flow attenuation (in addition to other benefits) and improve hydrology.

Project Timeline

This project will occur within a 5 year time period from 2024 until 2028. Early periods will be achieving landowner approval, survey and design, acquiring easements and lastly construction.

Other Considerations

The Cannon River One Watershed One Plan, Le Sueur County Local Water Management Plan, The Cannon River Watershed Restoration and Protection Strategies Report, The Cannon River Watershed Total Maximum Daily Load Report, The Cannon River Watershed Monitoring and Assessment Report, and The Cannon River Watershed Stressor Identification Report that identifies impairments and stressors with the County Drainage Systems, identifies lack of storage throughout the watershed, identifies changes in hydrology, and lastly identifies changes in precipitation patterns. All of these factors have direct connections with increasing flooding events within the Upper Cannon River Watershed. Furthermore, these reports identify, best management practices that can be implemented to help reduce flooding within communities, peak volumes and flows, and improve water quality within the watershed.

There are numerous state approved reports and plans that help guide local government units. This data is needed in order to support our efforts when looking at where to prioritize and target our efforts. Some key information from these reports and plans that are helpful for this staff when looking where to implement flood reduction projects are listed below.

According to the Cannon River Watershed Stressor Identification Report (2015), the Upper Cannon River Subwatershed has lost an estimated 50%-75% of it's historic wetlands. Furthermore, the land surface within the Upper Cannon River Watershed's land surface is approximately 15.2% tiled. Additionally, the subwatershed has approximately 45.3% of it's streams altered and 10.4% of it's streams impounded.

According to the Cannon River Watershed Monitoring and Assessment Report (2016), many of the county and judicial ditches within this subwatershed are considered poor or fair or stream habitat assessments and moderately unstable when looking at channel conditions and stability.

All of these factors contribute to a higher risk of flooding in communities and demonstrate a need to implement projects that will reduce peak flows and volumes and help store water on the landscape.

Impact on State Operating Subsidies

None

Who will own the facility?

Le Sueur County Drainage Authority will hold easement and oversee long term maintenance following 103E law.

Who will operate the facility?

Le Sueur County Drainage Authority, Water Planner, and County Administrator.

Who will use or occupy the facility?

The County Drainage Authority will use the project to offset peak flow discharge into the County Drainage Ditch System. This will reduce the downstream impacts that continue to arise in the Upper Cannon Watershed.

Public Purpose

The purpose of this project is to provide and implement future preventative flood reduction measures that will help communities avoid flooding events similar to 2010, 2014, and 2019 that occurred within the Waterville Community. All of these flood events are at or above what would be considered a 500 year flood stage. These communities within the Upper Cannon River Watershed do not the resources to continuously address the impacts from flooding. These flooding events have caused significant damages to infrastructure, economic development, and lastly to water quality within the watershed.

Description of Previous Appropriations

None

Project Contact Person

Joe Martin
County Administrator
507-357-8220
jmartin@co.le-sueur.mn.us

(\$ in thousands)

The Upper Cannon River Watershed Drainage Systems Flood Risk Reduction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$300	\$600	\$300
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$300	\$600	\$300

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$100	\$200	\$100
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$200	\$400	\$200
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	\$300	\$600	\$300

*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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	No
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Le Sueur Community & Recreation Center Redevelopment	1	GO	31,000	0	0	0	0	0
Total Project Requests			31,000	0	0	0	0	0
General Obligation Bonds (GO) Total			31,000	0	0	0	0	0

Le Sueur Community & Recreation Center Redevelopment

AT A GLANCE

2024 Request Amount: \$31,000

Priority Ranking: 1

Project Summary: The City of Le Sueur is requesting \$ 31,000,000 in capital funding to design, construct, and redevelop its existing Community Center property. This project would augment offerings at the Community Center, expand access to regional recreation opportunities, improve accessibility to community facilities, and support the City's Comprehensive Plan.

Project Description

The proposed project would redevelop the site currently housing a 50-year old Community Center and baseball field. The existing Center suffers from accessibility challenges, environmental inefficiencies (including an outdated R22-based cooling system for the ice arena), and lack of appropriate, 21st century recreational spaces. The site serves as a hub of regional ice hockey activity, as the Minnesota River Bulldogs call the Center’s ice arena home. The hockey program itself draws a significant amount of community support, and brings in users to the Center from surrounding communities, including St. Peter, Belle Plaine, Montgomery, Lonsdale, Le Center, and Nicollet. The ballpark – Bruce Frank Field – has long been the home of the Le Sueur Braves town ball program, the Le Sueur – Henderson Middle/High School baseball programs, and the Le Sueur Baseball Association. The ballpark has served as host to several regional and state tournaments, and both the ballpark and Center maintain strong community support.

The Center itself consists of undersized exercise areas, a non-regulation-sized basketball gym, an indoor pool which is not regulation length, and is generally not outfitted for the flexibility demanded of a community-oriented gathering and recreation space. In 2022, the City Council of Le Sueur launched a community-wide Recreation Facilities Master Plan, focused on the future of the Community Center. This year-long process was City-driven, multi-faceted, and community-focused. The City’s Comprehensive Plan is the lens through which City Council views opportunities, strengths, and focus areas for the community’s future, and it was through this lens that the Recreation Facilities Master Plan was conducted. Stakeholder meetings were held, where all local athletic associations and the Le Sueur – Henderson school district provided direct feedback on their facility needs, wants, and the future of their programs. Additionally, the City conducted a community-wide survey, to gauge support for the current Center, understand current/future desires for recreation facilities, and ensure the pulse of the community was thoroughly taken regarding potential future facility plans. In addition, the Mayor of Le Sueur established a Community Task Force, which consisted of 15-20 individual stakeholders from the community. The purpose of this Task Force was to bring forth ideas for improvements to the project site, gather feedback on current recreation opportunities, and make real-time improvements to the Center’s operations. In May 2023, City Council received a final report, the culmination of these community engagement efforts, outlining potential facility/site

improvements that would serve our community and region in the coming decades. This report is the genesis of the City's 2024 capital request submitted here.

The project would involve demolition of the southern half of the current facility and construction of a building addition built to current design and sustainability standards, eliminating the inefficient maintenance required of the existing building and providing for a 21st century indoor recreational space. This improved building will function better, be easier and more efficient to program and manage, and will provide a much-improved experience for regional users. The facility will provide spaces that meet the physical and accessibility requirements of the activities offered such as a regulation basketball court, expanded and accessible exercise spaces, indoor walking/rolling track, and swimming pool. In addition, the facility will enhance opportunities for a wide array of health, wellness, and recreation activities for the whole community of all ages, abilities, and interests. Improved spaces include more inclusive individual fitness space and fitness studio, a place for children and teenagers to play and gather, a range of water activities including swimming lessons and water exercise, meeting and community gathering spaces, and other opportunities. The ultimate goal of this project is to reinvigorate the Center to become a true "Center for the Community", encouraging and supporting health and wellness for the whole person.

In addition, the project would involve redevelopment of the site itself: moving the ballpark to a new location within the community to improve seating, access, and parking; improving parking and accessibility to the Community Center; making available space on site for a potential active-living senior community. This site sits directly adjacent to both the City's premier public park – American Legion Park – and the Le Sueur – Henderson school district campus, which starting in Fall 2024 will house all students in the district, PreK – 12. This public corridor is a hub of community and regional activity, and this particular site's location is a critical component to the community's overall health. The site sits along the City's trail system and is accessible to all public and private schools via trail and sidewalk.

The community has made significant investments in public infrastructure and public education in recent years, and the Community Center is widely viewed as the next critical path toward overall community and individual health. The City is eager to embark on this project, laying the foundation for a future of public health and wellness stewardship for our community and the region.

Project Rationale

The city conducted an online survey of Le Sueur and the surrounding area. Notices of the survey were mailed to 1603 households in the area with directions on how to complete the survey online. The city received 433 responses to the survey. The results were reviewed and incorporated into the discussions regarding the recommendations in the Recreation Facilities Master Plan. The survey allowed for a wide range of responses regarding why residents currently do or do not use the facility, what improvements they would most like to see, and what activities are most important to the community. Additionally, the City hosted a series of meetings with key stakeholder groups in the community to better understand their recreational needs and goals.

The existing Community Center currently provides a gymnasium, one racquetball court, a golf simulator, fitness area, meeting/fitness studio, weight room, ice arena, and office and support space for recreation staff. The pool is currently out of use due to the need for expensive repairs.

The existing Community Center suffers from a series of issues. The existing gymnasium is too small for a regulation basketball court which limits its usefulness, and the clearances around the court are

inadequate. The pool has serious issues with the vessel, and repairs to correct this problem are extremely costly and cannot be justified given the age of the pool. The pool itself is not regulation 25-yard length which, while not an operational issue, limits the pool's potential for community and regional programming. Much of the existing building is in a worn and unappealing condition. Staff have worked diligently to make do with what they have in the building, but the Center simply does not meet the current standards for community recreation facilities.

Project Timeline

July 2024 - December 2024: Pre-Design & Design

December 2024 - April 2025: Development of Construction Documents & Bid

May 2025 - June 2027: Construction

Other Considerations

The mission of the Community Center site is to provide for the public health and wellness of the community, and given its current regional draws, stands to serve a broader purpose and population than it can in its current, aged state. The Le Sueur community has embarked on a multitude of projects and local investments in public education and infrastructure, and public recreation facilities - specifically, the Community Center site - is viewed by the City as the next necessary endeavor.

Impact on State Operating Subsidies

The Community Center does not receive operational subsidies from the State.

Who will own the facility?

City of Le Sueur

Who will operate the facility?

City of Le Sueur

Who will use or occupy the facility?

Community and non-resident members and visitors will use the facility's many spaces and programs. The Minnesota River Bulldog hockey program, the Le Sueur - Henderson school district, and community sports associations including boys and girls basketball, wrestling, baseball, softball, and volleyball would be able to utilize this augmented facility as they could not previously. Local service organizations, including the Rotary, Lions Club, community foundations, Scouts, etc. would be able to utilize the Center's facilities for meetings and events, as well.

Public Purpose

The new Community Center will provide for greater opportunities for recreational, civic, arts, and social activities for residents of Le Sueur and the greater Le Sueur area.

Description of Previous Appropriations

Not applicable.

Project Contact Person

Joe Roby
City Administrator
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jroby@cityoflesueur.com

(\$ in thousands)

Le Sueur Community & Recreation Center Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$31,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$31,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$31,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$31,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Lewiston Public Safety and Government Center	1	GO	3,000	0	0	0	0	0
Total Project Requests			3,000	0	0	0	0	0
General Obligation Bonds (GO) Total			3,000	0	0	0	0	0

Lewiston Public Safety and Government Center

AT A GLANCE

2024 Request Amount:	\$3,000
Priority Ranking:	1
Project Summary:	\$3.0 million of state funding for the design, site improvements, construction, furnishing and equip an emergency facility for the fire, police, and ambulance departments as well as the city hall facility.

Project Description

The Lewiston Fire Department was established in 1901 and currently has a full roster of 32 volunteers. The Lewiston Fire Department provides fire suppression and vehicle extrication for approximately 4600 residents in 125 square miles. In addition to serving the City of Lewiston, the department also serves the townships of Fremont, Hart, Hillsdale, Norton, Utica, and Warren and cities of Stockton and Utica.

The Lewiston Ambulance is the first mutual aid with full-time paid service in the County of Winona. In the fall of 2022, the license of the St. Charles Ambulance, who has a population of 2.5 times the size of Lewiston, was acquired. The service is now running two ambulance services with an expected call volume of 700 incidents per year. The city has invested in staff to maintain the Ambulance service and provide adequate coverage but are in desperate need of facilities to properly operate out of. The Lewiston Police Department serves the City of Lewiston and assists with mutual aid response beyond the border of the city. The department responds to the I90 interstate and the surrounding area when fire or ambulance are dispatched.

The project will include the addition of 11,261 SF of floor space in a new pre-engineering metal building structure, including 1,408 SF mezzanine to be used for general storage and mechanical space. The proposed new construction will house common use/shared space for the City of Lewiston's Emergency Management Services. The new facility would provide adequate space for Lewiston's Fire Department equipment, apparatus, and a dedicated training facility. The facility would also provide sleeping quarters for ambulance staff and shower facilities for all responders.

The existing masonry and precast concrete Fire Hall structure will be remodeled into space for the Lewiston Police and Ambulance Departments. The offices for all three EMS departments would open to and be accessible in a common lobby space. All three entities of public safety would be united in one location to serve the public more effectively.

The City Hall would be relocated to this building and due to its central location within Winona County, would serve as a backup Emergency Operations Center for the County.

Project Rationale

The City of Lewiston sits in the center of Winona County which has a population of just under 50,000.

Lewiston emergency services (Ambulance, Fire, & Police) not only provide coverage to Lewiston, but also provides mutual aid assistance to multiple cities/agencies.

The current fire station facility is over 60 years old and is in desperate need of complete renovation along with an addition of space. The current building houses five fire trucks, two ambulances and a quick response vehicle with only 4,000 square feet of space. This creates a very tight space and does not allow for further expansion of trucks and vehicles as the department increases in size to meet the growing demands.

When both the fire and ambulance crews return from a call, there is no dedicated space to clean up. The kitchen facility is the only space for decontamination after an incident spreading carcinogens throughout the building. In addition, the meeting room is occupied by two vehicles that must be pulled outside to allow for a meeting or training. The current crew quarters consist of a makeshift office within the community center, which is at a different location within the city. The current sleeping quarters share space with other public events and there are no shower facilities. The space only allows for one member to stay at a time when we are required to have two staff to cover the schedule.

The City of Lewiston has ten full-time and part-time employees as well as over 84 volunteer members who pour their heart and soul into the Lewiston Ambulance, Lewiston Fire Department, St. Charles Ambulance, and Lewiston Police Department. This project will sustain rural EMS and Fire Services in Winona County and ensure coverage for thousands of residents.

This project should be funded due to the central location of Lewiston services and the impact of those services upon the greater Lewiston area and across Winona County. There are many needs in the community including an overhaul of our wastewater treatment plant, street rehabilitation projects, and a new water tower. The Lewiston-Altura school district has also expressed the need for a referendum to make repairs and provide for maintenance. The local taxpayer cannot afford to meet all the needs present in and around the area of Lewiston.

In addition to the services provided beyond the boundaries of the city there is a need for a location such as this to provide a backup Emergency Operations Center for Winona County and to provide a hub for training in the county. The City of Lewiston is on board with providing these intergovernmental integrations and working in a cooperative manner with other agencies to provide services to the public both in and outside of the city.

Project Timeline

Pre-Design /Conceptual Sketch Plan (complete)
Land Acquisition (Complete)
Soil Borings (Complete)
Design Architectural/Engineering: Summer/Fall 2024
Bidding: Winter 2025
Construction Start: Spring 2025
Construction Final Completion: Spring 2026

Other Considerations

The City of Lewiston has been invested in developing this project over the last 16 years. various of the various stakeholders was established to guide the project development. The city has carefully studied the space needs of the departments and the services they provide. Two external professional

agencies completed evaluations of the needs of the departments. The first focused on the safety of personnel, and problems within the manned, foot traffic areas in and around the facility. The second focused on structural concerns. The city has also evaluated the best options and layout for the project. The plan is not extravagant and has been scaled down to only include the essential needs of the staff.

Knowing the operational and layout needs of the departments, the City Council invested in purchasing land surrounding the current facility and dedicated it to the project. Soil borings of the site have also been completed.

The city has significantly invested in developing this project and is committed to continuing to move it forward. The goal is to simultaneously improve the safety of personnel and decrease the response times by 1 minute per responder, per incident. In addition to the basic operational needs this new facility will provide, it is estimated that it will also improve the energy efficiency of the structure by 33% measured by a reduction in annual utility costs.

This project has the bipartisan support of Representative Gene Pelowski and Senator Jeremy Miller. Please see bills HF 3152 and SF 3275. This project is supported by Winona County Emergency Management.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Lewiston

Who will operate the facility?

City of Lewiston

Who will use or occupy the facility?

City of Lewiston: Fire, Police, Ambulance, City Administration. Space will be designated for public safety training and an emergency operations center.

Public Purpose

The new Lewiston Public Safety and Government Center will serve the residents of Lewiston and Winona County.

Description of Previous Appropriations

None

Project Contact Person

Bobby Falcon
City Administrator
507-523-2257

administrator@lewistonmn.org

(\$ in thousands)

Lewiston Public Safety and Government Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$405	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$595	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$10	\$0	\$0
Design Fees	\$0	\$790	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,152	\$0	\$0
Relocation Expenses	\$0	\$48	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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?	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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Sewer water road system replacement	1	GO	9,000	0	0	0	0	0
Total Project Requests			9,000	0	0	0	0	0
General Obligation Bonds (GO) Total			9,000	0	0	0	0	0

Sewer | water | road system replacement

AT A GLANCE

2024 Request Amount: \$9,000

Priority Ranking: 1

Project Summary: City of Lewisville's sewer, roads and water system are very old and in grave need of replacement. Their financial need is primarily due to the fact that they recently implemented a \$2,800,000 WWTP, and when they tried to start it did not work !! The companies doing the project went out of business, so the city had to start over and designed another new pond wwtp this time at an additional cost to the City of \$3,000,000 which has put the City into a hardship with no funds for this project.

Project Description

Here is a description of each project -

1) Water system replacement plus roads

Watermain Replacement
Water Tower Replacement - see pic below

General

The public water system consists of two municipal wells, one elevated storage tank, and a distribution system that serves all developed properties within the corporate city limits. The average water use in 2022 was 20,400 gpd. Some of the water service lines in the older part of town are lead. All service connections are metered.

Supply/Treatment

The City has two deep wells. The City chlorinates and adds fluoride to its water before being distributed to its businesses and residents.

Storage

Water is stored in a 50,000-gallon elevated storage tank located on RV Street. It was built in 1949. As shown in the above picture, it is old and in need for replacement. Last winter it froze and was turned off. This is a tremendous issue for the health, safety, and well-being for the entire City.

Distribution

The community is served by cast iron watermain. Most lines are four and six-eight inches in diameter. The cast iron lines were installed in 1949. Based on the age of the homes, we estimate that there are 15 lead service lines in the older part of town that need to be replaced.

Need for Improvements

Distribution

The city is planning on repaving much of the City over the next several years. Much of the watermain, valves, hydrants and water tower were installed in 1949 and in need of replacement. There have been some watermain breaks in the past. The city would like to replace the watermain and sanitary sewer at the same time if possible.

Alternatives

The city would like to list the, watermain replacement, water tower and lead service line replacement projects on the Project Priority List at this time.

Distribution

The following alternatives were evaluated for the watermain distribution system:

1. Replace all Watermain - Replace the old cast iron watermain, valves and hydrants when the street repair is being done.
Estimated cost - \$5,009,000
2. Do Nothing - People will continue to complain. Paving will be completed with old watermains under the roads. Replacement costs will increase after the paving is completed.
3. Replace the 50,000-gallon water tower - Replace the water tower that was built in 1949 and froze last winter.
Estimated cost - \$1,015,000

2) Sewer system plus road above replacement -
General

The City of Lewisville is located in southern Minnesota in Watonwan County. The City's existing wastewater infrastructure consists of a gravity sewer collection system that was constructed no later than the mid-1980s and a main lift station and stabilization pond system that were constructed in 2009. The City consistently meets its NPDES permit issued by the Minnesota Pollution Control Agency, which is set to expire on November 30, 2023. The collection system is currently experiencing significant structural issues as well as significant infiltration and inflow. The proposed project addresses the collection system's needs in planning for the future.

The purpose of this project is to:

- 1) Solve the existing structural issues in the collection system.
- 2) Reduce infiltration and inflow experienced by the collection system.

This project will better allow the City of Lewisville's sanitary collection system to convey wastewater flows over the 20-year design period.

Proposed Project Elements

The City of Lewisville's proposed project includes the following elements -

COLLECTION SYSTEM UPGRADES

The proposed collection system will be replaced in the same location as the existing collection system. This involves the replacement of approximately 11,500 feet of 8-inch sewer, 200 feet of 12-inch sewer, and 34 manholes. This will maintain the existing capacity of the collection system and allow the system to convey the estimated flows over the 20-year design period.

III. Cost Summary

Costs for the proposed collection system upgrades are estimated to be about \$3.9 million, which includes the design, construction, contingencies, and other soft costs of the project.

Project Rationale

BACKGROUND

The City of Lewisville is in desperate need of new city-wide sewer and water system including road

reconstruction due to the age and condition of these facilities. The City conducted an analysis of these facilities and determine they are in extremely poor condition and need to be replaced ASAP. In fact, the roads are at a point that grass is growing up through the roads throughout the City to a point where they literally are mowing the streets !!!

There are numerous reasons why they have turned to the State of Minnesota for financial assistance including the fact that the City is nearly bankrupted due to the following recent catastrophe -

The City recently needed a new wastewater treatment plant (WWTP) due to its age and condition which they undertook. They paid to have the project designed and hired a contractor to construct the new WWTP at a cost of \$2,800,000. Unfortunately when they turned on the switch to the new WWTP it did not work !! The contractor ultimately went bankrupted so the City had no means to get reimbursed for this loss. In turn they had to pay for the WWTP project to be redesigned and rebuilt the very next year at an additional cost to the City of \$3,000,000; the 2nd WWTP is working just fine. This very unfortunate situation and financial hardship has literally bankrupted the City and left the residents and City with no funds or capacity to pay for the new sewer, water or roadway facilities.

PROPOSED PROJECT

In order to replace the old and antiquated sewer, water, water tower, and roadway facilities, the City of Lewisville proposes to complete the following project at a cost of \$10,000,000 which the City is willing to pay for a portion of this project (10% of the project costs or \$1,000,000) for a net request from the State of \$9,000,000 -

Project -

- 1) Replace the entire 60-year-old sanitary sewer system with 10,000 linear feet of 8" PVC sewer including new manholes.
- 2) Replace the entire 60-year-old watermain system with 10,000 linear feet of 6" PVC watermain including new gate valves, water tower and hydrants.
- 3) As part of replacing the sewer and watermain project, the City proposes to repave all streets within the City which are also 60-years-old.
- 4) The water tower literally broke last winter and needs to be replaced.

Reasons for the Request -

- 1) City is literally bankrupted due to having to pay for 2 new WWTP's as described above.
- 2) City of Lewisville has one of the highest utility rates (sewer plus water) in Minnesota at an average monthly rate of \$120/month/resident.
- 3) City of Lewisville has one of the lowest MHI at \$47,750.
- 4) Sewer and water facilities are over 60 years old and have to be replaced due to their condition and age.
- 5) Lewisville is literally mowing their roads due to their age and condition.
- 6) Inflow and Infiltration in their sewer system.
- 7) Freezing water tower meaning no fire protection.
- 8) Lead services throughout City due to their age and cast iron watermains - need to be replaced due to health concerns.

Financial - The fundamental reason for this \$9 million request is due to the fact that our community went bankrupted due to having to pay for 2 WWTP's. In addition, the current pandemic has

especially been hard on Greater Minnesota communities for businesses, economic development and jobs. Our current financial situation prohibits our community from being able to fund these projects.

Project Timeline

Project Schedule

Project Task	Start date	Ending date
I. FUNDING		
Funding Applications; PFA	March 2022	Ongoing
Facility Plan - Pre-design	March 21, 2022	COMPLETE
Public Hearing	February 22, 2022	COMPLETE
Obtain grant/loan dollars for project		Ongoing
II. DESIGN		
30% Plan Submittal	August 2024	October 2024
60% Plan Submittal	October 2024	November 2024
90% Plan Submittal	November 2024	December 2024
Final Submittal	December 2024	January 2025
MPCA Review Plans	January 2025	February 2025
Bidding/Contractor Award	February 2025	March 2025
III. CONSTRUCTION PHASE		
Construction	May 2025	August 2026

Other Considerations

BACKGROUND

The City of Lewisville is in desperate need of new city-wide sewer and water system including road reconstruction due to the age and condition of these facilities. The City conducted an analysis of these facilities and determine they are in extremely poor condition and need to be replaced ASAP. In fact, the roads are at a point that grass is growing up through the roads throughout the City to a point where they literally are mowing the streets !!!

There are numerous reasons why they have turned to the State of Minnesota for financial assistance including the fact that the City is nearly bankrupted due to the following recent catastrophe -

The City recently needed a new wastewater treatment plant (WWTP) due to its age and condition which they undertook. They paid to have the project designed and hired a contractor to construct the new WWTP at a cost of \$2,800,000. Unfortunately when they turned on the switch to the new WWTP it did not work !! The contractor ultimately went bankrupted so the City had no means to get reimbursed for this loss. In turn they had to pay for the WWTP project to be redesigned and rebuilt the very next year at an additional cost to the City of \$3,000,000; the 2nd WWTP is working just fine. This very unfortunate situation and financial hardship has literally bankrupted the City and left the residents and City with no funds or capacity to pay for the new sewer, water or roadway facilities.

PROPOSED PROJECT

In order to replace the old and antiquated sewer, water, water tower, and roadway facilities, the City of Lewisville proposes to complete the following project at a cost of \$10,000,000 which the City is willing to pay for a portion of this project (10% of the project costs or \$1,000,000) for a net request from the State of \$9,000,000 -

Project -

- 1) Replace the entire 60-year-old sanitary sewer system with 10,000 linear feet of 8" PVC sewer including new manholes.
- 2) Replace the entire 60-year-old watermain system with 10,000 linear feet of 6" PVC watermain including new gate valves, water tower and hydrants.
- 3) As part of replacing the sewer and watermain project, the City proposes to repave all streets within the City which are also 60-years-old.
- 4) The water tower literally broke last winter and needs to be replaced.

Reasons for the Request -

- 1) City is literally bankrupted due to having to pay for 2 new WWTP's as described above.
- 2) City of Lewisville has one of the highest utility rates (sewer plus water) in Minnesota at an average monthly rate of \$120/month/resident.
- 3) City of Lewisville has one of the lowest MHI at \$47,750.
- 4) Sewer and water facilities are over 60 years old and have to be replaced due to their condition and age.
- 5) Lewisville is literally mowing their roads due to their age and condition.
- 6) Inflow and Infiltration in their sewer system.
- 7) Freezing water tower meaning no fire protection.
- 8) Lead services throughout City due to their age and cast iron watermains - need to be replaced due to health concerns.

Financial - The fundamental reason for this \$9 million request is due to the fact that our community went bankrupted due to having to pay for 2 WWTP's. In addition, the current pandemic has especially been hard on Greater Minnesota communities for businesses, economic development and jobs. Our current financial situation prohibits our community from being able to fund these projects.

Impact on State Operating Subsidies

Zero

Who will own the facility?

City of Lewisville

Who will operate the facility?

City of Lewisville

Who will use or occupy the facility?

City of Lewisville

Public Purpose

For human health's safety, life and wellbeing

Description of Previous Appropriations

none

Project Contact Person

Gayle Culbertson
City Clerk/Treasurer
507-236-0405
cityoflewisville@hotmail.com

(\$ in thousands)

Sewer | water | road system replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$1,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$10,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,400	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$8,500	\$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	\$10,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	No
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Lincoln-Pipestone Rural Water System JPB

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Supplemental Funding for Lincoln-Pipestone Rural Water System North Water Source Development Project	1	GO	14,000	0	0	0	0	0
Total Project Requests			14,000	0	0	0	0	0
General Obligation Bonds (GO) Total			14,000	0	0	0	0	0

(\$ in thousands)

Supplemental Funding for Lincoln-Pipestone Rural Water System North Water Source Development Project

AT A GLANCE

2024 Request Amount: \$14,000

Priority Ranking: 1

Project Summary: Lincoln-Pipestone Rural Water System (LPRW) proposes to construct new groundwater wells, water treatment plant, transmission and distribution pipeline, and a pump station. LPRW proposes to initially provide potable water to the City of Cottonwood and rural customers for agricultural production and/or household consumption. Other small cities are likely to be served in the future. The proposed project also includes metering facilities for new users.

Project Description

Lincoln-Pipestone Rural Water System (LPRW) serves approximately 4,800 rural customers and 37 bulk municipal customers in 10 counties in southwest Minnesota. Originally constructed in the mid-1970's, the LPRW system has expanded over 40+ years as demand for reliable, affordable, potable water has grown. LPRW receives water service requests and adds several dozen rural customers throughout the system every year. Periodically, LPRW completes larger construction projects, adding up to several hundred users at a time, expanding or replacing existing facilities, or completing other hydraulic improvements to the system.

Over the last ten years, LPRW has received requests to provide water service to towns and rural customers in Redwood, Yellow Medicine, and Lac Qui Parle Counties. LPRW serves existing customers in portions of all three counties but requires a new water source and significant distribution system expansion and improvements to meet demands for new water service. The proposed project includes construction of groundwater wells, a water treatment plant (WTP), transmission and distribution pipeline, and a booster pump station. The project also includes metering facilities for new customers.

LPRW has secured a reliable water source aquifer between the Cities of Dawson and Boyd. Two production wells have been installed so far. A 7-day and subsequent 30-day pump test indicated that the wells can each sustainably produce 750 gpm. Three production wells minimum must be installed approximately 1 mile apart from each other and ideally no farther than 3 miles from the WTP. Raw water pipeline must be installed to deliver water from the wells to the WTP.

The water chemistry of the proposed water source was sampled and tested during aquifer pump testing. The natural groundwater contains high hardness and high concentrations of iron and manganese. LPRW proposes to construct a lime softening WTP to produce potable water meeting EPA primary and secondary MCL regulations. The WTP will be designed to treat and pump 1,500 gpm

(2 MGD).

New water transmission and distribution pipelines are needed to deliver water from the WTP to end users. LPRW has some existing pipe in the area which can be used, but the increased demands from new users require that additional pipeline be built. Additionally, some of the new customers lie outside of LPRW's existing service area, so pipeline will need to be built into areas currently unserved by LPRW. Pump stations are often necessary in distribution systems to overcome ground elevation changes and energy loss due to friction of water movement in a pipeline. Meter pits for individual rural users and bulk meter stations for municipal connections will also be installed as part of the project. The project will not include municipal infrastructure improvements downstream of the metered connection.

Project Rationale

LPRW currently serves the north part of their system from the Burr water source. The Burr WTP lies about 8 miles west of the City of Canby. LPRW has limited capacity to serve new water demands from the Burr water source because LPRW nearly reaches their water withdrawal permit amount from the Burr well field each year. LPRW purchases water from the neighboring Brookings-Deuel Rural Water System to not exceed the withdrawal permit. Furthermore, the existing transmission pipeline conveying water from the Burr WTP to existing LPRW water users in Lincoln, Lyon, Redwood, Yellow Medicine, and Lac Qui Parle Counties is very nearly at capacity and would require significant improvements even if the water was available at the Burr water source to deliver to the area of new growth. A new water source and new water pipeline are needed to serve demand.

Lack of good-quality water limits agricultural development. LPRW receives water service requests from farmers who wish to build new livestock confinement units in Lincoln, Lyon, Redwood, Yellow Medicine, and Lac Qui Parle Counties. Existing LPRW customers occasionally request permission for a larger water allocation to expand livestock facilities already served by rural water. LPRW denies both types of requests by necessity because of limited water source capacity at the Burr water source and limited transmission capacity from the Burr WTP. Farmers are forced to suspend plans for development or drill their own wells which is expensive. More livestock confinement units would be built or expanded if high quality water was readily available from LPRW.

Groundwater in Redwood, Yellow Medicine, and Lac Qui Parle Counties generally has high hardness and high concentrations of sulfate, iron, and manganese similar to the water found by LPRW during new water source exploration. Hardness and iron are not thought to be toxic, but they can cause water to taste bad, can cause water discoloration, and can stain or clog water use fixtures. Water hardness can be removed by individual water users using a typical home ion exchange softening system. Home softening systems produce a salty wastewater stream which is discharged to the sanitary sewer in a municipal setting and the septic system in a rural setting. Rural septic systems are unregulated, but the Minnesota Pollution Control Agency (MPCA) has increased regulation of municipal salty wastewater discharge. Salty discharge from nearly every home in a town results in a significant amount of salty water entering the municipal wastewater treatment facility. The City of Dawson, for example, has high hardness in their water supply, so many homes and businesses have softening systems which discharge salty water to the city wastewater treatment plant. Initial capital costs and ongoing operation and maintenance costs are high for bulk municipal water hardness treatment or bulk municipal salty wastewater treatment. Small cities like Dawson have trouble

financing new construction or upgrades to water or wastewater treatment plants. LPRW proposes to build a lime softening WTP and sell water ultimately to multiple cities to reduce water hardness and salty wastewater discharge problems. The LPRW lime softening WTP will also remove iron and manganese.

Manganese is prevalent in groundwater in the proposed project area. Manganese has emerged as a human health hazard. According to the Minnesota Department of Health (MDH), children and adults who drink water with high levels of manganese for a long time may have problems with memory, attention, and motor skills. Infants may develop learning and behavior problems if they drink water with too much manganese in it. MDH guidance lists the maximum safe consumption level as 0.1 mg/L for infants and 0.3 mg/L for adults. Measured raw groundwater manganese concentrations average 1.0 mg/L which exceeds the recommended maximum MDH level for infants and adults. Most municipalities treat water to remove manganese, but rural residences whose only water source are untreated wells are at risk of adverse health effects from manganese consumption. Water from LPRW would be treated to remove manganese.

Some city water sources are contaminated with minerals that are toxic for human consumption. The City of Hanley Falls' water source, for example, contains arsenic exceeding the EPA primary MCL. The City has an arsenic removal water treatment plant, but the city water bills are nearly three times the statewide average because of expensive capital costs to build the water treatment plant and expensive operations and maintenance. The presence of arsenic in the Hanley Falls water supply is an indication that arsenic is likely an unmitigated issue for many rural residents with private wells. The water source to be used by LPRW has small amounts of arsenic far below the EPA MCL.

Water treatment plants are expensive to build, operate, and maintain especially for small cities with a limited population to support a large building project. A new LPRW water source and WTP can provide reliable, affordable, safe water service to multiple cities and rural residents and boost agricultural development.

Project Timeline

The following project timeline assumes that funding for the project will be available in 2024.

Design: Aug 2023 – Nov 2024

Construction: Mar 2025 – Nov 2027

Other Considerations

LPRW has long sought a new water source in the north part of their system to offset demands on the Burr water source. A new water source will allow them to provide more water to existing customers who wish to expand livestock operations and serve new customers in Lincoln, Lyon, Redwood, Yellow Medicine, and Lac Qui Parle Counties. In 2008-2011, LPRW performed extensive water source exploration to secure a new water source near Wood Lake. A favorable aquifer was discovered, but the Minnesota DNR denied permission for LPRW to develop a water source because of potential damage to natural resources.

LPRW began exploration for a new water source near the City of Dawson in 2017. A favorable location for a well field has been found between the Cities of Dawson and Boyd. LPRW has worked

closely with the DNR during exploration; the DNR has indicated that there are no sensitive natural resources which may be damaged as a result of water source development. Based on water quantity and water quality information collected during a 7-day and subsequent 30-day pump test of wells installed in the aquifer, LPRW proposes to install three total production wells and a lime-softening water treatment plant generally between the Cities of Dawson and Boyd.

Impact on State Operating Subsidies

Funds awarded are assigned to design and construction of project. No state funds will be utilized in the operation(s) of the project. Revenue generated from water sales and hookups will be used for the continued operation of the project.

Who will own the facility?

Lincoln-Pipestone Rural Water System

Who will operate the facility?

Lincoln-Pipestone Rural Water System

Who will use or occupy the facility?

Lincoln-Pipestone Rural Water System

Public Purpose

Public water supply - drinking water system

Description of Previous Appropriations

[Laws 2020, First Special 1.12 Session Chapter 3, Article 1, Section 22, subdivision 17] - Award to Lincoln-Pipestone Rural Water System in the amount of \$5,750,000.00.
"For a grant to the Lincoln-Pipestone Rural Water System to predesign and design water source development in its service area, including new wells, a water softening treatment plan (lime softening plant), and new water distribution pipes."

**Awarded but NOT encumbered as of June 16, 2023.

In the 2023 Session, the capital investment bill included an appropriation, of which \$1 million relates to this project.

Project Contact Person

Jason Overby
General Manager
507-368-4248
lprw@itctel.com

Lincoln-Pipestone Rural Water System JPB

Project Detail

(\$ in thousands)

Supplemental Funding for Lincoln-Pipestone Rural Water System North Water Source Development Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$5,750	\$14,000	\$0	\$0
General Fund Cash	\$1,000	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$19,036	\$0	\$0
Other Local Government Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$6,750	\$35,036	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$956	\$0	\$0
Predesign Fees	\$2,192	\$0	\$0	\$0
Design Fees	\$3,558	\$0	\$0	\$0
Project Management	\$0	\$1,729	\$0	\$0
Construction	\$1,000	\$32,247	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$104	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$6,750	\$35,036	\$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
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STATUTORY REQUIREMENTS

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

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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Lino Lakes Inclusive Playground	1	GO	750	0	0	0	0	0
Total Project Requests			750	0	0	0	0	0
General Obligation Bonds (GO) Total			750	0	0	0	0	0

Lino Lakes Inclusive Playground**AT A GLANCE****2024 Request Amount:** \$750**Priority Ranking:** 1**Project Summary:** This project is to predesign, design, construct, furnish and equip an all-inclusive accessible playground structure for children of all ages. This project will also include design, construction and a fixed-shade structure and handicapped accessible parking spaces in the City of Lino Lakes.**Project Description**

The City of Lino Lakes is seeking \$750,000 in State funding for continued development of the City's park system. This project is to design and construct and all-inclusive accessible play structures for children of all abilities/disabilities, including handicap accessible parking facilities and a fixed shade structure. The City has identified two City owned park locations for consideration in the project scope. The 10 acre Country Lake Park abuts Reshanau Lake, is adjacent to Rice Lake Elementary school and accessible from the Rice Creek North Regional Trail. Tower Park is a 58 acre parcel planned for community recreation and located along the planned Chain of Lakes - Otter Lake Regional Trail. Each site offers unique opportunities that will be evaluated during the predesign process. The total estimated project cost is \$1,500,000. The City of Lino Lakes is contributing the remaining 50% of project costs.

Project Rationale

Home to the 5,500 acre Rice Creek Chain of Lakes Park Reserve and 22 City maintained neighborhood parks the City is laden with active recreational opportunities. However, these facilities lack opportunities for children of all abilities. The project is intended to provide elements designed for children with sensory disorders, visual and hearing impairs, along with other physical impairments so that children of all abilities can interact with each other. By focusing available resources on one facility the City can enhance the experience for all age groups.

Project Timeline

The project is slated to begin in July of 2024 and be completed in summer of 2025. The predesign, engineering, and bidding will take place in July through October of 2024 with construct proposed for spring of 2025. The all-inclusive playground including pour in place rubber surfacing will be added in the summer of 2025.

Other Considerations**Impact on State Operating Subsidies**

None

Who will own the facility?

The improvements will be owned by the City of Lino Lakes.

Who will operate the facility?

The improvements will be operated by the City of Lino Lakes.

Who will use or occupy the facility?

This project will be used, on an open basis, by the residents of Lino Lakes and surrounding northeast metro communities including Centerville and Circle Pines.

Public Purpose

The purpose of this project is to provide opportunities for open, safe, and accessible active areas for individuals of all ages and abilities. The improvements will allow for social engagement of youth with varying abilities in a environment that creates unique play experiences.

Description of Previous Appropriations

None

Project Contact Person

Michael Grochala
Community Development Director
651-982-2427
mgrochala@linolakes.us

(\$ in thousands)

Lino Lakes Inclusive Playground

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$750	\$0	\$0
TOTAL	\$0	\$1,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$25	\$0	\$0
Design Fees	\$0	\$115	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,217	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$143	\$0	\$0
TOTAL	\$0	\$1,500	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Litchfield Wastewater Treatment Sewer Separation Project	1	GO	3,750	0	0	0	0	0
Total Project Requests			3,750	0	0	0	0	0
General Obligation Bonds (GO) Total			3,750	0	0	0	0	0

Litchfield Wastewater Treatment Sewer Separation Project

AT A GLANCE

2024 Request Amount: \$3,750

Priority Ranking: 1

Project Summary: The City of Litchfield is seeking \$3.75M dollars in state funding for the design and construction of a sewer separation project. The project will isolate the industrial process water from sanitary waste to expand the beneficial use of the waste stream, including heat and power generation and creation of animal feed from otherwise wasted material.

Project Description

The City of Litchfield is looking to design and construct collection system improvements for First District Association to capture and treat high strength wastewater and isolate the process water from sanitary wastewater. The sewer separation allows efficient solids separate of fat and protein for use as animal feed. The remaining water is still high in strength and can undergo anaerobic digestion for the conversion to biogas. The biogas will run a generator to create green energy which will be used in the community. Segregation is necessary to economically size the system and prevent contamination of the process with human waste. The proposed sewer separation project is part of a large wastewater treatment facility project that involves First District constructing a pretreatment facility to handle their continued expansion and the City completing improvements at their WWTF to address new phosphorus limits and other maintenance needs.

Project Rationale

The Litchfield wastewater treatment facility was originally constructed in 1927 and has undergone numerous expansion projects. Local industries are expanding, and the WWTF is currently struggling to meet the discharge limits to Jewett’s Creek based on the loading being received. The improvements are necessary to the wastewater treatment facility. Redirecting the industrial flow and loading for beneficial reuse and treatment reduces the treatment needs at the wastewater treatment facility while expanding the green energy infrastructure in the state. This project is a necessity to allow for the continued growth of the First District Association (FDA). FDA is a regional and state significant industry that processes milk from 45 counties throughout Minnesota. In order for FDA to continue to grow and expand their job opportunities, the City of Litchfield’s wastewater treatment facility needs to be expanded to handle their increased wastewater loadings that are generated as a result of their expansion. FDA has over a \$2 billion regional impact and creates many regional jobs as a result of their continued expansion. It is critical for this project to proceed to allow FDA to continue to operate and grow and be an economic driver in the state.

Project Timeline

Funding Agency Applications- 10/2023 Preparation of Plans and Specifications- 08/2024 Funding

Agency Review- 11/2024 _Council Authorizes Advertising- 02/2025 _Council Considers Awarding Project- 03/2025 _Begin Construction- 06/2025 _Substantial Completion- 12/2025 _Final Completion- 06/2026 _Project Closeout- 07/2026

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Litchfield

Who will operate the facility?

City of Litchfield

Who will use or occupy the facility?

City of Litchfield

Public Purpose

The sewer separation project will separate the municipal sanitary waste from the industrial waste which will allow for reuse of the waste to create green energy. The project will also reduce the load on the public infrastructure.

Description of Previous Appropriations

None

Project Contact Person

David Cziok
City Administrator
320-693-7201
dave.cziok@ci.litchfield.mn.us

(\$ in thousands)

Litchfield Wastewater Treatment Sewer Separation Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,750	\$0	\$0
TOTAL	\$0	\$7,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$6,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Rail Grade Separation - Hwy 27 Memorial Bridge	1	GO	3,200	0	0	0	0	0
Total Project Requests			3,200	0	0	0	0	0
General Obligation Bonds (GO) Total			3,200	0	0	0	0	0

Rail Grade Separation - Hwy 27 Memorial Bridge

AT A GLANCE

2024 Request Amount: \$3,200

Priority Ranking: 1

Project Summary: The City of Little Falls is requesting \$3,200,000 in funding to complete an alternatives analysis, predesign, design, and environmental review to replace the Highway 27 bridge crossing the Mississippi River in Little Falls with a bridge that allows for a grade-separated crossing of a very active BNSF rail line. The new bridge would also accommodate bicycle and pedestrian needs.

Project Description

The proposed project is to complete alternatives analysis, predesign, design, and environmental review of a grade separated crossing of Minnesota Trunk Highway 27 where it crosses the Mississippi River and a very active BNSF Railway Company line in Little Falls, Minnesota. The existing at-grade crossing is classified as a High Risk for Crashes crossing and causes major connectivity issues for the Little Falls community given it is the only river bridge within Little Falls. The nearest alternate river crossings are a county road bridge 12 miles downstream and the US 10 bridge two miles upstream. It is important to note that the US 10 bridge is a freeway crossing that has no pedestrian or bicyclist accommodations. The existing conditions present significant challenges for the community given there are 30 to 46 trains per day that sever the river crossing connection. Most importantly the blocked crossing results in emergency vehicle response delays which are compounded given the community hospital and ambulance services are located on the east side of the river. The limited connectivity between the east and west sides of Little Falls has also constrained economic growth opportunities on the west side of the river. A grade separated crossing will dramatically increase safety and connectivity for the Little Falls community, emergency response services, pedestrians and bicyclists, BNSF railway operators, and Amtrak operators and passengers.

Project Rationale

The funds are being sought to complete planning and design of a bridge the replaces the current TH27/Mississippi River Bridge and the at-grade rail crossing on the west side with a bridge configuration that accommodates a grade-separated crossing, as well as multi-modal options. The desired outcome is to increase safety by reducing the risk of rail crashes as well as ensuring emergency vehicles can travel unimpeded across the river. Beneficiaries of the project include the Little Falls community, particularly those residents who frequently experience the highway blockage and backups that occur, as well as the Little Falls Police Department, Little Falls Fire Department, the Morrison County Sheriff's Office, patients and medical providers at St. Gabriel's Hospital in Little Falls, Amtrak passengers, school bus drivers and riders, and pedestrians and bicyclists utilizing the Mississippi River Trail and Camp Ripley Veterans State Trail. The BNSF Railway Company and Amtrak

also benefits from this project by reducing risk of an incident on the tracks, as well as providing additional flexibility and maneuverability for their trains and equipment.

Project Timeline

Alternatives Analysis - December 2024
Predesign documents - November 2025
Completed NEPA package - November 2025
Final Design - March 2026

Other Considerations

This project will result in the elimination of an at-grade rail crossing through grade separation, resulting in increased safety and accessibility. A grade separation project at this location has strong support from the City of Little Falls, the Minnesota Department of Transportation, and the BNSF Railway Company.

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?

Minnesota Department of Transportation and the City of Little Falls

Public Purpose

This project results in numerous public benefits, including increased rail, vehicular, and pedestrian safety and increases accessibility by eliminating a frequently-blocked crossing.

Description of Previous Appropriations

N/A

Project Contact Person

Jon Radermacher
City Administrator
320-616-5500
jonr@cityoflittlefalls.com

(\$ in thousands)

Rail Grade Separation - Hwy 27 Memorial Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$3,200	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$6,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$1,000	\$0	\$0
Design Fees	\$0	\$5,400	\$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	\$6,400	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Littlefork Public RV Campground	1	GO	2,500	0	0	0	0	0
Total Project Requests			2,500	0	0	0	0	0
General Obligation Bonds (GO) Total			2,500	0	0	0	0	0

Littlefork Public RV Campground

AT A GLANCE

2024 Request Amount: \$2,500

Priority Ranking: 1

Project Summary: The City of Littlefork is requesting \$2,500,000 in state funds for the design and construction of a new campground that includes all necessary amenities in the City of Littlefork to help to increase economic impact in the community.

Project Description

The City of Littlefork has recently acquired a forty acre tract of property that was formerly used for a gravel quarry. The city will be developing this piece of property to attract more tourists to their city to enjoy the region's numerous outdoor recreation activities and to also enhance outdoor activities for the residents of the city and residents located in surrounding communities. The city's intent with this campground is to appeal to RV campers as well as to serve campers looking for off trail vehicles opportunities as it is located along the Blue Ox State ATV Trail. The campground will be equipped with an ATV wash station and loading ramp to accommodate the ATV users. The campground is also located just off of US Highway 53 in northeastern Minnesota which sees large volumes of traffic that visit this region to spend time in the outdoors fishing, boating, camping, hunting, kayaking, canoeing, bird watching, hiking, bicycling, snowshoeing, cross country skiing, visiting resorts and staying in cabins.

Project Rationale

This new campground will include over thirty new camp sites that will be designed to accommodate RV camping vehicles and traditional tent campers. This abandoned gravel quarry site does include two ponds that will be renovated and modified for recreational uses including a city swimming beach, paddleboat usage and fishing opportunities. The campground will also include a camp office/shower/restroom facility to serve campers. Water, sewer and electrical utilities will be constructed at the campground as well as a playground for young campers and a dock for water access. Additional amenities include parking areas, ADA sidewalks, signage, security fencing and gates, fire rings, picnic tables, benches and traffic control.

Project Timeline

- Competition of Design - August 2024
- Bid Advertising - February 2025
- Construction Start - July 2025
- Final Completion - November 2026

Other Considerations

The completion of this project will include a variety of outdoor recreation activities that will be available for people of all ages. The new beach and fishing pond are great examples of preserving and enhancing the states natural resources by modifying and improving an old gravel quarry into new uses. The access to the adjacent ATV Trail gives campers the ability to access other area communities, businesses and tourist attractions as the Blue Ox Trail links with other existing regional trails. This campground will attract visitors throughout Minnesota and surrounding states and will increase the economic activity in the region.

Impact on State Operating Subsidies

The City of Littlefork will not ask the state to provide any funds for the operation and maintenance of the campground.

Who will own the facility?

City of Littlefork

Who will operate the facility?

City of Littlefork

Who will use or occupy the facility?

Local residents and businesses as well as tourists and visitors throughout Minnesota, the United States and Canada.

Public Purpose

To provide safe and secure camping and outdoor recreation opportunities for the general public.

Description of Previous Appropriations

None.

Project Contact Person

Sonja Pelland
City Administrator
218-278-6710
littfork@hotmail.com

(\$ in thousands)

Littlefork Public RV Campground

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$2,500	\$0	\$0
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$4,400	\$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	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
East Itasca Joint Sewer Board Phase 2 Lone Pine Township Wastewater Collection System	1	GO	4,500	0	0	0	0	0
		OT	500	0	0	0	0	0
Total Project Requests			5,000	0	0	0	0	0
General Obligation Bonds (GO) Total			4,500	0	0	0	0	0
Other Funding (OT) Total			500	0	0	0	0	0

East Itasca Joint Sewer Board Phase 2 Lone Pine Township Wastewater Collection System

AT A GLANCE

2024 Request Amount: \$5,000

Priority Ranking: 1

Project Summary: This project represents Phase 2 of a regional wastewater collection project that is being constructed by the East Itasca Joint Sewer Board. This Board consists of representatives from Lone Pine Township and the cities of Nashwauk and Keewatin. Phase 2 project activities will connect Lone Pine Townships Swan Lake area onsite sewage collection systems to the Nashwauk WWTP. Lone Pine Township is the entity applying for 2024 Capital Budget funding in the amount of \$4.5 million dollars.

Project Description

Phase 2 includes expanding the Phase 1 project for the average weather flow in the Lone Pine Township portion of the Swan Lake Area and the industrial wastewater flow from Keetac and joining the EIJSB project that would expand the Nashwauk facility to 839,000 gpd. A summary of the project components for Phase 2 is as follows:

- * Provide WWTP improvements at the Nashwauk facility for the added flow from the Swan Lake Area.
- * Connect a new lift station and forcemain from Swan Lake in the Nashwauk lift stations for pumping to the Nashwauk WWTF (EIJSB - Phase 1)
- * Construct a low-pressure collection system around Swan Lake for Lone Pine Township with all flow transmitting in the new Swan Lake lift station.

Project Rationale

The Itasca County Environmental Health Department has determined that up to 60% of the onsite sewage systems located in the Lone Pine Township/Swan Lake Project Area are noncompliant with State and County sewage treatment standards. This presents a serious health, safety, and environmental hazardous conditions to the region. The projects proposed connection to the Nashwauk WWTP will resolve the health, safety, and environmental concerns the existing conditions pose.

Project Timeline

The project timeline is subject to securing the required project financing to commence with project construction activities. Lone Pine Township is pursuing a comprehensive project financing plan. Subject to meeting the financing Agency program schedules the Topwnship anticipates the following Project Timeline:

Construction Startup: August 24, 2024

Construction Mid Point: May 1, 2025

Complete Construction November 30, 2025

Other Considerations

This request for funds represents Phase 2 of a regional wastewater treatment facility that addresses multiple regional wastewater quality concerns. The first Phase connected the City of Keewatin's wastewater collection system to the City of Nashwauk's wastewater facility. The Lone Pine Township phase of the project addresses non-compliant onsite sewage systems located in the Township's Swan Lake project area. Completion of Phase 2 will mitigate serious health, safety, and environmental wastewater conditions in the region

Impact on State Operating Subsidies

N/A

Who will own the facility?

Lone Pine Township will own the project assets within their corporate limits. The City of Nashwauk will own project assets within their corporate limits.

Who will operate the facility?

The City of Nashwauk Public Works Department will operate the projects WWTP.

Who will use or occupy the facility?

Residents located in the Lone Pine Township/Swan Lake Project Area will use, occupy, and benefit from the project.

Public Purpose

The public purpose is met by mitigating a serious health, safety, and environmental hazardous sewage treatment concern in the Lone Pine Township/Swan Lake Project Area.

Description of Previous Appropriations

Lone Pine Township has not received previous State Appropriations. The East Itasca Joint Sewer Board has received two prior State Appropriations for the purpose of providing pre-engineering and project design. The prior appropriations were designated for Phase 1 and Phase 2 project engineering and design.

Project Contact Person

Jon Korpi
Chair
218-969-4297

korpi@scicable.com

(\$ in thousands)

East Itasca Joint Sewer Board Phase 2 Lone Pine Township Wastewater Collection System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
Other Funding	\$0	\$500	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$3,845	\$0	\$0
Non-State Funds Already Committed				
City Funds	\$0	\$427	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$9,272	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$997	\$0	\$0
Project Management	\$0	\$310	\$0	\$0
Construction	\$0	\$7,965	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,272	\$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):	

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)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Madison Water Treatment Plant Rehab	1	GO	4,472	0	0	0	0	0
Total Project Requests			4,472	0	0	0	0	0
General Obligation Bonds (GO) Total			4,472	0	0	0	0	0

Madison Water Treatment Plant Rehab

AT A GLANCE

2024 Request Amount: \$4,472

Priority Ranking: 1

Project Summary: 4.5 million in state funds is requested to fund rehabilitation and upgrades to the City’s existing water treatment plant. The existing filter will be rehabilitated with new coating and replacement filter media. New equipment will be added or replaced in the existing aerator and detention tanks. All electrical, controls, and Instrumentation will be upgraded to up-to-date technology. Known lead service line replacement project will also be conducted in town.

Project Description

This project includes expansion of the current innovative reverse osmosis treatment facility to allow more complete softening and allow the City to meet the chloride wastewater limits and protect the receiving waters. The additional treatment also improves overall water quality to the residents, by removing a higher fraction of the problem water constituent items.

The project will include an additional filter for pretreatment, a second RO unit to provide more treatment, along with related pumps, chemical feed system, electrical and controls, and a new supply well. The original facility was constructed with space for future expansion in case of changing regulations, so the work would be contained within the existing building with the exception of the well.

Lead Service Line Replacement – The City would like to fully replace all lead service lines in the City distribution system.

The city has prioritized this project area based on the following factor(s):

When the City completed their 2009 infrastructure replacement project, which included most of the streets in town, they replaced lead service lines from the main to the meter wherever they encountered them. The City estimates there are 5-10 lead service lines remaining on 1st Avenue, 3rd Avenue, and potentially Central Avenue, which were outside the scope of the 2009 project.

Total cost of the project is estimated at approximately \$6 million. The City is planning to apply to the upcoming State Revolving Fund (SRF) annual application in May for the Drinking Water Revolving Fund loans and grants. The project would ready to bid by the 3rd of 4th quarter of 2023 pending adequate financing.

Project Rationale

The City of Madison is located in southwestern Minnesota in a region of uniquely poor groundwater quality and at the same time lacking surface water options for its municipal potable water system. The native groundwater exceeds EPA secondary water quality standards for drinking iron (20 times

above the standard), manganese (7 times above the standard and exceeding Health Advisory Limit), sulfates (4 times the recommended limit), and total dissolved solids (TDS) at twice the recommended limit. The water supply also has hardness 4 times above extremely hard maximum classification. Hardness is not regulated but severely impacts the City residents.

The City has been progressive in treating the water, installing the first reverse osmosis (RO) treatment process ever in Minnesota in 1997. This innovative process allowed the City to reach compliance with the water quality issues discussed above. The process treats a portion of the groundwater which is then blended to achieve partial removal.

Since the facility was designed and initiated operation, the State of Minnesota has added limits for the City's wastewater for bicarbonates, hardness, total dissolved solids (TDS), specific conductance, and chlorides (by-product of hardness). The City's groundwater naturally exceeds these currently, therefore additional treatment is needed for compliance. The most cost effective way to treat these new standards is more extensive softening of the drinking water. Soft water eliminates the need for adding salt to home water softeners and subsequent chloride release to the wastewater and receiving streams. Chloride is toxic at higher concentrations to aquatic life and unfortunately cannot be treated by any current wastewater treatment technologies.

Over the last few months, we have been assisting staff with troubleshooting the current water filter at

the water treatment plant (WTP). This is now approximately 24 years old and has been requiring costly

and time-consuming maintenance in recent years. The City of Madison has outdated motor and control technology that needs to be updated. The existing gravity filter and RO unit are in need of rehabilitation. The filter needs to be backwashed multiple times a day to prevent filter clogging and fouling. This has caused shorter run times in between backwashes. The City needs to have an additional filter and RO unit to account for the additional backwash requirements and redundancy to their treatment system. The addition of a new gravity filter and RO Unit will require an additional Reclaim tank to be constructed for proper storage of wasted water. The existing aerator, detention tank, and gravity filter also need to be rehabilitated for the City to continue proper operations.

The existing filter is a painted steel tank with original

coatings. The coatings will need replacement in the next few years, which will require the filter to be improvements would be timely and prudent, similar to the recent wastewater treatment plant (WWTP)

project that obtained significant grant funding.

The primary funding program for this type of work is the State Revolving Fund (SRF) grant and lowinterest

loan program. That is the same program that was used for the WWTP. The water projects are

grouped in the Drinking Water Revolving Fund (DWRF) and require a short application to the Project

Priority List (PPL) in May of each year. The application requires a brief review of options and associated

costs.

The water treatment plant (WTP) was originally funded through a Rural Development package, similar to the larger, more recent infrastructure project. Rural Development could be an option, but that program requires a far more extensive and costly report. The loan financing is 39.5 years, so this can be problematic for projects with an effective life of less than that. Most of the mechanical components in the WTP have a useful lifespan of 20-years or less and therefore the Rural Development package is not considered a good choice.

Project Timeline

Water Treatment Plant Upgrades
Complete and Submit Engineering Plans and Specifications - March 2024
Bid Project - June 2024
Award Contract - June 2024
Begin Construction - July 2024
Substantial Completion - September 2025
Final Completion - December 2025
Lead Service Line Replacements
Complete and Submit Engineering Plans and Specifications - March 2024
Bid Project - June 2024
Award Contract - June 2024
Begin Construction - July 2024
Substantial Completion - May 2025
Final Completion - June 2025

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Madison

Who will operate the facility?

City of Madison

Who will use or occupy the facility?

City of Madison

Public Purpose

The City of Madison's water system consists of two active municipal wells, a gravity filter and reverse osmosis treatment plant, one elevated storage tank, and a distribution system serving the community. The current average day water usage is approximately 188,000 gpd with a maximum day

use of 268,000 gpd.

Madison is located in Lac qui Parle County, Minnesota

Current Population: 1,519 (2021 MN State Demographer estimate)

Current Households Occupied: 714 (2021 MN State Demographer estimate)

Projected 2040 Population: 1,519 (Design Population)

2019 Median Household Income: \$42,500 (2020 Census)

Description of Previous Appropriations

None

Project Contact Person

Valerie Halvorson

City Manager

320-598-7373

madison@ci.madison.mn.us

(\$ in thousands)

Madison Water Treatment Plant Rehab

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,472	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Funding	\$0	\$1,491	\$0	\$0
TOTAL	\$0	\$5,963	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$867	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,865	\$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	\$231	\$0	\$0
TOTAL	\$0	\$5,963	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Mahnomen Health Center	1	GO	35,000	0	0	0	0	0
Total Project Requests			35,000	0	0	0	0	0
General Obligation Bonds (GO) Total			35,000	0	0	0	0	0

Mahnomen Health Center

AT A GLANCE

2024 Request Amount: \$35,000

Priority Ranking: 1

Project Summary: Request for funds to replace the 1957 hospital and nursing home facility in Mahnomen County. The facility is jointly owned by Mahnomen county (78%) and the City of Mahnomen (22%). The hospital is a critical access hospital with 24/7 ER and trauma services. The hospital averages 3,500 ER visits a year and 3 Life Flight air ambulance operations per week. The facility is managed by an independent joint powers board made of county/city elected officials and citizens. The facility is end of life.

Project Description

Purpose of Project: Replacement of the Mahnomen Health Center hospital/nursing home, replacing the original 1957 facility.

The current facility was built in the 1950’s and does not meet current healthcare standards for care, accommodations and services. In addition, much modern equipment and services no longer physically fit in the existing space.

Current building deficits:

White Earth Reservation has one hospital and one nursing facility located on its footprint. It is Mahnomen Health Center. (MHC) is owned by the City of Mahnomen and Mahnomen County. As the only hospital, emergency room and nursing facility on White Earth Reservation, MHC cares for the majority of the White Earth Tribe in addition to other residents of Mahnomen and surrounding counties. MHC, the State of MN and the USA have an obligation to the White Earth community.

The building structure has outlived its life expectancy and does not meet building code requirements, life safety code requirements and does not meet the on-going needs of the most frail populations. To continue to serve, MHC is proposing to construct a new combined hospital and nursing home facility on our current property to best utilize public funds (saving land acquisition and infrastructure costs). The proposed project is for the new construction of three nursing home resident wings, new activities and restorative areas and dining/kitchen facilities. This will create a 32-bed nursing facility with 100% private rooms/bathrooms for our residents and a robust emergency room to care for our patients, the attached medical clinic and 14-unit assisted living.

The proposed building will create an environment to better care for our patients and residents. Private rooms and private bathrooms are the standard of care in the healthcare industry. Privacy,

individualism and self-determination are possible when residents and patients have their own space. In addition, private rooms address HIPAA concerns, infection control and pandemic concerns that can be present in large-group environments. The creation of a well-planned hospital and nursing facility will allow staff to care for our mixed BIPOC population of patients and residents in a more accommodating manner. As a small organization that provides care for residents and patients with a wide variety of diagnoses and care needs, we need a building that offers the flexibility that private rooms, private bathrooms, as well as being able to care for our patients and residents safely and efficiently.

MHC is currently a trauma center and operates a 24/7, 365 Emergency Room. The ER averages 3,500 ER visits annually and three air ambulance transports a week. MHC is contemplating the new Rural Emergency Hospital status, as soon as approved by the State of Minnesota.

Project Rationale

The hospital and nursing home will serve critical access healthcare in a wide area, not just Mahnomen County. Residents, tribal members and the community overall will benefit by better healthcare than the 65 year old facility can now provide. This facility is a generational project. It will serve the community for another 65 years. Also, at 125 employees, Mahnomen Health Center is the 2nd largest employer in the county after the tribe.

Project Timeline

Scope of Project Timeline:

Project will replace the existing 1957 facility on site. The new facility will be built next to the existing to maintain care while construction proceeds. Also, being built on existing property will save land acquisition and infrastructure costs. When complete, the new will open and the old will be demolished. Maintaining care throughout the project will be a priority, as Mahnomen Health Center is the only facility on the White Earth Reservation and within Mahnomen County. In addition, the facility serves surrounding areas as well, especially with emergency services.

The project will be a multi-year project, due to the complexity of the construction. Construction will likely be 18-24 months. The facility will be all in one building, but the nursing home and hospital will be built and likely have a phased opening, due to services and equipment needs.

Pre-design, design and construction planning is already complete. \$358,000 was spent to get the project to a “shovel ready” state. With funding, a construction manager could be hired and the project immediately bid. Ground could be broken in 30-60 days.

Other Considerations

Mahnomen County is by any measure the poorest county in Minnesota. It is the only county in Minnesota 100% within a reservation and have a 40% Native American population. The schools are 67% Native American and 82% diverse. The median income is 50% of the state average.

The Mahnomen Health Center hospital and nursing home, was built in 1957 and is original. It is a 10 bed critical access hospital, 32 bed nursing home with trauma services and 24/7 ER services. It is very rural and busy. It has over 3,500 ER visits a year and averages 3 Life Flights a week. The building is end of life, operating on original equipment including a 1956 boiler system. It has served it's purpose

for 65 years, and has many structural and accessibility issues. It was not built in an age that can serve modern healthcare needs. Equipment does not fit into the facility (radiology, modern patient beds etc). It has only one patient bathroom for every four residents. In many cases, patients and residents much use stools in their rooms as walker, wheelchairs and other assistive equipment simply can't be used in restrooms.

Mahnomen County is 100% within the White Earth Nation reservation. Population demographics are 40% Native American, 68% Native American in the schools and 82% diverse population overall. Mahnomen Health Center extends healthcare to all populations including BIPCO. BIPCO Community is also impacted by employment at Mahnomen Health Center. Mahnomen County has been ranked 87th out of 87 counties for health factors and health outcomes over the past nine years (County Health Rankings Reports, 2014-2022).

Mahnomen County has the highest poverty rate (23%) in Minnesota as well as the lowest average income, nearly 50% of the state average. Mahnomen County is by any measure the poorest, most highly diverse county in the state.

Impact on State Operating Subsidies

None beyond the capital bonding request.

Who will own the facility?

The facility will continue to be owned by Mahnomen County and the City of Mahnomen. Mahnomen County will be the lead on the project with assistance from the city and the Mahnomen Health Center Board.

Who will operate the facility?

The project will be operated by the Mahnomen Health Center Board which is made up of county and city elected official and citizen members. The actual facility will be physically owned by Mahnomen County (78%) and the City of Mahnomen (22%).

Who will use or occupy the facility?

The project is for a health care facility so it will be occupied by patients of the facility. Hospital, ER patients, long term care patients and elderly nursing home residents.

Public Purpose

To continue to provide healthcare services to area residents of Mahnomen County, surrounding counties and the White Earth Nation. The current facility is 100% publicly owned by Mahnomen County and the City of Mahnomen.

Description of Previous Appropriations

None.

Project Contact Person

CJ Holl
County Administrator
218-936-3560
cj.holl@co.mahnomen.mn.us

(\$ in thousands)

Mahnomen Health Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$35,000	\$0	\$0
GO Bonds-User Financing	\$0	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-Governmental Funds	\$358	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$2,640	\$0	\$0
County Funds	\$0	\$9,360	\$0	\$0
TOTAL	\$358	\$47,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$358	\$0	\$0	\$0
Project Management	\$0	\$2,000	\$0	\$0
Construction	\$0	\$40,307	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$200	\$0	\$0
Inflationary Adjustment	\$0	\$4,493	\$0	\$0
TOTAL	\$358	\$47,000	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Riverfront Park Regional Access Renewal	1	GO	1,800	0	0	0	0	0
Total Project Requests			1,800	0	0	0	0	0
General Obligation Bonds (GO) Total			1,800	0	0	0	0	0

Riverfront Park Regional Access Renewal

AT A GLANCE**2024 Request Amount:** \$1,800**Priority Ranking:** 1**Project Summary:** We hope to further Riverfront Parks pursuit of being a regional quality of life asset by providing a greater amount of access and community utilization. This would be accomplished by completion of permanent amphitheater fixtures and replacement of the boat launch.**Project Description**

A guiding principle in Mankato’s most recent strategic plan recognizes our commitment to strengthening quality of life through accessible recreational and enjoyment opportunities. The success of this principle directly impacts the greater Mankato region’s ability to attract and retain individuals and businesses.

The idea for Riverfront Park came out of a community visioning process called the “Envision 2020” combined with the City of Mankato’s strategic plan. In 2005, the City of Mankato renewed its Strategic Plan and an identified goal emerged for downtown revitalization – City Center Renaissance. In 2006, the Mankato community began a visioning process to create “Envision 2020” with 140 stakeholders charged to assist Greater Mankato in further establishing itself as a regional marketplace in 2020. Envision 2020 also identified a community goal of Downtown Renaissance with a vision as “Redefine and revitalize the downtowns of Mankato and lower North Mankato as the Valley, a center for the region that is cultural, civic, governmental, residential, entertainment heartbeat of the area.”

In order to move toward the renaissance concept, in August 2006, the City Council appointed a City Center Renaissance Stakeholder Task Force charged with the review and revitalization of planning practices with the City Center. The 26 member task force consisted of a cross section of the City Center with representation from the City Council, Planning Commission, Blue Earth County, Envision 2020, Downtown Core Hospitality, Property Owners, Tenants of City Center areas, Property Major Owners/Developers Stakeholders, Chamber of Commerce, Finance Sector, Marketing/Advertising Sector and City of North Mankato. Out of this process, the City Center Renaissance (CCR) Plan was completed in June of 2007 and for over a decade served as the guiding document that directed revitalization efforts in Mankato’s city center. Riverfront Park was planned under one of the 12 Planning principles in which the goal was to “Reconnect the River by establishing a Riverway from Land of Memories to Kiwanis Park.”

Riverfront Park was constructed at the site of a former storage yard along the river in 2009 at a cost exceeding \$2.8 million. Riverfront Park is situated along the banks of the Minnesota River

encompassing 14 acres. Riverfront Park attracts visitors for cultural events and festivals at Vetter Stone Amphitheater, of which is a 3,000-seat venue. The park also allows for access to the Minnesota River Trail, views and access to the Minnesota River and downtown Mankato, playground equipment, open space, and picnicking. Riverfront Park also provides a 1,240 square pavilion which offers public restrooms, a lobby, and sheltered picnic area.

Since that time, Riverfront Park specifically Vetter Stone Amphitheater has been a significant regional success that has been host on average eight major shows annually including many accredited musical artists including Willie Nelson, Trampled by Turtles, Jason Isbell, Pat Benatar, and Merle Haggard. The Amphitheater is also home to popular local festivals such as Rib Fest which attracts over 20,000 people annually. The amphitheater has also formerly been host to small events such as the Mankato Symphony, Solstice, Independent 77 staff kick-off, MRCI Whose Line is it Anyway, Arts by the River, Weddings, Tee it Up for the Troops, Fall Beer Fest and Riverbend Blues Festival.

In 2019, Valley Opportunities was created to help implement the City's Strategic Plan by using lenses of affordability, stewardship, and community building. As part of that planning process and to create Quality of Life Opportunities, Riverfront Park was specifically called out as needing "Performance improvements are needed to the Amphitheater's rigging system, permanent stage, and reinvestment to include access infrastructure to the Minnesota River that runs adjacent to Riverfront Park."

As a result, in 2024 the City of Mankato's is seeking a state capital budget request of \$1,550,000, as part of a \$3,100,000 total investment that will allow for enhanced access to Riverfront Park amenities. Specifically, these dollars would be allocated towards a 5,610 sq.ft. permanent roof structure, rigging system and installation of 710 permanent seats in the lower bowl sections of the amphitheater. The second aspect of Mankato's request would secure funding for the replacement of the boat launch located at Riverfront Park, along the Minnesota River.

Project Rationale

The continued investment into Riverfront Park has been instrumental in improving Mankato's quality of life opportunities. An effort highlighted by the park's Vetter Stone Amphitheater, which has been recognized as one of the region's great boutique entertainment venues and has garnered nationally recognized acts for the region to enjoy. The park and amphitheater have also hosted large festivals such as Ribfest, Pridefest, Day of the Dead and 4th of July celebration.

However, the challenge that the Vetter Stone Amphitheater at Riverfront Park possesses is the accessibility of many small local organizations and entertainers' ability to effectively utilize the venue to its full potential. Specifically, the temporary rigging system required for the vast majority of events hosted at the Vetter Stone Amphitheater requires a significant cost that users must bear, creating a usability gap amongst many smaller regional events, organizations and businesses that would otherwise love to utilize the space. A permanent roof, rigging system and fixed seating at Vetter Stone Amphitheater would provide for a more conducive environment for those events of 500 to 1,000 guests to utilize the space and enhance the overall quality of life in the region to all groups.

Secondarily, at the inception of the development of Riverfront Park one of the key motivators was to reconnect the region with the Minnesota River. From Riverfront Parks proximity to the downtown city center, local neighborhoods, connectivity to the regional trail system, and overall placement along the Minnesota River, the park has served as an anchor in connecting the region with the river. One

the most significant amenities in connecting the region with the Minnesota River is the boat launch. Unfortunately, the existing boat launch has fallen into a state of disrepair, forcing users elsewhere. By replacing the boat launch, it would restore the connection of Riverfront Park, the Minnesota River, and the regional users.

Project Timeline

Phase 1: June 2024 - Final Design

Phase 2: September 2024 - Request for Proposal

Phase 3: October 2024 - Notice Proceed

Phase 4: April 2025 - Start Construction

Phase 5: October 2025 - Complete Construction

Other Considerations

The Riverfront Park state capital request coincides with Mankato’s intention to apply for Legacy funds for trail improvements along the Minnesota River Trail, which runs through Riverfront Park furthering the access and regional recreation opportunities in the corridor. The Minnesota River Trail is a multi-use trail stretching 10.7 miles with several linkages to other trails. Improvements should be made to extend the trail into Land of Memories, extending to Riverfront Park, stretching to US Highway 14 to meet State trail standards. This includes widening the trail where feasible, safety improvements along the trail such as removable guardrails, bridging trail offset, lighting along the trail and at access points, and future river crossing at Highway 14 (with expansion of bridge).

Impact on State Operating Subsidies

None

Who will own the facility?

City of Mankato

Who will operate the facility?

City of Mankato - Civic Center

Who will use or occupy the facility?

Various local organizations, entertainment acts, schools, etc.

Public Purpose

The public impact of the Riverfront Park Regional Access Renewal will be significant. Every year, City of Mankato staff receive inquiries from the Mankato Symphony, school districts, church services, weddings, non-profits, movie nights, local music festivals, Minnesota State University - Mankato Theatre Department, Merely Players to name a few, that want to utilize the venue, but because the lack of a permanent roof, seating and rigging system it does not make it conducive for their event. By investing in these needed upgrades, it would ensure that Vetter Stone Amphitheater at Riverfront

Park maximizes its potential as a true regional quality of life asset. Secondly, replacement of the Riverfront Park boat launch would ensure that residents throughout the region would have a safe place to access the river.

Description of Previous Appropriations

Not applicable

Project Contact Person

Susan Arntz
City Manager
507-387-8695
sarntz@mankatomn.gov

(\$ in thousands)

Riverfront Park Regional Access Renewal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,800	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$180	\$0	\$0
Project Management	\$0	\$180	\$0	\$0
Construction	\$0	\$3,240	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,600	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Maple Grove Community Center Renovation and Expansion	1	GO	16,500	0	0	0	0	0
Total Project Requests			16,500	0	0	0	0	0
General Obligation Bonds (GO) Total			16,500	0	0	0	0	0

Maple Grove Community Center Renovation and Expansion

AT A GLANCE

2024 Request Amount:	\$16,500
Priority Ranking:	1
Project Summary:	\$16.5 million in state funds is requested to construct, furnish and equip a new and renovated community center for city of Maple Grove.

Project Description

Project Scope

After 25 years, the Community Center requires repairs and updates to ensure it continues operating well into the future. In addition, Maple Grove’s population has increased by 28% since 1997, when the Community Center first opened. As Maple Grove’s population grows, demand has been building for the Community Center to support a wider range of services and activities.

Over the past three years, Maple Grove residents have played an important part in this plan. They provided critical feedback about the Community Center as part of 2018 park system plan update. Residents also shared their views through surveys, a public open house and stakeholder meetings.

Based on the priorities of residents and users, the city developed a long-term plan to expand the Community Center and the services it supports. The plan would add or renovate about 225,000 square feet of spacing including:

The project is designed to operationally and logistically separate active/membership-based amenities from the community center/social based amenities to improve operational flow of the facility.

The base scope of the project has a predesign estimated cost of \$124 million. The recommended design includes existing space as well as expansion. By optimizing existing square footage through strategic renovations, the project makes the best use of funds received.

Funding Sources

The project is funded through a number of city and state sources. The city has funded the planning, community engagement and pre-design in preparation of this submittal. In July 2021 the city was authorized by the state and supported by resident vote in November 2022 to implement a local option sales tax. The half-percent sales tax, started in April 2023, will equate to \$90 million over a 20-year period.

More recently, the city submitted a 2023 bonding bill request for \$22.5 million and was awarded a grant of \$6 million from the state to fund the design for the project. City funds will be used to continue community engagement as design of the project moves forward.

Even with the local and state resources already in place the city will need additional funds to complete the project, which is why this request for state bonding remains an essential component to finalize this regional project.

The Maple Grove Community Center Expansion and Renovation is a large community driven project

that will serve residents and visitors well beyond city boundaries. The investment by the state will ensure this regional asset will serve the northwest metro for many years to come.

Project Rationale

The Maple Grove Community Center opened to the public in 1997. Over the past 26 years, Maple Grove and the northwest metro region have experienced significant population growth to over 230,000 residents, and the diversity in Maple Grove has grown by 13%. Annually the community center welcomes over 650,000 local and regional visitors to its many attractions and services including banquet and meeting rooms, conference/expo space, aquatics, senior services, indoor playground, teen center, gymnasium and a two-sheet ice arena — all serving the broader region.

The Maple Grove Community Center is situated in the Arbor Lakes retail, entertainment and business district, which is the center of the Northwest Minneapolis Regional Commercial Trade Area and home to over 450,000 residents.

Maple Grove is a growing community and a changing community. The diversity in our schools and thus our community is growing – over 56% of the students in the Osseo Area School District are students of color. The services and programs offered at the Maple Grove Community Center are valued by our diverse community.

Maple Grove remains an affordable place to live, ranking in the lower half of cities for average market value for a single-family home in Hennepin County. Of the cities served by our school district, we rank in the lower half of average market value. Despite its often perception, Maple Grove is among the more affordable suburbs in Hennepin County.

The Community Center project will result in benefits to both regional residents and businesses in the City of Maple Grove with the targeted expansion and renovation as outlined below. Currently Maple Grove Community Center is utilized by regional residents and those traveling for sports events, conferences, meetings, expos, activities and recreation.

Expanded event space: The center is currently the site for 12 annual expos (craft, home improvement, health and wellness, etc.) that attract many vendors and visitors from outside the city. Expansion of the event space would allow for an increase in this growing industry.

Improved aquatics: During the summer, the center hosts daily field trips of which 80% are outside the city as well as walk-in swimmers of which 60% are outside the city. Expansion of this facility provides for growth to serve a larger number of residents and visitors from the northwest region.

Expanded senior programs: The Community Center hosts many senior programs and drop-in activities. Thirty-four percent of senior patrons come from outside the community. Demographic growth in this area is significant and expansion of facilities would build on our strong senior patronage.

New spaces to serve the arts: Currently, Maple Grove does not have a formal facility to serve the arts community. The expansion project includes spaces for providing these services and programs to the broader northwest metro community. In 2015, Creative Minnesota presented the Arts & Economic Prosperity IV Study of the nonprofit arts and culture industry's impact on the economy. The findings from that study show that arts and culture organizations leverage additional event-related spending

by their audiences that adds revenue into the local economy. The study provided compelling evidence that the nonprofit arts and culture are a significant industry in Maple Grove and the northwest suburbs — one that generates \$4 million in total economic activity. In addition, quality of life is enhanced; jobs are supported; and a cornerstone of tourism is created.

Renovated banquet facility: The current banquet facility hosts 10 small business conferences and 30 weddings annually serving patrons throughout the metro and state. Expansion of these facilities will fill a gap in the northwest metro region for event venues of this type and bring numerous visitors to the community and local businesses.

Enhanced social services: The expansion envisions space for social services for the community to include food and housing supports.

Project Timeline

Maple Grove Community Center - Project Timeline

- Community Engagement and Survey, and Master Planning - May 2019 - Nov 2022
- Pre-design - Feb 2021 - Nov 2022
- Capital Budget Request - Jun 2021 and Jun 2023
- Local Option Sales Tax Authorization - Jul 2021
- Resident vote approves Local Option Sales Tax - Nov 2022
- Design Phase - Nov 2023 – Nov 2024
- Bid / Construction / Occupancy - Dec 2024 – Oct 2026

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Maple Grove

Who will operate the facility?

City of Maple Grove Parks and Recreation Board

Who will use or occupy the facility?

Residents of Maple Grove as well as many visitors from the neighboring communities and throughout the metropolitan area and state who come for the many regional attractions and facilities including the aquatics center, indoor playground, senior center, teen center, banquet facility, arena and meeting rooms. The expansion envisions space for social services for the community to include food and housing support. City Parks and Recreation Department offices will remain in the community center.

Public Purpose

The renovation and expansion of the Maple Grove Community Center provides for expanded recreation and social opportunities for residents and visitors from throughout the region.

Description of Previous Appropriations

The city was awarded a grant of \$6 million from the state from the 2023 legislative session to fund the pre-design and design for the project.

Project Contact Person

Chuck Stifter
Parks and Recreation Director
763-494-6501
cstifter@maplegrovern.gov

(\$ in thousands)

Maple Grove Community Center Renovation and Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$16,500	\$0	\$0
Other Funding	\$6,000	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$90,000	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$3,500	\$0	\$0
TOTAL	\$6,000	\$110,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$6,000	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$85,566	\$0	\$0
Relocation Expenses	\$0	\$460	\$0	\$0
One Percent for Art	\$0	\$850	\$0	\$0
Occupancy Costs	\$0	\$11,100	\$0	\$0
Inflationary Adjustment	\$0	\$12,024	\$0	\$0
TOTAL	\$6,000	\$110,000	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
MERIT Center Public Safety Training Structure with Live Burn Room	1	GO	3,000	0	0	0	0	0
Total Project Requests			3,000	0	0	0	0	0
General Obligation Bonds (GO) Total			3,000	0	0	0	0	0

MERIT Center Public Safety Training Structure with Live Burn Room**AT A GLANCE****2024 Request Amount:** \$3,000**Priority Ranking:** 1

Project Summary: The City of Marshall is seeking \$3 million in state funds to add to and enhance the Minnesota Emergency Response and Industrial Training Center (MERIT Center). This request is in addition to the 2023 appropriation that will allow completion of Phase 3 of the Master Development Plan. These funds would be used to add a public safety training structure that allows for several types of tactical training as well as a live burn room for fire service training.

Project Description

This request is to add a public safety training structure prop with a live burn room that allows for multiple types of tactical training for both law enforcement and the fire service as well as a room for live burn training. This request will also enhance the firearms ranges and support building.

Public Safety Training Structure with Live Burn Room \$2,000,000

Public Safety Training Structure Infrastructure \$250,000

Firearms Ranges & Support Buildings \$150,000

Furniture, Fixtures, and Equipment \$150,000

System-Calculated Inflation \$450,000

TOTAL State Request: \$3,000,000

Site Preparation (City Fund expenditures) \$490,000

TOTAL City Match: \$490,000**TOTAL Project Costs: \$3,490,000****Project Rationale**

There is an unmet demand for public safety training facilities statewide and the lack of accessibility in the southwest region for full skills training.

The public safety training structure with live burn room will allow fire departments to utilize the burning of Class A materials to simulate environments that are crucial to maintaining and strengthening job skills in the fire service. The preferred method of delivering this training is to use acquired structures that allow ignition of Class A combustibles. This structure will also allow for other

types of tactical training to include forcible entry, standpipe operations, technical rope rescue and a sprinkler room.

The outdoor firearms range will allow law enforcement professionals to focus on different aspects of an officer's real-world environment. The range will meet environmental protection agency standards and will house various kinds of targeting systems including turning, running, and reactive. The support building will include a small classroom, restrooms/storage area and weapons cleaning area.

Project Timeline

The project would be bid in the Spring of 2025 with construction starting Summer of 2025 or based on availability of contractors.

Other Considerations

In 1998, the Minnesota Legislature directed the Commissioner of Public safety "to develop a statewide master plan for siting, ownership, and operation of fire and public safety training facilities." In 1999 the City of Marshall, with its MERIT concept, was selected as the training site for Southwest Minnesota.

On April 12, 2007, a bill was introduced asking for approximately 12.3 million dollars to build out the 1st phase of our center, and on February 18th, 2008 the MERIT Commission had their hearing but were not successful.

A January 5, 2010 Department of Public Safety recommendation of the regional Training Facilities Advisory Committee (RTFAC - Tim Loeslie - Assistant Public Safety Chair) specified that NO new funding go to any additional training centers until the Tier II facilities in Marshall, Rochester, and Jordan, and the Tier III facility at Camp Ripley have been built out.

In February of 2010 the MERIT Commission; again, with bipartisan support, asked for 2.5 million to begin a smaller Phase I of the project and were not successful.

Funding this expansion would complete the vision approved by Marshall voters on November 6, 2012 in their endorsement of a Sales Tax to help fund Emergency Response Training. This expansion would help build out the northern half of the .9-mile loop on our driving track.

This expansion would contribute to the commitment made by the city of Marshall to complete the first loop of the Vehicle Driving Center by increasing city sales tax.

Rural Minnesota depends on safe driving for its mobility: this Center will train first responders, students, seniors, and commercial drivers.

Statewide Law Enforcement training mandates firearms qualifications annually. This firearms range would be utilized by regional law enforcement departments.

Impact on State Operating Subsidies

The City of Marshall will not be seeking any additional funds for maintenance of the MERIT Center Vehicle Driving Center portion of the facility. Any additional funding sources will be granted through the Food and Beverage Sales Tax.

Who will own the facility?

MERIT Center, City of Marshall, MN

Who will operate the facility?

MERIT Center, City of Marshall, MN

Who will use or occupy the facility?

Public Safety personnel as well as private industry professionals in a primary service area that includes the 19-county Southwest MN region including the Lower and Upper Sioux Indian Communities as well as clients from eastern SD and northwest Iowa.

Public Purpose

This project completes critical course components for public safety full training requirements as well as comprehensive basic skills training for industry, drivers training and general public skills refresher driving courses to be completed on a safe driving course.

Description of Previous Appropriations

In 2010, the MERIT Center received 1 Million in appropriations for the main building expansion and training simulator props.

In 2018, the MERIT Center received 3.1 Million in appropriations for the second loop of the driving track, to include a skid pad, cul de sac and loading dock prop.

In 2023, the MERIT Center received 2.25 Million to begin work on the firearms ranges and support buildings.

Project Contact Person

Jasmine DeSmet

Training Facility Coordinator

507-337-6163

Jasmine.DeSmet@ci.marshall.mn.us

(\$ in thousands)

MERIT Center Public Safety Training Structure with Live Burn Room

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
General Fund Cash	\$2,250	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
	\$490			
Non-State Funds Pending				
TOTAL	\$2,740	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$270	\$360	\$0	\$0
Construction	\$2,270	\$2,490	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$200	\$150	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,740	\$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

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)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Martin County Regional Public Safety Center	1	GO	12,750	0	0	0	0	0
Total Project Requests			12,750	0	0	0	0	0
General Obligation Bonds (GO) Total			12,750	0	0	0	0	0

Martin County Regional Public Safety Center

AT A GLANCE

2024 Request Amount: \$12,750

Priority Ranking: 1

Project Summary: Martin County, MN is requesting \$12.75 million in state funds to complete construction of a new regional County Regional Public Safety Center facility located in Fairmont, MN. The County received \$2.167 million in the 2020 bonding bill for design. The Funding will be used to complete the construction of a 66,000 square foot facility, including: law enforcement operations to include Sheriff's Office and Fairmont PD, related court operations (i.e. multi county Drug Court), and jail facilities.

Project Description

The County is facing major safety and security challenges with both the historic Courthouse completed in 1907 and the Security Building constructed in 1973 connected by a single public walkway. The Security Building no longer meets the new Department of Corrections (DOC) requirements for housing women inmates and juveniles, and those offenders are being transported to and held at facilities in other counties. In addition, the mechanical and electrical infrastructure at the Security Building is primarily original and contributes to approximately \$6.3 million dollars in deferred maintenance. The County completed a Justice Center Study in 2007 and 2008 and also a Facilities Safety Study in 2018 and developed the most cost-effective solutions through a planning process facilitated with the help of Wold Architects and Engineers. The results of that study lead to a new Public Safety Facility to be constructed on a new site that will house Law Enforcement related offices, including the Sherriff's office, Fairmont Police Department (through an agreement to share/construct space with them), Dispatch, Emergency Management, County Attorney offices, Victim Witness offices, all court related offices, to include Courts/Judges offices, courtroom multi-county drug courtroom, and Probation Services, and jail facilities. Currently the amount of space that these programs utilize is 46,700 SF. The new facility is planned to be 66,000 square feet to accommodate the current space and security deficiencies (including secure spaces), as well as expanding the jail capacity to reduce the increasing costs of transporting inmates to and from other Counties and create a facility that is not threatened with a decrease in classification from the DOC based on the inability to properly provide programs space, recreation space, and proper supervision and classification of varying types of inmates.

The new Regional Public Safety Center will support the regional need for housing women inmates and providing needed juvenile holding facilities in collaboration with Health and Human Services personnel.

The facility will support the regional need for temporary Mental Health holding for individuals that should not be placed within the County Jail but are found to be in need of more intensive Mental

Health support services. These spaces will allow for evaluation facilities and temporary space that is secure and safe for individuals that are awaiting placement at a Mental Health Facility.

The new Regional Public Safety Center will provide an adequate amount of bed space to dramatically decrease the practice of housing out of county. The layout of the facility will also provide "three zone" security that will allow inmates to enter the courtroom directly from the jail without entering either public space, or court staff space. Additionally, the new facility will be designed to comply with current DOC standards and trends that will facilitate a Jail that can more easily monitor and move inmates without compromising safety, as well as provide space that meets current guidelines.

This shift to more centralized operations and compact building footprint will decrease operational costs in several ways. Transportation costs will be reduced, and staff will not spend the time or miles on the road between various different counties, inmate transfer within the facility will be instantaneous without the strategic time delays as in current practice to eliminate potential security risks and maintain a presence in the courtroom.

An additional benefit of the project is keeping deputies within the County with the decrease in transport requirements. This increases the local presence of Law Enforcement within the county.

With all public safety and criminal justice related departments under one roof, including the county and city public safety and law enforcement operations, a culture of seamlessness and efficiency will be created. As this transcends County Staff, the community as a whole will reap the benefits of increased safety, quicker service, and a building facility that reflects the values of the citizens that helped make this important investment. The project will also include ADA compliant courtrooms and the ability to weapon screen the facility.

The County has reviewed and selected of the site for the facility in Fairmont, MN (county seat).

Budget

The estimated cost of the entire project is \$43.008 million. This includes \$2.167 million in pre-design and design, \$40.841 million in construction costs including furnishings, equipment, and contingencies.

The key funding sources would come from the State Bonding funds, Federal Funding estimated at \$1.1 million, and local funding from Martin County.

Project Rationale

As Martin County continues to serve Southwestern Minnesota, it has strived for a strong balance between offering the public the best services and safest operations while trying to be mindful of the ever-growing pressure on the tax base provided by the heavy agriculture economy in the region.

Current operations include the inefficient practice of housing inmates outside Martin County. This impacts the Sheriff's Office for transport, and any staff from Human Services, Probation and DOC, and the County Attorney's Office that need to interface with persons in custody. Additionally, when inmates are required to make court appearances, they are transferred from the existing Security Building through the interior public areas up to the existing courtroom in the courthouse. This poses a security and safety risk as well as compromises the goal of due process for the County's criminal justice system. When considering the interior configuration of the Jail, there are several aspects of the layout that do not fully support the safety of inmates or staff.

In looking towards a future of public safety and efficiency the County recognizes that the current

Security Building housing the County Jail, Sheriff's Office, Fairmont Police Department along with court operations with the main Courtroom at the Historic Courthouse cannot continue to function under current conditions. Numerous studies and analysis of the cost and risks of continuing "business as usual" have proven current operations are not sustainable, nor does this approach set the County up to be good stewards of taxpayers' dollars in the future.

Over the last ten to fifteen years the Martin County Security Building has met numerous challenges with our current facility. The main concerns being the safety and security of the Jail along with the availability of inmate beds in other surrounding county facilities, the safety and security of the Courthouse and courtrooms, and the public areas of the two buildings.

The current county jail facilities do not meet the Department of Corrections (DOC) requirements for housing women inmates, or for the holding of juveniles. Women offenders and juveniles are being sent to other jail facilities in the area, sometimes over three hours away.

The new Martin County Public Safety Center will have properly designed facilities for women inmates, juvenile holding areas, and temporary holding for those in need of mental health services and multi-county drug court will help address those who should not be placed in the jail. These new facilities for women inmates, juveniles, and mental health services, will help address multi-county needs in the region.

The new Public Safety Center will also meet three other statewide public policy priorities. First, the new facility will address a significant gender and age inequity problems by allowing the county facilities to once again house women and juvenile offenders instead of being forced to transport them to other county facilities in the region, sometimes over several hours away from home. Second, the new facility will also address racial inequities among women and juvenile offenders, a certain percentage of which are members of racial minority communities, who are sent to other county jail facilities to be held. Thirdly, the new facility will address the regional public safety and law enforcement problem by allowing smaller local police departments in the region to transport their women and juvenile offenders to the new Regional Public Safety Center instead of having to transport them several hours away to other facilities, at a much greater cost to those local police departments, and removing police officers from their local communities for significant periods of time creating public safety issues in those communities.

Public Safety - Law Enforcement Operations

The new Public Safety Facility will house Law Enforcement and Public Safety Operations including the Sheriff's Office, Fairmont Police Department, Dispatch, Emergency Management, County Attorney Offices, Victim Witness Offices, Probation Services, and mental health services.

Courthouse/Courtrooms

A security study for the County's justice system facilities was completed in 2018. Based on the security study, the County has identified several serious issues for the courts and court rooms. Most of the security issues the County cannot solve with the existing facilities.

The courtrooms lack adequate ADA accessibility. They also lack basic security provisions for securing inmates, separating attorneys and court staff areas and the public. The courtrooms lack the modern court room procedural areas for screening the public before they enter/access the courtrooms. The courtroom areas lack proper meeting space for attorneys and their clients. There is limited dedicated space for jury members or jury candidates before they are chosen. They lack a secure method for

bringing inmates to the courtrooms, and a secure place to hold them while waiting for court. All inmates are walked through unsecure public areas, including hallways, lobbies, past unsecured county offices, and through public stairways.

The flow of inmates into the current court system and courtrooms is one of the major areas of concern for the safety of staff and the public since there is no secure access to the courtrooms. In the process of walking inmates to the different courtrooms, they not only pass through unsecured public areas, but they also pass through lobby areas where victims or family members and other court personnel are located. There have been times where inmates who are going to or from court are extremely agitated, they cuss and swear and scare other county staff and the public. We have had to physically escort them along the way, and we have had to place them on the ground for different security concerns. All this has to be done in areas open to the public, where someone could be waiting to intervene to help an inmate escape or even worse.

The new courtroom facilities will include a new multi-county drug court.

Jail Facilities

The jail has faced numerous challenges keeping up with DOC regulations for the size and design of the facility. Due to these challenges in 2006 and 2007 Martin County formed a Justice Committee to evaluate any options to address the concerns. At that time the study recommended a new facility, but it was determined to not be economically feasible. We operated for several years on a DOC variance, but once we modified two cells to meet the requirements, we then lost two more beds due to square footage regulations. The current design of the jail also doesn't allow for proper segregation for different inmate classifications. We are not allowed to house female or juvenile inmates, so they all need to be transported to other facilities, which is an increased cost to taxpayers. Our old design also doesn't allow us to house inmates with high medical needs. We have to contract with other counties to house them in more expensive medical bed cells.

There have always been concerns about housing the mentally ill. Over time the Martin County jail has received a number of mentally ill inmates and is struggling to safely place them. Some become violent and we need an adequate jail set up to handle these inmates. We have no place nearby for them to get treatment; a newer cell design helps to address the safety needs with these inmates.

There is a current lack of nearby jail space in surrounding counties like Jackson, Watonwan, Cottonwood, Murray, Rock, Pipestone and Waseca. Most of the surrounding larger counties have federal or other types of contracts and do not have room for our inmates. Some of those counties are Nobles, Freeborn, Brown, and Blue Earth. A majority of our inmates go to Faribault County, but depending on the circumstances we have to house inmates in counties from 1.5 to 3 hours away like Scott, Goodhue, and Rice. This just increases costs to taxpayers the farther away we have to transport inmates to other facilities.

The project will have a regional impact because by increasing our daily capacity we would be able to help the surrounding counties if they are dealing with spikes in their population.

Although the jail has been well maintained, the facility is nearly 45 years old (built in 1973). The current jail design is not efficient to operate according to the Department of Corrections (DOC) standards, presents significant safety risks and has a lot of wear and tear on the facility. Our current jail facility has a 32 bed capacity, but we are only licensed to operate 25 beds.

The jail is becoming more and more antiquated, not only in the equipment, but the design of the jail

itself. We are not able to remodel the jail to meet modern operating and building standards. Repair parts for the jail are not readily available and are harder and harder to find or have been discontinued due to the age of the equipment to operate the jail.

Jail projections support an increase from the existing 32 bed facility to an approximately 50 bed facility. There is a lack of adequate separation/classifications, varying interview rooms are lacking, detox locations are inconsistent, cost for boarding and transporting inmates continues to increase over \$400,000 per year, and jail spaces no longer meet DOC requirements.

Our average daily inmate population ranges from 32-36, which has spikes as high as 50 inmates per day at times. We are looking to build a 50 bed capacity facility, which would mitigate these fluctuations in the daily jail population and the ongoing increases in overall jail population. Our main objectives include building a jail facility that is up to modern standards (i.e. programming, accessibility and safety of inmates to court and staff). Housing our own inmates in the county and not having to seek out and travel to other counties for jail space, which transportation and housing of prisoners in outside jails is costing the county over \$400,000 per year. This reduction in annual expenses will be a significant savings for county tax payers.

The new Public Safety Center facility will support the regional need for housing women inmates and providing needed juvenile holding facilities.

The facility will support the regional need for temporary Mental Health holding for individuals that should not be placed within the County Jail, but are found to be in need of more intensive Mental Health support services. These spaces will allow for evaluation and temporary space that is secure and safe for individuals that are awaiting placement at a Mental Health Facility.

Problems with Public access areas of the Current Jail Facilities and Courthouse

The County's current facilities lack any form of a secure entrance to screen the public before they interact with county staff and offices. It lacks separate lobby space for the public for the various offices. To maintain operational efficiency numerous offices are located in the same facility. This works great for staff who need to collaborate between departments, but it creates challenges as well because of our facilities design. The general public, who are coming in for different services are all forced to share the same space. Anything from victims coming in to meet with an advocate, or a suspect who has been placed on probation meeting with an agent, an inmate reporting to jail, or both suspects and victims that law enforcement are trying to interview for other investigations. Not to mention the security concern listed previously in the courtroom section of walking the inmates through all these public areas.

The county offices are currently located in the courthouse. The courthouse no longer has the floor space to meet all the county needs. The County Attorney office and the Veteran Services office are now located in other off site rented facilities due to lack of space at the courthouse, which increases costs to taxpayers due to rent. These facilities lack any security. The County Attorney office should be located in the same building as the other county offices and law enforcement to facilitate interaction between them. There is no room in the courthouse for further expansion of any of the county offices located there.

We want all the different offices in the justice system to be co-located to maintain efficiency, but we need a safer and more professional flow to the public access to better serve their needs.

We are in need of a new facility in order to meet our anticipated needs for the next 40-50 + years and

beyond. To improve security, privacy, and impartiality for all staff, public, and incarcerated persons.

The age of the current facilities results in the need for expensive maintenance costs. The deferred maintenance expenses for the current facility is estimated at \$6.3 million. It is expected that the maintenance costs will only continue to escalate given the age of the facilities. These funds would better be spent on a new facility.

Overall, the new Regional Public Safety Center, with its modernized jail facility will dramatically decrease the County's inmate transport costs. Additionally, the facility will support the overall safety and efficiency of County staff and the general public. As the community at large considers the future, the new Public Safety Center will support the County's needs for the next 20 years and include flexibility to be viable for the public well beyond that.

The County's limited primarily agricultural property tax base cannot support the full cost of a new facility. Therefore, state bond funds are needed to help pay for construction of the proposed new Public Safety facility.

Project Timeline

The county has completed a Jail Study in 2018 and has completed the final pre-design report (2019) for the facility and reconfirms program needs to develop a solution that aligns with the proposed budget. The county has utilized the 2020, \$2.167 million appropriation for the design process that will be completed by Fall of 2023. Construction is anticipated to take 12-18 months, with construction to start in June 2024 and move in date the Fall of 2025.

Because the county did not receive its bonding request during the 2023 legislative session, the \$12.75 million bonding request for 2024 is very much needed to complete this project. Therefore, the project was put on hold for a bonding request in 2024.

Other Considerations

Local Tax Impact:

Without state bonding assistance, the county's levy to construct the Justice Center would increase over 11%.

Martin County has a limited Industrial/Commercial tax base. The burden of constructing the new Public Safety Center without bonding assistance would fall heavily on residential and agricultural property taxpayers. Furthermore, due to recent action taken by the legislature in 2023, the county does not have access to a local option sales tax that other counties have received for similar types of public safety projects.

Statutory Program Citation: MN Statute Chpt. 641.21 and Chpt. 475

There is no required referendum required for this project.

Impact on State Operating Subsidies

None.

Who will own the facility?

It will be owned and operated by County of Martin, MN

Who will operate the facility?

The Martin County Public Safety Center will be operated by Martin County, under the direction of the County Board of Commissioners.

Who will use or occupy the facility?

The new Regional Public Safety Center will serve the public and meet the needs of the County's public safety and criminal justice system and will be occupied as follows: · The County Sheriff's Operations, including patrol services, the Public Safety Dispatch and Emergency Management Office and related personnel, up to a 50 bed capacity County Jail, including facilities for women inmates, juveniles, and mental health services to meet regional needs · The City of Fairmont Police Department patrol and administrative offices · County Attorney offices and staff · Courts/judges offices and staff, including multi-county drug court room, · Court and Probation Services, Victim Witness offices, clients and staff

Public Purpose

Martin County has a primary public duty and responsibility to provide public safety and criminal justice services to its citizens in a safe and cost-effective manner. The construction of the new Martin County Regional Public Safety Center will meet the County's public purpose and duty of providing these critical public safety and criminal justice system services to the public, while meeting all new state requirements and addressing the multi-county regional needs of providing facilities for women inmates, juveniles, and mental health services.

Description of Previous Appropriations

Martin County received an appropriation of \$2.167 million in state bonding money in the 2020 bonding bill for the predesign and design of the new Martin County Public Safety Center. These funds have been spent on completion of design for the facility. The county has completed its design work utilizing these funds and in the process of preparing the required documents for reimbursement of the design work and related documents.

Project Contact Person

Scott Higgins
County Coordinator
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(\$ in thousands)

Martin County Regional Public Safety Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$2,167	\$12,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$1,100	\$0	\$0
County Funds	\$0	\$26,991	\$0	\$0
TOTAL	\$2,167	\$40,841	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$2,167	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$40,841	\$0	\$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	\$2,167	\$40,841	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
McKinley Public Infrastructure Replacement Project	1	GO	649	0	0	0	0	0
Total Project Requests			649	0	0	0	0	0
General Obligation Bonds (GO) Total			649	0	0	0	0	0

McKinley Public Infrastructure Replacement Project

AT A GLANCE

2024 Request Amount: \$649

Priority Ranking: 1

Project Summary: The City of McKinley is pursuing funding to replace outdated and damaged watermains and water infrastructure, sanitary sewers, storm sewers, and street infrastructure within the city boundaries.

Project Description

The project will consist of complete reconstruction of the utilities including:

- * Watermain: including hydrants, public service lines within the public right-of-way, and all associated valves and appurtenances.
- * Sanitary Sewer: including service lines located in the public right-of-way, sanitary manholes, and any connected valves and appurtenances.
- * Storm Sewer: replace concrete pipe sewers and stormwater manholes
- * Street infrastructure: replace bituminous roadways, aggregate base, select granular base, concrete curb and gutter, sidewalks, and driveways within the street right-of-way,
- * The city is concerned with maintaining the quality and safety of the water and street infrastructure. Red/orange water is present. Due to the age of the existing facilities, replacement options to avoid drinking water violations is driving the project need and overall cost.

Project Rationale

The city rationale for taking action to replace the existing infrastructure is needed before defects worsen and all the utilities may be subject to federal and state water and sewer violations.

By replacing the watermain and reinstating the water tower the city would improve the flow efficiency and supply cleaner water to residents. The sanitary sewer throughout the city would see less inflow and infiltration and reduce stress on the treatment system.

Project Timeline

Construction Start: August 2024 following securing project financing from all sources.

Mid - Term Construction: May 2025

Construction End: October 2025

Other Considerations

The water quality for City residents is a serious and ongoing issue. As a temporary fix, the city has received funds from the Iron Range Resource and Rehabilitation Board (IRRRB) to install water filtration systems to every municipal water user in the city. This is a temporary measure taken by the city and IRRRB until the funding needed to resolve public infrastructure issues is secured.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of McKinley will own the project.

Who will operate the facility?

The City of McKinley will own the project.

Who will use or occupy the facility?

The residents of the City of McKinley will occupy and use the public infrastructure that this project proposes to replace.

Public Purpose

This request serves the public purpose by seeking to provide safe and sanitary water supplies and other public infrastructure services to McKinley residents.

Description of Previous Appropriations

The City of McKinley received a prior State Appropriation in 2017 for funding to connect McKinley water systems to the City of Gilbert. The project was completed, and service connections are in place.

Project Contact Person

Michelle Claviter-Tveit
Clerk
218-750-0184
cityofmckinley@gmail.com

(\$ in thousands)

McKinley Public Infrastructure Replacement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$649	\$0	\$0
State Funds Pending				
Other State Funds		\$3,143	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,674	\$0	\$0
City Funds	\$0	\$449	\$0	\$0
County Funds	\$0	\$250	\$0	\$0
TOTAL	\$0	\$8,165	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$672	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,493	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,165	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Mendota Heights Police Department City Hall Renovation and Expansion	1	GO	11,000	0	0	0	0	0
Total Project Requests			11,000	0	0	0	0	0
General Obligation Bonds (GO) Total			11,000	0	0	0	0	0

(\$ in thousands)

City of Mendota Heights Police Department | City Hall Renovation and Expansion

AT A GLANCE**2024 Request Amount:** \$11,000**Priority Ranking:** 1

Project Summary: The City of Mendota Heights seeks \$11 million in state funding for the renovation and expansion of the city's Police Department and City Hall facility to address life and safety deficiencies, improve services to victims, neurodiverse stakeholders and residents, and preserve existing city infrastructure.

Project Description

Mendota Heights is a first ring suburb of Minneapolis-St. Paul, with its Police Department serving the cities of Mendota Heights, Mendota and Lilydale. The Police Department is conservatively sized at 20 sworn officers, four police reserves and three support staff personnel.

The city of Mendota Heights is a city of the third class and operates under the Statutory Plan A form of government. Decisions are made by a five-member city council and day-to-day administrative duties are delegated to the city administrator. Not including the police department, city operations and services are carried out by 27 full-time equivalent staff.

The Mendota Heights Police Department and City Hall facility was first constructed in 1987. Located at Hwy. 62 and Lexington Avenue, just east of the Mendota Bridge and west of Interstate 35E, the building is geographically well positioned in the community to respond to public safety emergencies and provide services to the community of nearly 12,000 residents.

The current police department and city hall building is comprised of approximately 24,000 square feet, spread over two floors. On the exterior, the existing building includes two entrances, one for city hall and one for the police department, and a two-car garage for police department use. The building is a wood framed building, with brick exterior, wood casement windows and asphalt shingles. The campus includes a pollinator friendly garden as well as a solar garden.

The funding will be used to preserve, modernize and right-size the police station and city hall complex and include:

The preservation and expansion of the police station and city hall facility to address life and safety issues, including:

- The addition of approximately 4,000 square feet of secure indoor parking to house police squad cars and allow for direct connection between the sally port and the processing room. The new garage space will have a secure armory, and a vehicle evidence garage with a connection to evidence processing and evidence storage.
- Improved building and staff security are a primary focus throughout. Additions such as a

secondary road access from the Police Department's parking lot to separate public streets to allow for an alternate response route, if needed, due to a disruption or blockage of the primary and only existing exit.

- Adding secure space which addresses operational concerns including inconsistent and unnecessary differences between staff offices, the lack of a training classroom and appropriate squad room and proper secure storage for evidence and police gear.
- Enlarging City Council Chambers to revise the existing layout to allow for better functionality including improved public seating, audio visual setup, circulation, and addressing key ADA accessibility. Additionally, the project will address council chambers and city council security and safety concerns by adding a second exit from the room.
- Remodeling the city hall reception lobby creating a connection and traffic flow that improves security and provides for community use space by adding additional conference rooms and community education space.
- Addressing water intrusion around the exterior of the building.

Updating and modernizing the police station and city hall facility to improve service to victims, neurodiverse stakeholders and residents by:

- Adding functional and dedicated police department operations and services space including providing safe, secure and private interview space for victims. Due to the interior design and outdated layout of the building, the Department is unable to provide space for interviewing crime victims, and having such private spaces is crucial for respecting the rights and well-being of victims, in promoting cooperation and ensuring the effectiveness of investigations into criminal offenses.
- Installing finishes, equipment and signage that take into account visual, auditory, olfactory and tactile sensitivities.
- Adding employee work and training space, a police department briefing room and dedicated space for evidence processing and equipment cleaning.
- Right sizing city administrative workspace and address new work models including remote work possibilities through modern cubicle and office design. Additional needs to be constructed within city hall include an employee wellness room that is in close proximity to employee work space and relocation of audio-visual equipment to correct fire code deficiencies and significantly improve employee safety.
- Replacing building mechanical systems, insulation and lighting resulting in a significant increase in energy efficiency and reduced maintenance costs. Additional mechanical corrections include improved outside air and filtering systems for an overall healthier environment and the installation of new HVAC system controls for even temperature control improving occupant comfort and health.

Project Rationale

The Mendota Heights municipal campus, which includes the city's police department and city hall offices, serves as a symbol of local identity and plays a critical roll in the community. Built to model a single-family home, after nearly 40 years of life, the building's design and systems are out of date, inefficient and the building generally lacks the space needed to effectively serve the community.

Working with CNH Architects, the city completed a detailed facility needs analysis in 2020. The analysis provided evidence based recommendations that addressed the interior and exterior needs of the physical building as well as the operational needs of the Police Department, City Hall and the citizens of Mendota Heights. The space needs analysis key findings included:

- Spatially, the Police Department has reached capacity. The Department lacks the proper, secure work and storage space and requires expansion to meet modern policing demands. Multiple areas are overgrown including shortage of employee work and training space, a garage unable to house the department's squad cars and a department briefing room which serves as a breakroom, emergency operations center, evidence processing space and equipment cleaning space.
- A significant need for improvements that address facility safety and operational concerns. Elevated by the civil unrest of 2020, the need for exterior building improvements became ever more apparent. The Mendota Heights Police Department is located on the lower level of the building, with its residential design which includes wood framing, and non-commercial grade crank out windows, security is significantly compromised. Other solutions such as impact resistant window film and other mediation efforts were explored and found to not be cost effective because of the building style. Other concerns such as the lack of a sally port and second vehicle access to Lexington Avenue, which is the primary outlet from the facility, are desperately needed.
- Providing the critical space needed to ensure that crime victims can speak freely and without fear of being overheard by others is paramount in maintaining confidentiality. By ensuring this privacy, the Police Department can foster trust and cooperation with victims and the community.

In addition to functional space needs, the Mendota Heights Police Department aims to address the needs of neurodiverse stakeholders by designing space that is inclusive to the way that people experience and interact with the department and city hall. Autism rates have hit an all time high in the United States, and according to the Minnesota Autism Development Disabilities Monitoring Network, 1 in 34 8-year-old children in Minnesota were identified with autism spectrum disorder (ASD). In 2022, the Minnesota Legislature mandated that all officers receive regular training on ASD.

It is important for the Mendota Heights Police Department to have space for neurodiverse stakeholders to promote inclusivity, understanding and effective engagement with the entire community. Neurodiverse individuals, like any other member of society, have the right to equal treatment, protection and access to justice. Creating space for neurodiverse stakeholders within the city's police department ensures that their needs, concerns and experiences are recognized and addressed.

The city is also following up on a 2014 and 2016 investigation into and the remediation of mold found in the lower level of the building. In 2014, dangerous mold growth was found in one area of the police station. After a two-year remediation process, another indoor air quality test revealed that a different strain of mold, *Stachybotrys*, was found in a different location of the police department. This strain was also remediated, and the city continues to investigate water intrusion in multiple areas of the existing building.

Project Timeline

The city began this project in 2020 by completing a space needs analysis and early predesign work. The city is currently reviewing and refining preliminary designs with schematic plan completion

planned for the end of 2023. Depending on the market, this project would be publicly bid in late-2024, with construction beginning early 2025 and an anticipated mid-2026 completion date.

Other Considerations

It is vitally important that the city maintains local control of the Mendota Heights Police Department as it is regionally significant. The city of Mendota Heights provides police coverage to the cities of Mendota and Lilydale and participates in the Dakota County Mobile Field Force. Along with the cities of West St. Paul and South St. Paul, the Mendota Heights Police Department is responsible for the northern part of Dakota County in these instances. Under an agreement with the city of South St. Paul Police Department, the two cities provide back-up emergency operations centers for each other during natural disasters and emergencies.

Impact on State Operating Subsidies

No impact.

Who will own the facility?

The city of Mendota Heights will own the police and city hall facility.

Who will operate the facility?

The city of Mendota Heights will operate the renovated and expanded police station and city hall facility.

Who will use or occupy the facility?

The Mendota Heights Police Department and Mendota Heights administrative/city government employees.

Public Purpose

Public safety activities are core city functions and serve a direct public purpose. Preserving, modernizing and right-sizing the police station and city hall building will benefit all residents of the city. Further, the ability to attract and retain vital employees is critically important to the future of the city.

Description of Previous Appropriations

None.

Project Contact Person

Cheryl Jacobson
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(\$ in thousands)

City of Mendota Heights Police Department | City Hall Renovation and Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$11,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$420	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$10,747	\$0	\$0
TOTAL	\$0	\$22,167	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$17	\$0	\$0
Design Fees	\$0	\$1,450	\$0	\$0
Project Management	\$0	\$10	\$0	\$0
Construction	\$0	\$19,315	\$0	\$0
Relocation Expenses	\$0	\$75	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,300	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$22,167	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Watermain Looping and Pressure Reduction Project	1	GO	5,138	0	0	0	0	0
Total Project Requests			5,138	0	0	0	0	0
General Obligation Bonds (GO) Total			5,138	0	0	0	0	0

Watermain Looping and Pressure Reduction Project

AT A GLANCE

2024 Request Amount:	\$5,138
Priority Ranking:	1
Project Summary:	\$5.207 million in state funds is requested to predesign, design and construct a looping and pressure reduction watermain system for the City of Mendota.

Project Description

The scope of the project entails providing watermain looping as part of project areas #1 and #3 (east and west areas of the city) as the entire City water system is deemed a dead end. Project area #2 (central area) will provide infrastructure for property connection to potable water and allow the abandonment of private wells. In addition, the project will include multiple locations of pressure reduction to provide safer maintenance conditions.

These three (3) areas could provide additional entry points for water supply, watermain looping, the addition of three (3) pressure reducing stations, 14 fire hydrants, 9,100 LF of watermain and water service availability to more than 40 properties with this proposed project. The estimated total cost for this project - including the \$650k appropriated in the 2020 Bonding Bill - is \$5,857,000.

The City has secured \$650,000 from the 2020 Special Appropriation. The City has also applied for the Drinking Water Revolving fund (DWRWF) and plans to apply for Small Cities Development Program (SCDP).

Project Rationale

The City’s municipal water system was constructed to provide fire protection, but is considered one large dead end line that degrades the water quality available to users and requires total system shutoff if a disruption upstream occurs, as there is only one (1) location of water entering the center of the City. By providing additional locations of water to enter the City and multiple interconnections to existing infrastructure, the City will create a more resilient system of water supply for residents and reduce the potential of stagnant water.

The City’s receives water from St. Paul Regional Water Services (SPRWS) at pressures 2 to 3 times most systems due to the City’s topography. This added pressure on the system produces increased stress on the infrastructure and creates hazardous conditions for maintaining the water system by operators. The City has identified three (3) locations where pressure reducing stations should be placed within the water system as part of this project, to create a safer work environment for operators and remove the need for private pressure reducing systems located within each property.

Private wells supply the bulk of the residential properties in downtown Mendota (65%) and many

have been compromised due to high groundwater recently contaminating these wells (minimal test results available at this time). Some residents have resorted to connecting above ground temporary water services to neighboring properties in lieu of replacing their wells. Dakota County has solicited feedback and intends to perform water sampling on many of these wells based on owner interest. This sampling will focus on nutrient and naturally occurring elements. The majority of the private wells within City limits are not identified on the Minnesota Well Index (MWI) database, as they were installed prior to the 1970's. Providing a reliable and safe water source to the City will allow for the removal of these wells.

Project Timeline

Pre-Design: August 2021
Engineering: August 2024
MDH Plan & Spec Submittal: August 2025
Bid Opening: January 2026
Begin Construction: May 2026
End Construction: July 2027

The City will follow St. Paul Regional Water Services (SPRWS) design standards and construction requirements as part of their water supply agreement between the two (2) entities. Other entities that require coordination are Mendota Heights (property crossing), Met Council (sanitary interceptor), Dakota County (Big Rivers Regional Trail), MnDOT (HWY 13) and MnDNR (Mississippi R. Corridor).

Other Considerations

The City of Mendota is classified as a suburban community according to the Metropolitan Councils standards. It has a current population of 220 residents (90 households) in an area of 193 acres or 0.3 square miles. It is located in Dakota County and shares a border with the Minnesota/Mississippi River and the City of Mendota Heights. The city strives to provide the highest quality services to its residents, but its limited tax base poses a challenge to the City and it operates on a tight budget with volunteer members, while utilizing the Local VFW to host meetings. The City employs one (1) part-time employee to run the day to day operations.

The project happens to focus on the oldest and lowest income portion of the City. In preparation for the application to the SCDP, the County will perform an income survey for the project area that includes ~160 of the 220 city residents. Previous results of the survey have identified 76% of respondents are classified as from low and moderate income (LMI) households with 72% response rate at this time.

Mendota is located on the bluff face of the Minnesota & Mississippi Rivers with exposed bedrock outcrops located throughout the City. As such, the total project cost estimates include the need for rock excavation and open cut trenching & roadway replacement.

Impact on State Operating Subsidies

None. Normal operation and maintenance costs will be the responsibility of SPRWS per their agreement with the City. No indication of additional costs for have been identified by SPRWS at this time. Additional staff time will be required to process and mail the increased water billings.

Who will own the facility?

The project will be located within public right-of-way or drainage & utility easement and owned by the City of Mendota.

Who will operate the facility?

St. Paul Regional Water Services operates the water system, with the City of Mendota responsible for repairs.

Who will use or occupy the facility?

Residents, businesses and historical properties within the City of Mendota will utilize this infrastructure.

Public Purpose

To provide access, improve quality and increase resiliency of the water system for the residents and property owners of the City of Mendota.

Description of Previous Appropriations

The City received a special appropriation in 2020 on a pared back version of this project with the following description “For a grant to the city of Mendota to predesign, design, engineer, and construct the extension of the water main throughout the city of Mendota to allow residents to connect with the Saint Paul Regional Water Services system”. After further consideration, the City determined that they can provide a larger beneficial impact to residents by adding phases #2 and #3.

Project Contact Person

Kathy Krotter
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(\$ in thousands)

Watermain Looping and Pressure Reduction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$650	\$5,138	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$650	\$5,138	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$280	\$0	\$0
Predesign Fees	\$10	\$56	\$0	\$0
Design Fees	\$120	\$530	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$520	\$3,781	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$491	\$0	\$0
TOTAL	\$650	\$5,138	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
North Commons Regional Vision	1	GO	12,000	0	0	0	0	0
Grand Rounds Missing Link Implementation	2	GO	6,800	0	0	0	0	0
Water Works Park	3	GO	5,000	0	0	0	0	0
Green Infrastructure and Habitat Improvement in Minneapolis Creeks	4	GO	12,000	0	0	0	0	0
Minneapolis Green Parkways as a Path to Climate Resilience	5	GO	13,000	0	0	0	0	0
New Cedar Riverside Recreation Center	6	GO	16,500	0	0	0	0	0
Total Project Requests			65,300	0	0	0	0	0
General Obligation Bonds (GO) Total			65,300	0	0	0	0	0

(\$ in thousands)

North Commons Regional Vision

AT A GLANCE

2024 Request Amount: \$12,000

Priority Ranking: 1

Project Summary: This request is for \$12,000,000 to continue implementation of a major vision for North Commons Park in Minneapolis that will serve as a regional destination for sports, arts, and community. This is a second funding request to complement state bonding authorized in 2020.

Project Description

This request, along with authorized 2020 funding, would create a new and exciting recreation and arts space at North Commons Park that will serve the entire northside and welcome the state and region during arts happenings, sports tournaments, and community gatherings. This community-driven vision was established during the North Service Area Master Plan process and was adopted by the Park Board of Commissioners.

Community advocates are currently working to build coalitions around the implementation of the vision and raise funds to contribute to the project. This request would be a first phase of implementation and assumes significant community match to go along with the \$1.8 million allocated in MPRB’s CIP and support from the City of Minneapolis and the federal government. The total state request asks for funding for several core elements of the North Commons Master Plan, including:

- A community building with indoor sports, gathering, and arts spaces
- Renovation and relocation of the water-park, a critical recreational amenity for fun and safety through swimming lessons.

Project Rationale

Minneapolis and its first ring suburbs compete with the outer suburban ring for youth activities, community gathering spaces, and high quality sports venues. Without excellent facilities, regional and state residents have no reason to come to Minneapolis’s vibrant north side, and therefore the north side never sees economic benefits associated with regional sports tournaments and other major draws. The funds flow out of the north side--never in. North side Minneapolis kids have to travel long distances for tournaments and never get to host their own. Because of the ongoing needs of Minneapolis's much older park system, new facilities that compete with the rest of the region have been difficult to implement. State funding is requested to bridge the gap, or level the playing field, between those who live in the city and those who live elsewhere.

Furthermore, a facility like this, being high quality and desirable to youth, will serve as a safe place for Minneapolis teens and young adults. North Minneapolis includes many majority minority census

tracts. Disparities in success outcomes--such as graduation rates, incarceration rates, wealth, and chronic disease--between whites and people of color are well known. The lack of places to go, specifically places that positively engage youth, is often partly blamed for these disparities. Investment in the North Commons Vision is an investment in youth success across Minneapolis and the region.

Project Timeline

Schematic Design and Construction documents are currently underway. Construction will begin when full funding is available, likely in 2024. The facility will open to the public in 2026.

Other Considerations

None

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, sports, community gathering, arts programming and creation, education

Description of Previous Appropriations

The Minneapolis Park and Recreation Board received a \$5.125 million cash 2020 allocation for this same project, based on a request of \$11,250,000.

Project Contact Person

Adam Arvidson
Director of Strategic Planning
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(\$ in thousands)

North Commons Regional Vision

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$5,125	\$12,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$2,000	\$0	\$0	\$0
City Funds	\$5,168	\$0	\$0	\$0
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$10,000	\$0	\$0
TOTAL	\$12,293	\$22,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$2,500	\$685	\$0	\$0
Project Management	\$750	\$125	\$0	\$0
Construction	\$9,043	\$21,190	\$0	\$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	\$12,293	\$22,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	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?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Grand Rounds Missing Link Implementation

AT A GLANCE

2024 Request Amount:	\$6,800
Priority Ranking:	2
Project Summary:	This request is for \$6,800,000 in state bond funding to implement portions of the Minneapolis Grand Rounds, a trail network of national significance.

Project Description

Since the 1880s Minneapolis has envisioned a trail and parkway network that would link the entire city and connect to the entire region. Much of that vision has been implemented, but a significant gap remains: the Missing Link. This key segment in the Minneapolis Grand Rounds would run through northeast and southeast Minneapolis and connect St. Anthony Parkway to the Mississippi River. This request would implement a second phase of development. The first phase was funded by the legislature in 2023 in the amount of \$5.5 million. Design work is about to begin for that phase. The project area has been developed with a mix of commercial, industrial, institutional, public, and residential uses. The addition of this trail and parkway link would add a regional trail and trailside amenities to areas that have been historically underserved by parks. The second phase of developing the Grand Rounds Missing Link will build on projects constructed with a previous legislative appropriation, and could include:-- The northern Industrial Boulevard segment-- The southernmost segment along 27th Avenue SE-- Trail facilities through the Towerside development area in Prospect ParkMPRB has worked for years to develop the partnerships necessary to bring these early implementations forward. Partnerships with the City of Minneapolis, University of Minnesota, neighborhood organizations, and private developers have set the table for the Missing Link's long awaited implementation.

Project Rationale

The Minneapolis Grand Rounds is a regional network that was always meant to connect the city together. The conspicuous gap in northeast and southeast Minneapolis must be closed, in order to ensure equitable access to this trail system of state and national significance. In the development of its equity metrics for capital improvements, MPRB has committed to allocating one-quarter of all its regional funds to the incomplete portions of the Grand Rounds. The local will exists to see this segment complete, more than 100 years after it was envisioned.

This project will connect northeast Minneapolis--historically underserved by parks and trails--to the Mississippi River. It will connect people throughout Minneapolis and the region to living wage jobs in the commercial and industrial areas that flank the corridor, and it will allow that connection to happen through safe, non-motorized means, thereby having a positive impact on carbon emissions if the region. It will create green spaces and habitat corridors in a heavily paved portion of the region.

The Grand Rounds was a visionary idea in the 1880s and it has driven the region forward economically, socially, and environmentally. It is time to complete that vision by closing the Missing Link.

Project Timeline

Land acquisition and design development: 2024
Construction document preparation: 2025
Construction: 2026 and 2027

Other Considerations

None

Impact on State Operating Subsidies

None

Who will own the facility?

Minneapolis Park and Recreation Board and the City of Minneapolis (some public right-of-way will be used for locating trail corridors)

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

Parks and recreation, trails

Description of Previous Appropriations

Cash capital investment bill approved during 2023 legislative session: \$5.5 million for Phase 1 implementation of Grand Rounds Missing Link

Project Contact Person

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(\$ in thousands)

Grand Rounds Missing Link Implementation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$5,500	\$6,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other State Funds	\$450	\$2,897	\$2,985	\$0
	\$1,145			
Non-State Funds Pending				
TOTAL	\$7,095	\$9,697	\$2,985	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$1,000	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,152	\$1,300	\$65	\$0
Project Management	\$130	\$150	\$35	\$0
Construction	\$4,813	\$6,427	\$2,479	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,320	\$406	\$0
TOTAL	\$7,095	\$9,697	\$2,985	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Water Works Park

(\$ in thousands)

Water Works Park

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
	\$3,000			
	\$2,445			
	\$0			
Non-State Funds Pending				
TOTAL	\$5,445	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$650	\$0	\$0
Project Management	\$0	\$149	\$0	\$0
Construction	\$5,445	\$3,520	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$681	\$0	\$0
TOTAL	\$5,445	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Green Infrastructure and Habitat Improvement in Minneapolis Creeks

AT A GLANCE

2024 Request Amount: \$12,000

Priority Ranking: 4

Project Summary: This request is for \$12 million to replace, relocate, and improve public park and water management infrastructure along Shingle, Bassett’s, and Minnehaha Creeks in Minneapolis. These improvements will mitigate impacts caused by increased runoff throughout the western Twin Cities metropolitan area—impacts that include transportation disruptions, residential flooding, and habitat degradation. They will also enhance water quality and lessen water quantity impacts on the Mississippi River.

Project Description

Situated between the rapidly developing western Twin Cities suburbs and the Mississippi River, Minneapolis offers significant opportunity to address the reality of climate change, including increased rainfall, more frequent flooding, and declining water quality. Minneapolis is also an ideal location to make significant investment in resiliency because the three creeks flowing through the city—creeks that carry increased rainfall and pollution—are publicly owned. This request would implement a variety of resiliency, habitat enhancement, and green infrastructure projects in Shingle, Bassett’s, and Minnehaha Creeks. Each of these creeks is surrounded by public parkland, often with climate-impacted infrastructure such as trails, bridges, athletic fields, play areas, and roadways. Each has a visionary master plan that is the result of around two years of community engagement, has included collaboration with local watershed districts in its creation and implementation, and has been adopted by the Park Board of Commissioners.

The lengths of the three creeks vary, but each enters Minneapolis from the west and discharges into the Mississippi River. Each carries water from its own vast urban watershed that extends far beyond Minneapolis. Though different in specifics, the creeks are similar in their overall need. They are “flashy” (rising quickly to flood stage after even moderate rain events), lack high quality habitat (though they have great potential), and are already serving some purpose in protecting homes from flood waters (a purpose that could be enhanced further).

If authorized, the Minneapolis Park and Recreation Board (MPRB) would spend approximately \$3.5 million in Shingle Creek in far north Minneapolis, \$2.5 million in Bassett’s Creek in near north Minneapolis, and \$6 million in Minnehaha Creek in south and southwest Minneapolis. Specific improvements would include:

- Shoreline and in-stream enhancement such as riffles, pools, and re-meanders
- Floodplain expansion and enhancement

- Stormwater pre-treatment
- Trail and bridge relocation and upgrades
- Modification to stormwater outfalls and flumes
- Habitat restoration and enhancement

This comprehensive project accomplished entirely on public land will have significant infrastructure and habitat benefits in Minneapolis, the Twin Cities region, and the state. It will serve as a model for transforming public space with stacked resiliency tactics that benefit plants, animals, and people.

Project Rationale

The primary visible aspects of climate change in the upper Midwest are increased rainfall and more precipitation falling as rain rather than snow. Over the past 6 years, the Twin Cities has seen the equivalent of around 7 years of precipitation. That extra year's-worth creates issues for park infrastructure specifically, because nearly all rain that falls on the city of Minneapolis ends up in parks—and much rain that falls on the western suburbs flows through Minneapolis's parks. As the steward of lands along the city's waterways, MPRB is responsible for trails, natural areas, athletic fields, trees, bridges, courts, roadways, and play areas that exist near or within floodplain areas. As these areas become wetter, infrastructure damage can occur.

To address this issue, multiple MPRB-adopted master plans have taken climate change into consideration, notably designing for future 100-year flood zones rather than the current ones. However, the infrastructure need greatly exceeds available funding coming from MPRB's tax levy, NPP20 local bond funding, Regional Bonds, Regional O&M Funds, and Parks and Trails Legacy funding. General Obligation Bond funding from the state is necessary to close the gap, primarily because the issue originates within and beyond Minneapolis and the impacts of non-action will affect the Mississippi River, a resource of the entire state. The project will address several specific issues of interest to the state, thereby justifying this expenditure.

Infrastructure Failure: The trails and roadways that flank Minneapolis's three creeks see in excess of 5 million visits per year. Many regional residents rely on this infrastructure for travel to work, school, and shopping. Examples of trail failures adjacent to swollen creeks already exist in the Minneapolis system, and these gaps discourage bicycle and pedestrian travel. Though MPRB diligently repairs these failures and puts the trails back into service, a more comprehensive approach will save money in the long run and allow fewer interruptions to transportation and recreation systems.

Residential Flooding: Examples exist across the state of cities swallowed by their rivers and creeks, with devastating loss of property and homes. In Minneapolis in 2014, when a 100-year flood covered parkland throughout south and southwest Minneapolis, not a single home was lost. The public green corridors flanking Minneapolis's creeks already provide a critical buffer from rising floodwaters. Current projections, however, envision flood boundaries that would begin to impact adjacent neighborhoods. Floodplain enhancements called for in Minneapolis's creek master plans would allow for more water storage, thereby providing benefits both within the city and downstream along the Mississippi River.

Habitat Enhancement and Connectivity: Minneapolis has the advantage of an interconnected system of parks that create green corridors stretching through the city. These corridors connect to other green spaces farther west and to the Mississippi River. These linkages are included in the DNR's

Metro Conservation Corridors network, and additional connections are included in MPRB’s own Ecological System Plan. Today, much of this habitat network consists of degraded forests and lawn areas with limited habitat benefit. Enhancing and restoring these landscapes would specifically benefit pollinator insects, birds using the Mississippi Flyway and the Important Bird Areas within the city, rare and special concern reptiles and amphibians, and the mammals that constitute critical links in the food chain.

Water Quality: Today, most of the water that runs from paved urban areas into Minneapolis’s Creeks—both from within and beyond the city—is untreated. As development increases, so does the pollutant load. That threatens habitat, recreation, and even drinking water for cities that draw water from the Mississippi downstream. The pre-treatment, flood storage, habitat enhancement, and infrastructure improvement projects included in this initiative would all also improve water quality in these three creeks and in the Mississippi River into which they discharge.

The \$12 million request, divided between the three creeks as described above, would implement nearly all resiliency-related items envisioned in the Shingle and Bassett’s Creek Master Plans. It would implement roughly 40% of those in the Minnehaha Creek Master Plan. The focus on the north Minneapolis creeks for completion recognizes that these two creeks have not seen the same investment over the years as Minnehaha Creek has. Furthermore, these two north Minneapolis Creeks are further degraded and their shorter runs through Minneapolis suggest a more comprehensive approach. MPRB will match State G.O. Bonding with its designated allocations from regional funds allocated through the Metropolitan Council, as well as some local funds designated for connected neighborhood parks. Watershed organization relationships have been cultivated by MPRB through master planning and collaborative projects in parks, and additional partnerships to implement this initiative are being explored for all three creeks.

Project Timeline

Specific Project Identification: 2024
Design, construction documents, and permitting: 2024 and 2025
Construction: 2025 and 2026

Other Considerations

None

Impact on State Operating Subsidies

None

Who will own the facility?

Minneapolis Park and Recreation Board

Who will operate the facility?

Minneapolis Park and Recreation Board

Who will use or occupy the facility?

Minneapolis Park and Recreation Board

Public Purpose

This project will protect critical infrastructure from the effects of increased runoff and flooding, through reconstruction, relocation, and redesign of trails, bridges, roadways, and recreational amenities. It will create new and restore degraded habitat areas within creek floodways, and will help mitigate flood effects on neighborhoods through increased flood capacity. Through all these activities, the project will improve water quality within Minneapolis and in the Mississippi River.

Description of Previous Appropriations

None

Project Contact Person

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(\$ in thousands)

Green Infrastructure and Habitat Improvement in Minneapolis Creeks

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other State Funds	\$600	\$1,400	\$1,470	\$0
City Funds	\$8	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$608	\$13,400	\$1,470	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$573	\$1,632	\$0	\$0
Project Management	\$35	\$100	\$0	\$0
Construction	\$0	\$10,580	\$1,351	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,088	\$119	\$0
TOTAL	\$608	\$13,400	\$1,470	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Minneapolis Green Parkways as a Path to Climate Resilience

AT A GLANCE

2024 Request Amount: \$13,000

Priority Ranking: 5

Project Summary: This \$13 million request would rehabilitate and reconstruct the aging Grand Rounds parkway system in Minneapolis as a model of green infrastructure, climate resilience, and innovative design aimed at improving water quality and natural habitat.

Project Description

The Minneapolis Park and Recreation Board owns and operates 55 miles of parkways in Minneapolis, almost all of which are immediately adjacent to water bodies such as the Minneapolis Chain of Lakes, Minnehaha Creek, and the Mississippi River. The present day versions of the parkways were envisioned and constructed beginning in the 1960s--a time when ecological design and climate resiliency were in their infancy. As these well-loved park amenities age, MPRB and the City of Minneapolis are working together to improve and preserve them. MPRB’s recent planning efforts are directing more attention toward doing that in a resilient and environmentally robust way.

Multiple MPRB park master plans envision new ways to think about parkways that support climate resilience:

- Removal of redundant pavement sections such as the Lower Harriet Road and replacing them with restored shoreline buffers, wetlands, and natural plantings;
- Tree trenches and rain gardens adjacent to parkway roads that divert runoff from underground pipes and instead nourish plant species;
- Under-road stormwater treatment cells that trap pavement water and filter it slowly into the ground or water body; and
- Restored shorelines and naturalization of lawn areas near parkways that make hard infrastructure less impacted by rising water levels, flooding, and heavy storms.

With state funding, MPRB will simultaneously rehabilitate the well-loved Minneapolis parkway system, and also improve water quality, protect infrastructure, and create habitat.

Project Rationale

Aging infrastructure can be an opportunity to do better by the environment. This is especially critical in the urban core, where impacts to water bodies can be greater and where life sustaining habitat--including natural shorelines--can be less available. The well loved parkway system in Minneapolis is generally more than 50 years old and in need of major rehabilitation and upgrades. It is critical that

the environment be centered in these redesigns. The physical location of most of the Grand Rounds parkways and the overarching recreational/leisure-driving purpose of these roadways suggest that no other roads are more suited to innovating with green infrastructure.

Currently, MPRB partners with the City of Minneapolis to manage and rehabilitate these hybrid park/local roads. State funding would leverage ongoing local rehabilitation funds to reconstruct key segments of parkway road, remove redundant infrastructure, and restore adjacent shorelines. Specifically, this \$13 million request would:

- Remove the Lake Harriet lower road, as envisioned in the park's master plan, and replace it with enhanced bicycle and pedestrian trails, restored shoreline, and stormwater treatment areas
- Transform and rehabilitate 5.5 miles of parkway (10% of the Minneapolis system) with green infrastructure elements, as envisioned in multiple park master plans
- Restore and reconstruct approximately 10% of the lake and creek shoreline in Minneapolis that is adjacent to parkways, to ensure a complete environmental cross-section of climate resilience

The exact parkway segments to be improved have not yet been determined. Selections will be based on feasibility, economy of scale, master plan guidance, and community engagement.

Project Timeline

Project scoping and preliminary design: 2024
Design development, community engagement, construction drawings, and permitting: 2025 and 2026
Construction: 2026 and 2027

Other Considerations

None

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, roadways, habitat enhancement, climate resilience, stormwater management, flood management

Description of Previous Appropriations

None

Project Contact Person

Adam Arvidson
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(\$ in thousands)

Minneapolis Green Parkways as a Path to Climate Resilience

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$13,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$750	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$750	\$1,500	\$1,500
TOTAL	\$0	\$14,500	\$1,500	\$1,500

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$1,825	\$10	\$10
Project Management	\$0	\$250	\$10	\$10
Construction	\$0	\$10,401	\$1,276	\$1,276
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,974	\$204	\$204
TOTAL	\$0	\$14,500	\$1,500	\$1,500

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

New Cedar Riverside Recreation Center

AT A GLANCE

2024 Request Amount: \$16,500

Priority Ranking: 6

Project Summary: This \$16.5 million request builds on the initial \$3.5 million in preliminary design funding granted by the legislature in 2023. The total \$20 million request would construct a new community center in the Cedar Riverside neighborhood of Minneapolis, one of the most dense, most diverse areas of the state.

Project Description

The Cedar Riverside Recreation Center will be an accessible and inclusive facility focused on providing a variety of recreation and programming opportunities for the diverse and growing Cedar-Riverside neighborhood. The overarching goal is to cultivate healthy lifestyles, personal enrichment, and community building. The new center will expand recreation space beyond the services and programming offered at the existing Brian Coyle Center and MPRB's Currie Park.

MPRB and its partners have completed a preliminary feasibility study that identified several possible locations for the new community center. Funding granted in 2023 will allow MPRB to further the work of selecting a site, acquiring property, and beginning design and community engagement for the new recreation center. Additional funding is needed to construct the center.

Project Rationale

Cedar-Riverside is home to the largest immigrant population in the Twin Cities. In this neighborhood:

- People of Color are a significant majority of the population west of Cedar Avenue (84%).
- West of Cedar Avenue, there is a very high proportion of young children (18%). The rate is nearly three times the city-wide proportion (6.7%).
- The neighborhood has significantly lower incomes than the City as a whole. According to the American Community Survey, the 2021 neighborhood median income was \$30,000, compared to the overall median income for the city of \$70,000.

Recognizing that the Cedar-Riverside neighborhood is currently underserved in terms of high-quality recreation and health opportunities for its growing and diverse population of 9,000+ residents, MPRB joined with local partners to develop an equitable framework for delivery of health-related services and programs. The new facility will include a gymnasium, multipurpose space, information hub, quiet/meditation space, food shelf, catering kitchen, computer center, child sitting, teen activity center, fitness space, group exercise, and a health & wellness suite.

Project Timeline

Pre-design and community engagement: 2023 and 2024
Design development, construction documents, and permitting: 2024 and 2025
Construction: 2025-2027

Other Considerations

None

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

Recreation center, health and wellness, education, fitness, community gathering.

Description of Previous Appropriations

The legislature approved \$3.5 million in cash capital investment for pre-design during the 2023 session.

Project Contact Person

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(\$ in thousands)

New Cedar Riverside Recreation Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$3,500	\$16,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$3,500	\$16,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$250	\$0	\$0	\$0
Design Fees	\$2,400	\$340	\$0	\$0
Project Management	\$200	\$150	\$0	\$0
Construction	\$650	\$13,764	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,246	\$0	\$0
TOTAL	\$3,500	\$16,500	\$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.	Yes

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Nicollet Avenue Bridge over Minnehaha Creek	1	GO	44,560	0	0	0	0	0
Structural Renewal of 36-inch Water Main	2	GO	13,018	0	0	0	0	0
Bossen Terrace Sanitary Sewer Reconstruction	3	GO	3,900	0	0	0	0	0
ADA Transition – Pedestrian Access and Safety Improvements	4	GO	5,000	0	0	0	0	0
Total Project Requests			66,478	0	0	0	0	0
General Obligation Bonds (GO) Total			66,478	0	0	0	0	0

Nicollet Avenue Bridge over Minnehaha Creek

AT A GLANCE

2024 Request Amount: \$44,560

Priority Ranking: 1

Project Summary: This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. The bridge accommodates a significant local bus route slated for future upgrade to BRT (Route 18), providing a key transit connection between the City of Bloomington and downtown Minneapolis. A significant thruway for both motorized and non motorized travelers, the bridge supports accessibility to emergency services, jobs, schools, and local businesses.

Project Description

Located in the Tangletown neighborhood south of the City center, and spanning over Minnehaha Creek and the Grand Rounds National Scenic Byway bike and pedestrian pathway, the Nicollet Avenue Bridge over Minnehaha Creek is the last of four historic concrete arch bridges, built in the 1920s, to be slated for rehabilitation in the City of Minneapolis.

The deterioration of the floor beams could result in the complete closure of the bridge. The partial or complete loss of the bridge structure to handle traffic volumes will negatively impact access to and mobility on the Nicollet Avenue corridor, which will, in turn, reduce economic opportunity and increase vehicle miles traveled, causing an increase in neighborhood congestion.

The bridge accommodates a significant local bus route slated for future upgrade to BRT (Route 18), providing a key transit connection between the City of Bloomington and downtown Minneapolis. A significant thruway for both motorized and non motorized travelers, the bridge supports accessibility to emergency services, jobs, schools, and local businesses while also serving as an important historical City landmark. The Project is in line with the City's Thrive MSP 2040 vision to create a prosperous economic foundation for all residents, including improvements in transportation, and supports Vision Zero, the City's 10 year commitment to eliminate vehicle and pedestrian casualties.

Project Rationale

The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1973. Structural condition codes are provided for bridge components based on inspection findings. The National Bridge Inventory (NBI) codes range between 9 and 0. A code of 9 denotes excellent condition; a code of 0 represents a failure that is beyond corrective action. These codes are used to assist in determining the local planning index

(formerly called the sufficiency rating) of the bridge, which is used to determine funding eligibility and priority for bridge rehabilitation or replacement. The Local Planning Index for this bridge is 47. Numerous bridge components are significantly deteriorated and should be repaired or replaced to extend the useful life of the bridge. Replacement of the entire bridge is not an option due to it being eligible for listing on the National Register of Historic Places.

The NBI ratings for the bridge's deck and substructures are rated as a 4 which is commonly noted as being in "poor" condition. The bridge's condition is typically categorized in relation to its lowest rated component. This bridge rates as being in "poor" condition and is in need of major rehabilitation work. The expansion joints at each of the arch spans are the primary cause of structural distress. Salt laden water is penetrating the leaking joints and is causing significant damage to the deck and substructures. Severe deterioration of the concrete deck, spandrel columns, floor beams, arch ribs and pier walls is occurring in the form of cracked and spalled concrete and exposed/rusted reinforcement. Concrete delamination is evident throughout the bridge and areas may pose a threat to loose and broken concrete falling. All areas of concrete delamination at the arch ribs and piers should be removed, the underlying surfaces repaired, and the concrete replaced. In addition, all floor beams and spandrel columns should be removed and replaced. The entire concrete deck should be removed and replaced with along with a decrease in the number of deck expansion joints.

There were 4 concrete open spandrel arch bridges constructed in Minneapolis between 1915 and 1925. This is the remaining bridge of this era to be funded for renovation. (The other bridges are the Franklin Avenue, 10th Ave SE, and 3rd Ave Bridges). This bridge is historically eligible and a contributing element to the Ground Rounds Scenic Byway. The work needed on this bridge is consistent with the work completed on the other arch bridges. This is the appropriate time to renovate this bridge as the construction costs will continue to escalate as the bridge ages and further deteriorates.

Project Timeline

Final bridge plans are at the 90% stage and are awaiting full funding. Once full funding is obtained, a construction schedule can be established including a bid date, notice to proceed and construction duration. If full funding is obtained through this bonding request, the project can be constructed in years 2025-2026.

Other Considerations

Based on the bridge condition issues discussion above, it is currently estimated that the major components of the bridge are at between 95% to 100% of their useful life, with the current floor beam cantilever and deck having an end life of five years, and the floor beams having an end life of 10 years. This deteriorated condition has resulted in concrete falling from the structure to the pedestrian and bicycle pathways below and will eventually lead to the inability of the bridge to carry heavy loads on its edges, preventing trucks from accessing outside lanes, and over time, restricting access for heavier-load commercial, transit, and emergency vehicles.

Ultimately, the deterioration of the floor beams could result in the complete closure of the bridge. The partial or complete loss of the bridge structure to handle traffic volumes will negatively impact access to and mobility on the Nicollet Avenue corridor, which will, in turn, reduce economic opportunity and increase vehicle miles traveled, causing an increase in neighborhood congestion. Nicollet Avenue South carries an average daily traffic count of nearly 10,000 vehicles across the

bridge.

Impact on State Operating Subsidies

Who will own the facility?

The City of Minneapolis will continue to own and maintain the bridge.

Who will operate the facility?

The City of Minneapolis Public Works department will oversee the project and will continue to own and maintain the bridge.

Who will use or occupy the facility?

The bridge accommodates a significant local bus route slated for future upgrade to BRT (Route 18), providing a key transit connection between the City of Bloomington and downtown Minneapolis. A significant thruway for both motorized and non motorized travelers, the bridge supports accessibility to emergency services, jobs, schools, and local businesses while also serving as an important historical City landmark. The Project is in line with the City's Thrive MSP 2040 vision to create a prosperous economic foundation for all residents, including improvements in transportation, and supports Vision Zero, the City's 10 year commitment to eliminate vehicle and pedestrian casualties. The project will also improve the pedestrian facilities, bikeway and bridge railings. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of nearly 10,000 vehicles across the bridge.

Public Purpose

With a focus on avoiding interruption in bridge use and supporting an economically feasible and environmentally sustainable bridge lifespan, the City of Minneapolis' Nicollet Avenue Bridge over Minnehaha Creek Rehabilitation Project includes removing and replacing the bridge deck, beams, and columns, as well as concrete repair. These improvements will enhance capacity for heavy loading and reduce the need for long term maintenance. Redesigned traffic, bike, and pedestrian lanes will promote accessibility and safety while lowering emissions, and integrating railings and ornamental light poles, reflecting the original appearance, will return the bridge to its historical roots.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Nicollet Avenue Bridge over Minnehaha Creek

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$44,560	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$7,000	\$0	\$0
City Funds	\$0	\$1,840	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$53,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$5,620	\$0	\$0
Project Management	\$0	\$6,180	\$0	\$0
Construction	\$0	\$41,600	\$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	\$53,400	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

Structural Renewal of 36-inch Water Main

AT A GLANCE

2024 Request Amount: \$13,018

Priority Ranking: 2

Project Summary: Structural renewal of a 36-inch drinking water transmission water main that runs through the Northside Green Zone and is a key supply for the downtown Minneapolis central business district, providing the necessary water volume and pressure for resident, business and visitor use and fire protection in downtown Minneapolis.

Project Description

The 36-inch transmission main runs the length of Minneapolis' Northside Green Zone. The Northside Green Zone is a group of neighborhoods that faces the combined impacts of environmental pollution and racial, political, and economic marginalization. While failures of the transmission main impact pressures throughout the city, local impacts in the Green Zone are more severe. A December 2022 break of a single 16-foot section of this main caused localized flooding and necessitated a precautionary boil water advisory for 80 properties in the area due to very low pressures. In addition, over 30 properties were without water service for up to five days while the main was repaired and disinfected.

Transmission water mains are the arteries of the drinking water system. These large-diameter pipelines transport the volume necessary to supply the branch systems in each area with safe drinking water for the protection of public health. A key transmission main for the City of Minneapolis is four miles of 36-inch water main that conveys water from the treatment campus in Fridley to north Minneapolis and downtown. This water main was constructed in 1888 of thick-walled cast iron pipe. While this pipe has been resilient, a combination of factors makes it more vulnerable to failure after 135 years of service. The 2.6-mile section of the water main proposed to be rehabilitated by this project is prioritized based on a shallower bury depth, decades of heavy truck traffic on the roadway under which it is buried, proximity to pump stations that introduce pressure fluctuations and transients, and drastic elevation changes as the pipeline drops under the river and under the I-94 interstate. Capital investment is warranted to mitigate the likelihood of failure.

The cost of a 36-inch water main replacement in kind along this corridor would be cost prohibitive. In addition to the cost of new pipe and its installation, such a project scope would need to resolve numerous buried utility conflicts, demolition and removal of existing water main and pavement restoration along the full corridor. Structural lining of the existing water main is a cost-effective alternative. The lining process involves the excavation of access holes every several hundred feet with the existing pipe used as a host pipe. A structural-grade liner is pulled into the host pipe, adhered to the walls, and then allowed to cure. Temporary bypass piping will be installed to maintain water service to customers tapped from the main during construction.

Project Rationale

A 36-inch water main running in Washington Ave. N. and Second Street North was the City's first large diameter water main constructed in the late 1880's. The pipeline conveyed water from a pump station formerly located at the current Camden Bridge to the heart of the growing downtown center. At the time, this pipeline brought untreated, 'fresh' water from the Mississippi River upstream of the city's waste discharges into the river. Now, 135 years later, this same pipeline carries finished drinking water that has been treated with state-of-the-art processes to the center of a thriving metropolis. The water main was constructed of robust thick-walled sand-cast iron that has generally fared well over its years of service. However, in December 2022, a sudden water main break in this water main that dropped system pressure across the city, triggered a precautionary boil water advisory, and caused localized flooding brought to light that the structural integrity this water main may be compromised. Sand-cast iron is subject to selective leaching of iron (graphitic corrosion) which is difficult to assess because, although no dimensional changes occur, the cast iron loses its strength and metallic properties.

Structural lining is a cost-effective strategy utilizing the existing main as a host pipe to restore integrity of the portion of the transmission main that is most at risk. The cost to replace the water main and restore the right-of-way is estimated to be three to four times higher than structural lining (approximately \$45 to \$55 Million vs. \$14.25 Million).

Project Timeline

Other Considerations

Absent state funding of this project, Minneapolis Water will conduct a statistical-based desktop analysis to identify shorter segments of this water main upon which to perform subsequent field investigation and testing to document pipeline condition assessment. A potential cause of failure, selective leaching of iron (or graphitic corrosion), is difficult to assess because no dimensional changes occur in the pipe wall. This assessment will take multiple years to generate a prioritized list of shorter segments for rehabilitation projects to be delivered piecemeal over multiple years. State funding will allow a near-term, comprehensive renewal of the most vulnerable length of this critical transmission main.

Impact on State Operating Subsidies

Who will own the facility?

City of Minneapolis

Who will operate the facility?

City of Minneapolis

Who will use or occupy the facility?

Public Purpose

The adequate supply of drinking water with sufficient pressure and volume for fire suppression is essential to the inhabitability of all buildings in downtown Minneapolis. This water main is critical infrastructure that supports the viability of the residents, businesses, and government services in the heart of the city.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Structural Renewal of 36-inch Water Main

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$13,018	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$3,669	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$16,687	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$15	\$0	\$0
Design Fees	\$0	\$35	\$0	\$0
Project Management	\$0	\$350	\$0	\$0
Construction	\$0	\$13,854	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,433	\$0	\$0
TOTAL	\$0	\$16,687	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

Bossen Terrace Sanitary Sewer Reconstruction

AT A GLANCE

2024 Request Amount: \$3,900

Priority Ranking: 3

Project Summary: The Bossen Terrace Sanitary Sewer project will address critical infrastructure improvements of the Wenonah Neighborhood to replace 4,200 feet of sanitary sewer and 2,500 feet of storm sewer. The 60" deteriorating storm pipe conveys stormwater flows from Bossen park, roadways and Metropolitan Airport Commission properties. If the storm sewer fails, then there would be major flooding in that drainage area impacting the airport and Hwy 62 along with raw sewage in basements, roadways & water bodies.

Project Description

The storm sewer main relocation services approximately 76 acres and the sanitary sewer main system and services approximately 120 single family properties and 35 multi-family and apartment properties.

This project will implement a new alignment for the sanitary sewer to improve the overall flow of the system and reduce the frequency of required system cleaning. Currently, both the existing sewer and storm main show significant deterioration, with various structural defects resulting in higher operational costs. The proposed alignment has four main benefits:

- it will substantially decrease the need for regular maintenance, that currently strain resources.
- it will eliminate mainline that currently exists on private property by moving it to City right-of-way.
- reconstructing the system will provide the ability to increase the slope of the entire system, enabling a self-cleaning process for the sewer main and reducing the frequency of necessary maintenance in the area.
- finally, the new alignment will eliminate the need to remove many existing mature trees that are located above the portions of the mainline that are in need of replacement.

The existing sanitary system weaves through the neighborhood and presents challenges for accessing and cleaning the system. Part of the system is isolated from the other and needs to cross through private property to connect with the other. Another portion of the sanitary system is situated beneath the sidewalk on both sides of the street, which increases the amount of infrastructure to maintain along with shortening its lifespan due to the boulevard trees' root-system damaging the pipes causing them to fail prematurely. Relocation of the public sanitary mainline pipe will allow the City to perform construction and maintenance activities with no impact to private properties such as the demolition of private infrastructure located within City easements, the removal of mature trees along the boulevard, and accessing public sanitary pipe on private property with City equipment.

In conjunction with the realignment of the sanitary sewer, the City intends to adjust the alignment of

the 60" storm main along Bossen Terrace. Currently, the storm main's alignment prevents the City from reducing capital and maintenance long-term costs if not completed with the sanitary sewer reconstruction. Updating the storm sewer infrastructure will allow for an improvement to the system's ability to convey the larger storm events that have become more frequent over time.

Project Rationale

The City of Minneapolis has public infrastructure that has been built over the last 140 years. 80% of the City's sanitary sewer system is 80 years or older. The standard for the lifespan of a sanitary sewer pipe in the City of Minneapolis is estimated to be approximately 120 years. The City is currently completing a comprehensive review of the entire systems' functionality. Through an asset management program, Public Works is compiling an extensive data system that will help determine top priorities for replacement or rehabilitation in order to provide residents some of the basic services that they expect to receive while living in Minneapolis.

This project was identified early on in the review of the system due to various factors including historical pipe failures, on-going high maintenance costs, and equitable service to residents in this area. Project limits were formed by determining the extent of the system that needs to be reconstructed in order to reduce the amount of sanitary sewer built while still capturing many of the failed segments that create high operating costs. The use of state funding will assist in minimizing rate increases to residents along with maintaining a two-year construction project schedule that impacts the residents daily lives.

Project Timeline

Design & Engineering: 2023

Construction: 2024-2025

Other Considerations

If the storm sewer fails, there would be major flooding in that drainage area which extends beyond the project area, impacting a northern portion of the airport and quite possibly Hwy 62. In the event that the sanitary sewer were to fail there would most likely be backup of raw sewage into basements and possibly discharge onto roadways resulting in possible impacts to nearby water bodies. In both events we would most likely experience the excitement of cave-ins (sinkholes) of various sizes, resulting immediate safety issues on the impacted roadway.

Impact on State Operating Subsidies

Who will own the facility?

City of Minneapolis

Who will operate the facility?

City of Minneapolis Department of Public Works, Surface Water & Sewers Division

Who will use or occupy the facility?

The City of Minneapolis and the residents of the area. This project directly impacts 120 single family properties and 35 multi-family and apartment properties. This part of the Wenonah neighborhood

has a significant amount of rental housing. Out of the 566 renter households for which cost burden is calculated, 330 or 58.3% are cost-burdened renter households in Wenonah.

Public Purpose

Part of the core responsibility of the City is to provide basic services to residents. Included in those basic services are a functioning sanitary and storm sewer system. They provide a way to maintain the health of residents along with the environment around them. The health and well-being of the residents provide for the opportunity of a thriving city in the State of Minnesota.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Bossen Terrace Sanitary Sewer Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,900	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$4,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,800	\$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	\$7,900	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

ADA Transition – Pedestrian Access and Safety Improvements

AT A GLANCE

2024 Request Amount: \$5,000

Priority Ranking: 4

Project Summary: The Minneapolis ADA Transition Plan includes critical upgrades to improve pedestrian access and safety in the public right of way. Upgrades will improve access to businesses, parks, transit and other destinations; bring pedestrian ramps into compliance with Federal ADA & accelerate transportation equity through investments that will predominantly occur in Black, Indigenous & People of Color communities.

Project Description

The City of Minneapolis Public Works Department has been constructing pedestrian curb ramps since 1970. When initially constructed, the pedestrian curb ramps were consistent with the design criteria of that time. However, ongoing modifications to ADA criteria and guidance has resulted in a large number of pedestrian curb ramps that no longer comply with the 2010 Standards or meet best practices for curb ramp design as documented in PROWAG.

Overall, Minneapolis has jurisdiction over 17,800 ramps and has built more than 1,700 ramps since the 2012 Draft ADA Plan for Public Works was released. Additionally, more than 300 ramps have been rebuilt by private utilities and through development projects.

Intersections with pedestrian signals need to have Accessible Pedestrian Signal (APS) equipment including push buttons for accessibility. The equipment communicates information about the WALK and DON'T WALK status at signalized intersections in visual and non-visual formats such as audible tones and vibrotactile surfaces. The Traffic and Parking Services Division of Public Works started updating their traffic signal inventory in 2018. This inventory will include data on APS equipment information citywide. Approximately 290 of the 820 signalized intersections citywide have APS. This includes signals owned by other agencies and operated by the City of Minneapolis.

Currently, 291 (36%) of signals in the City have APS in all four corners of the intersection and 528 either have no APS or have APS in less than all four corners of the intersection. When considering only those intersections where all legs of the intersection are under the City's jurisdiction, we have 228 intersections with either no APS or APS in less than four corners of the intersection. There are another 270 intersections with shared jurisdiction that either have no APS or APS in less than four corners of the intersection.

Project Rationale

The ADA is an unfunded federal mandate.

Enacted in 1990, the Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination on the basis of disability and mandates equal opportunity for individuals with disabilities. The City of Minneapolis is obligated to observe all requirements of Title II of the ADA in its policies, practices, services, programs and activities. Title II requires state and local governments with 50 or more employees to develop a Transition Plan to “identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs or activities to individuals with disabilities; describe in detail the methods that will be used to make the facilities accessible; and specify the schedule for taking the steps necessary to achieve compliance with this section” (28 CFR § 35.150)

Project Timeline

ADA pedestrian ramps projects are currently funded through local bond sales and are anticipated to take 20-30 years.

Other Considerations

The City of Minneapolis is strongly committed to assuring that City programs, services, information and spaces are accessible to its residents and visitors. In accordance with Title II of the ADA, the City of Minneapolis has undertaken a comprehensive evaluation of its policies, programs, and services to ensure the inclusion of people with disabilities.

In 1993, the City of Minneapolis completed and published its ADA Self-Evaluation and Transitional Plan. As part of this effort, the City conducted a physical assessment of City-owned buildings and leased spaces for compliance.

In 2012, the Public Works Department developed the Draft ADA Transition Plan for Public Works that addressed the department’s policies, programs, and infrastructure within the public right of way, including pedestrian curb ramps, sidewalks, and Accessible Pedestrian Signals (APS) at traffic signals.

In 2013, an inventory of pedestrian curb ramps in Minneapolis’ public right of way was completed.

In 2015, the Neighborhood and Community Relations (NCR) Department conducted an evaluation of policies, programs, services and activities. This evaluation identified the Director of the Neighborhood and Community Relations Department (or their designee) as the City of Minneapolis ADA Title II Coordinator. This coordinator manages ADA Title II enforcement and compliance within the City’s operations, policies and procedures. At the same time as that evaluation, the Finance and Property Services Department completed an ADA assessment of City-owned and leased buildings. This plan is called the Property Services ADA Plan.

In 2016, the NCR Department developed an ADA Action Plan, which is a comprehensive policy document designed to enhance the City of Minneapolis’ programs and services and ensure compliance with the ADA. The ADA Action Plan was approved by City Council in December 2016 and included the Finance and Property Services ADA Transition Plan.

In 2020 with an update in 2022 ADA Transition Plan for Public Works – focuses on the infrastructure within the public right of way, identifying the improvements needed to that public infrastructure, and outlining the priorities, costs, and schedule for addressing the needed improvements. All of the described Minneapolis ADA Plans are critical to comprehensive ADA compliance for City facilities, programs, services, and activities.

Impact on State Operating Subsidies

Who will own the facility?

The City of Minneapolis will own and maintain the ADA accessible upgrades.

Who will operate the facility?

The City of Minneapolis Public Works department will oversee the project construction and will continue to maintain the curb ramps.

Who will use or occupy the facility?

Funds will be used to improve pedestrian curb ramps and improve access for residents and visitors.

Public Purpose

Funds will be used to improve pedestrian curb ramps and improve access for residents and visitors. Ongoing modifications to ADA criteria and guidance has resulted in a large number of pedestrian curb ramps that no longer comply with the 2010 ADA Standards. Work to upgrade the City's infrastructure is ongoing and ideally is accelerated. Additional funding would allow for a scalable effort to systematically upgrade deficient and/or non-compliant pedestrian curb ramps to current ADA compliant ramps. These upgrades will improve access to businesses, parks, transit, and other destinations; bring pedestrian ramps in compliance with Federal ADA and accelerate transportation equity through investments that will disproportionately occur in Black, Indigenous, and People of Color (BIPOC) communities.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

ADA Transition – Pedestrian Access and Safety Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds		\$5,000	\$0	\$0
State Funds Pending				
Other State Funds		\$1,500	\$0	\$0
Non-State Funds Already Committed				
City Funds	\$0	\$20,580	\$0	\$0
Other Local Government Funds	\$0	\$2,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$29,580	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$29,580	\$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	\$29,580	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
2024 Rail Modernization Project Fairfax - Morton	1	GO	18,044	0	0	0	0	0
Total Project Requests			18,044	0	0	0	0	0
General Obligation Bonds (GO) Total			18,044	0	0	0	0	0

(\$ in thousands)

2024 Rail Modernization Project Fairfax - Morton

AT A GLANCE

2024 Request Amount: \$18,044

Priority Ranking: 1

Project Summary: Our 2024 Capital Request is for \$18.43M which will be used to fund the next vital steps in our rehabilitation process moving west on our line. We have 50 miles of track left to complete along with several bridges. This funding would be used to continue the track rehabilitation between Fairfax and Morton, rehabilitation of the Morton rail yard, continued rehabilitation of railroad bridges and to provide the local match for any additional Federal funds that we may be awarded in the future.

Project Description

Our request of 18.43 million in state funds is being requested for environmental documentation and remediation, predesign, design, and rehabilitation or replacement of bridges with new bridges or culverts between Fairfax and Morton. The track that currently lies here is from 1912 and needs to be updated in order to bring it up to a 286,000 lb. capacity and allow it to travel at 25 mph.

Project Rationale

This project is needed to bring our track up to 286,000 lb capacity, increase speed from 7-10 mile per hour to 25 miles per hour, and to insure safety of the track. If we are able to upgrade the remaining track, we are confident we will continue to see our carloads increase as they have been the last ten years, which in turn will keep fewer trucks on the Minnesota highways.

MVRRRA has completed 44 miles of track rehabilitation that has resulted in an increase in carloads from zero to over 8,700 carloads in 2022. The completed track projects have allowed 2 shippers to increase the capacity of cars plus 2 new customers have begun shipping. There are 5 new shippers between Fairfax and Echo that have started shipping with the expectation of having full loads in the future. All these shippers have invested substantial private funds into their facilities to ship additional carloads.

With the \$18.43M grant, MVRRRA will have an option to apply to the Federal government for additional Federal money. Using a 30% local match (2024 bond funds) would allow for a \$40M Federal grant. This amount of funding would allow for a complete track rehabilitation to Hanley Falls.

Project Timeline

If awarded funding, we anticipate a 2025 start date with the project going through till the end of 2026.

Other Considerations

Track condition has improved after the installation of over 110,000 crossties, 44 miles of replacement rail, and 180,000 tons of ballast but 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 Fairfax, and Class I standards between Fairfax and Hanley Falls. The MPL operating contract requires a minimum level of normal maintenance, but this will not allow for substantial improvements to the track. Their level of maintenance expenditures is determined by the level of car loadings. Currently they are replacing about 4,000 crossties per year and several miles of track surfacing. Rail condition is a concern. Generally, rail under 110# is not capable of handling 286,000# loads. Replacing rail with a minimum size of 115# rail should be a top priority. In conjunction with any rail replacement, turnouts, road crossings, ballast, and track surfacing will need to be completed on the remaining 50 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 50 miles yet to rehabilitate, any gap in funding will impact the cost and the schedule of the continued restoration of our line. Previously we have secured funding such as:

Year	Date	Funding	Bond	Source
2002	1/28/2002	\$6,000,000.00	82799	State
2002	1/28/2002	\$1,000,000.00	82799	Federal
2003	4/15/2003	\$27,609.00	84340	State
2003	7/1/2003	\$1,987,000.00	85427	Federal FRA
2005	10/1/2005	\$2,000,000.00	89344	Federal
2007	11/26/2007	\$495,000.00	90878	Federal
2007	11/13/2007	1,000,000.00	92242	State Bond
2008	5/10/2010	\$3,000,000.00	96985	State Bond
2010	10/21/2009	\$2,500,000.00	94692	ARRA
2009	10/18/2010	\$4,000,000.00	97782	State Bond
2010	10/18/2010	\$5,000,000.00	97783	State Bond
2009	10/12/2011	\$1,950,000.00	99867	Federal
2011	01/04/2012	\$1,000,000.00	532	Federal
2015		\$282,191.00	6800	State
2015		\$938,800.00	7375	State
2015	6/15/2016	\$1,000,000.00	1003245	State
2017	09/30/2019	\$4,000,000.00	1030610	State
2018	10/30/20	\$1,000,000.00	1033020	State
2020	2020	\$10,000,000.00		State
2022	3/1/2022	\$322,145		MRSI
2022	5/1/2022	\$2,000,000.00		State Cash Bond

TOTAL \$49,502,745.00 total invested.

Impact on State Operating Subsidies

There will be no State Operating Subsidies required.

Who will own the facility?

The Minnesota Valley Regional Rail Authority

Who will operate the facility?

Minnesota Prairie Line Railroad

Who will use or occupy the facility?

Minnesota Prairie Line Railroad

Public Purpose

This project would provide a viable freight transportation corridor for all shippers in our 16 communities and 5 counties to compete globally in getting their products to market in a timely and efficient manner and to reduce truck traffic which will save on Minnesota highways and county roads. Our shipped goods are a variety of agriculturally based goods including dried potatoes, organic grain, ethanol, fertilizer, and ethanol biproducts. We have seen increasing numbers in the last few years as a result of being able to rehabilitate the rail on the east end of the track to fit the Class 2 track standards.

Description of Previous Appropriations

Year	Date	Funding	Bond	Source
2002	1/28/2002	\$6,000,000.00	82799	State
2002	1/28/2002	\$1,000,000.00	82799	Federal
2003	4/15/2003	\$27,609.00	84340	State
2003	7/1/2003	\$1,987,000.00	85427	Federal FRA
2005	10/1/2005	\$2,000,000.00	89344	Federal
2007	11/26/2007	\$495,000.00	90878	Federal
2007	11/13/2007	1,000,000.00	92242	State Bond
2008	5/10/2010	\$3,000,000.00	96985	State Bond
2010	10/21/2009	\$2,500,000.00	94692	ARRA
2009	10/18/2010	\$4,000,000.00	97782	State Bond
2010	10/18/2010	\$5,000,000.00	97783	State Bond
2009	10/12/2011	\$1,950,000.00	99867	Federal
2011	01/04/2012	\$1,000,000.00	532	Federal
2015		\$282,191.00	6800	State
2015		\$938,800.00	7375	State
2015	6/15/2016	\$1,000,000.00	1003245	State
2017	09/30/2019	\$4,000,000.00	1030610	State
2018	10/30/20	\$1,000,000.00	1033020	State
2020	2020	\$10,000,000.00		State
2022	3/1/2022	\$322,145		MRSI
2022	5/1/2022	\$2,000,000.00		State Cash Bond

TOTAL \$49,502,745.00 total invested.

Project Contact Person

McKenzie Fischer
Administrator
507-637-4004
programs@radc.org

(\$ in thousands)

2024 Rail Modernization Project Fairfax - Morton

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$18,044	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$18,044	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$287	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$15,714	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,043	\$0	\$0
TOTAL	\$0	\$18,044	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Main Improvements	1	GO	4,839	0	0	0	0	0
Total Project Requests			4,839	0	0	0	0	0
General Obligation Bonds (GO) Total			4,839	0	0	0	0	0

(\$ in thousands)

Water Main Improvements

AT A GLANCE

2024 Request Amount: \$4,839

Priority Ranking: 1

Project Summary: The City of Minnetonka Beach has approximately 10,000 Linear feet of original water main infrastructure that remains from the 1930's. This project would replace all existing pipes that have outlived the expected life expectancy and make the required repairs to the roadway to replace the water main. The total project cost is estimated to be \$4.839 Million in todays dollars.

Project Description

A total of approximately 10,000 linear feet of original water main remains in Minnetonka Beach. This water main pipe replacement project would include the remainder of the original water main pipes that were installed in the 1930's. Pipe replacements would include appropriate sizing to todays engineering standards and include additional fire hydrants for adequate fire protection. In addition to the water main infrastructure upgrades, the roadway would receive necessary patching to return it to is pre-project condition. The total estimated project costs are \$4.839 Million in todays dollars.

Project Rationale

In 1997, the City recognized the need to establish a plan to improve its aging and inadequate water distribution system and began a multi-phased approach for needed improvements. The city has taken on substantial infrastructure projects at its own expense including replacing its 1929 water tower for \$1.3M, replacing 21,000 feet of 1930s water mains for \$5.1M, and is currently in the design phase for replacing its 1958 water treatment plant with 10 pages of deficiencies note by the MN Dept of Health at a cost of \$6.6M in the next year. The city still has approximatley 10,000 feet of 1930s water main due for replacement at a cost of \$4.8M.

The population of Minnetonka Beach is very small at 230 households and no businesses and the city has taken on substantial infrastructure projects. The city is requesting state financial assistance for this water main replacement project.

Project Timeline

There is no current plan for the required infrastructure upgrades due to the significant financial burden the City and its residents have experienced with the the water system upgrades that include, water main pipe, water tower and now a water treatment plant. However, if funds were received from outside funding sources, the City is prepared to move forward with these improvements rather quickly. Design could move forward as soon as early 2024 with construction to follow later that

summer.

Other Considerations

This water main replacement project was removed from other bonded projects in the past due to cost. In addition to this future water main replacement project, the city has \$20.8 million in road and storm sewer infrastructure replacements in its near term (10 years) future adding additional financial burden to this small community. There really is no other option for these needed infrastructure improvements.

Impact on State Operating Subsidies

No future state operating dollars will be requested for this project.

Who will own the facility?

The City of the Village of Minnetonka Beach

Who will operate the facility?

The City of the Village of Minnetonka Beach

Who will use or occupy the facility?

The City of the Village of Minnetonka Beach and its residents.

Public Purpose

Improved, reliable, safe public water supply. Improve fire hydrant flows throughout the system and project areas. Potentially improve water aesthetics (rusty water). Avoid potentially serious and costly water main breaks and repairs in the aging water delivery system.

Description of Previous Appropriations

None.

Project Contact Person

Heidi Honey
City Administrator
952-471-8878
city-admin@ci.minnetonka-beach.mn.us

(\$ in thousands)

Water Main Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,839	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$4,839	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$605	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,234	\$0	\$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	\$4,839	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Opus Public Space	1	GO	15,000	0	0	0	0	0
The Marsh	2	GO	15,000	0	0	0	0	0
Total Project Requests			30,000	0	0	0	0	0
General Obligation Bonds (GO) Total			30,000	0	0	0	0	0

(\$ in thousands)

Opus Public Space

AT A GLANCE

2024 Request Amount: \$15,000

Priority Ranking: 1

Project Summary: The Opus Public Space project is intended to transform a business park into a place where office, diverse housing choice and transit coexist. The public space is intended to support existing and new residents, but also benefit the 14,000 existing workers in the area.

Project Description

The Opus Public Space Study document describes a central plaza, which would be a signature new 5.6 acre community-level park/plaza space strategically located adjacent to the Southwest LRT's Opus Station. With several converging trail loops and the platform adjacent to the north end of the park, this area is a hub of activity and serves as the front door to the Opus area for light rail users. The park would welcome visitors into Opus with monument signage, a campus map housed within a kiosk that also features flyers for upcoming events in the area, colorful pavements representing the colored trail loops, and a water feature that will draw the eye of light rail travelers and double as a splash pad for family fun. Benches along the plaza space would provide respite for travelers in the shade of strategically placed trees. During events such as farmers' markets, the water feature can be turned off and the plaza space set up with tents. Where the plaza opens to a larger paved area, a space is created to house a large art piece that could double as a play area for children. This location is placed within the line of site of the LRT platform to draw visitors into the park. The park would house a multi-purpose building that incorporates restrooms, drinking fountains, changing rooms, a community room, storage, and concessions. Because of the increased housing in the area, a dog park area would be located adjacent to the parking lot and serve as a buffer between the roadway and inner central park features.

A performing space would be located at the opposite end of the park from the LRT platform within the line of site from the platform but placed so that those seated within the amphitheater have views of the water behind the performance space. A large lawn would be located behind the amphitheater for overflow during large events. The lawn also serves as flexible space for outdoor recreation, such as pop-up volleyball and lawn games. The manicured and formal spaces start to break down into more organic, natural spaces in the southwest portion of the park. Trails would lead users through natural plantings with small nodes for picnicking, grilling, small gatherings, and educational opportunities. There would be three distinct planting areas in this part of the park, each featuring an ecoregion near Minnetonka. These include the 'St. Croix Outwash Plain and Stagnation Plain', the 'Anoka Sand Plain and Mississippi Valley Outwash', and the 'Big Woods' ecoregions. An educational/interpretive sign will be located in this area featuring the ecoregions.

During the public outreach, feedback indicated there is a strong desire for interaction with the water

in the Opus area. To address this, the park also incorporates an overlook where remoted controlled boats could be rented.

Project Rationale

The Opus area was originally developed 40 years ago. The original developer of the area had visions of more mixed use and specifically more housing in the area. Original plans for the Opus area also included alternative transportation concepts. Fast forward 40 years and now some of those ideas are turning into reality. With over 1,000 housing units just constructed or about to be constructed in conjunction with light rail, the need for a significant community level open space is integral to the transformation of this current low density office park. The housing being constructed is very diverse in that over half of the units have some type of contractually affordable rents. Additionally, existing housing in the area has naturally affordable rents or ownership product. The range of housing options is increasing the demographic diversity in this area and the city's priority is to provide the area with significant open space and meaningful recreational amenities. These spaces will serve the large employment population as well as residents in existing and new housing units.

Project Timeline

2023-2024 Detailed design, property acquisition/siting and bidding.

2024-2027 Construction of central plaza and improvement of open spaces.

Other Considerations

This public space will be a cohesive space where employees of surrounding businesses and residents of the area will continue to connect with each other in dedicated park spaces and natural open spaces. The accessibility from light rail adds a regional access component that would not otherwise be realized.

Impact on State Operating Subsidies

Who will own the facility?

The City of Minnetonka. As with other significant public spaces in the community, the city understands and is equipped to manage, maintain and activate this important space.

Who will operate the facility?

The City of Minnetonka

Who will use or occupy the facility?

· 14,845 employees from over 140 businesses. · 534 Condominium Units · 409 Townhome Units · 2,137 Apartment Units (930 of which are contractually affordable) · 2040 Comprehensive Plan: Calls for adding 1,378 housing units, and 4,183 jobs by 2040

Public Purpose

Create open space and park access to a diverse demographic mix of residents and a major regional employment center.

Description of Previous Appropriations

2023 - \$750,000 for planning/design/acquisition

Project Contact Person

Julie Wischnack, AICP

Community Development Director

952-939-8282

jwischnack@minnetonkamn.gov

(\$ in thousands)

Opus Public Space

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$750	\$15,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$750	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$15,000	\$0	\$0
TOTAL	\$1,500	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$1,500	\$3,500	\$0	\$0
Predesign Fees	\$0	\$1,500	\$0	\$0
Design Fees	\$0	\$3,000	\$0	\$0
Project Management	\$0	\$3,000	\$0	\$0
Construction	\$0	\$13,544	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$30	\$0	\$0
Occupancy Costs	\$0	\$150	\$0	\$0
Inflationary Adjustment	\$0	\$5,276	\$0	\$0
TOTAL	\$1,500	\$30,000	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

The Marsh

AT A GLANCE

2024 Request Amount: \$15,000

Priority Ranking: 2

Project Summary: The City of Minnetonka is known for its preservation of natural spaces and its commitment to preserving its community assets. The city acquired a community and regional asset -"The Marsh" property earlier this year. The building and significant open space on the property needs improvements and enhancements to further its regional and local significance.

Project Description

As property owners of The Marsh, it is understood that the natural environment that the property abuts is vast, impressive and provides critical connections to a variety of local and regional amenities. The city has had a long term commitment to preserving properties along the Upper Minnehaha Creek Corridor and its connected wetland system. In fact, the city owns approximately 80% of the creek corridor which was a result of past city leaders who were forward thinking and understood the importance of this natural complex to the community's vision and securing its future as a conservation community. The Marsh property further bolsters that commitment and long term preservation ideals.

There are a number of ideas that would support the vision of preservation:

- **Nature Center.** Establish a more consistent space to house a nature center. The city has so many programs that involve natural environment topics. The setting in which additional opportunities to create educational landscapes, pilot projects and gathering spaces is very needed in the community.
- **Cultural Center.** Create interpretative information center and recognition of Minnetonka's indigenous past. All along the areas of Lake Minnetonka and Minnehaha Creek, there is a not a significant cultural center celebrating the original inhabitants of this area. Minnetonka would like to be a leader in this area.
- **Building Preservation.** Preservation of the building and elevating the original vision for the building is something the city will strive to accomplish. The building will need investment and improvements. The city is familiar with the building needs and is equipped to address the issues.

Rehabilitation/Reuse

- **Recreational Use.** The city currently operates the Williston Center, 1/4 mile from The Marsh site. The center serves residents with exercise classes, pool space, workout equipment and tennis courts.

The city conducted a needs assessment in 2019 and additional pool space was noted as a major issue for the community. Acquisition of this site would allow for additional pool space. It is possible that expanded programming for Williston members would occur at The Marsh building.

- Community Space. The city is in need of additional offices, meeting spaces and senior services programming. The city's community center and meeting spaces are regularly booked and often oversubscribed. Expansion of the existing community center is not physically possible. A nearby, well connected building to the city's existing building infrastructure would allow for this community space to expand without the challenge of new construction.

Project Rationale

The city acknowledges its role in being a leader in preservation of its environment and continuing a legacy of regionally significant gathering spaces. The city understands that 2.4 million visitors come to Minnetonka every month (this excludes employees who work in the city and residents who live in the city). These visitors come for commerce, recreation and business purposes. The city is committed to elevating these visitor experiences in an effort to remain vital by reinvesting its resources. However, it is difficult to provide services and amenities with only local property taxes paying for visitors well in excess of the city's 54,000 in population.

Project Timeline

The city completed a Facility Assessment on the The Marsh and identified improvements necessary to move the property into the future, and keep vitality in the community. A full renovation of the facility to meet the needs of new programs and alternative uses, is necessary. The improvements would include interior construction with ADA accessibility upgrades, new energy efficient mechanical systems and integrated controls, electrical, HVAC, plumbing, and safety design for users of the facility. Exterior improvements would include insulation and roof replacement for energy savings, structural repairs including solar considerations, electric vehicle charging additions and site improvements including native and tree canopy plantings for climate considerations as well as wetland and creek area restorations to protect and enhance the environment.

Design of these items would potentially begin in 2024 or early 2025 followed by bidding in the summer of 2025. Construction would be planned to begin in 2025 and be completed in 2026.

Other Considerations

Impact on State Operating Subsidies

NA

Who will own the facility?

The City of Minnetonka. The city is known for its ability to construct, maintain and activate public spaces.

Who will operate the facility?

The City of Minnetonka. The city owns numerous large public buildings and facilities. The city understands the needs of a building and property and has a long track record of appropriately caring

and maintaining its public assets.

Who will use or occupy the facility?

Because this is a public building and property the description is about the groups that may use the facility:

Residents - 54,700 in population Area Employees - 46,000 jobs Regional Trail Users (just north of Minnetonka LRT trail) Regional Visitors (2.5 Million Visits to Minnetonka per Month)

Public Purpose

This building and property is intended to remain in public ownership. The ownership indicates the property and building area accessible to the public to use, recreate, meet, refresh and connect with nature.

Description of Previous Appropriations

NA

Project Contact Person

Kelly O'Dea
Recreation Director
952-939-8360
kodea@minnetonkamn.gov

(\$ in thousands)

The Marsh

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$15,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$15,000	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$4,275	\$0	\$0
Predesign Fees	\$0	\$1,250	\$0	\$0
Design Fees	\$0	\$2,500	\$0	\$0
Project Management	\$0	\$2,500	\$0	\$0
Construction	\$0	\$17,148	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,327	\$0	\$0
TOTAL	\$0	\$30,000	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Minnetrissa Water Supply and Treatment Project	1	GO	18,423	0	0	0	0	0
Total Project Requests			18,423	0	0	0	0	0
General Obligation Bonds (GO) Total			18,423	0	0	0	0	0

Minnetrista Water Supply and Treatment Project

AT A GLANCE

2024 Request Amount: \$18,423

Priority Ranking: 1

Project Summary: The Minnetrista Water Supply and Treatment Project consists the installation of two new municipal wells, a water treatment facility capable of treating up to 1,500 gallons per minute, and required distribution system lines to deliver this treated water to Minnetrista residents. Treatment is required in our City due to levels of manganese and iron that exceed safe drinking water levels.

Project Description

This project consists of three project areas; supply, treatment, and distribution. Those project areas are described below:

Supply – Construct New Wells 8 & 9 - Based on the cost comparison of the options, the City would like to construct two new wells (Wells 8 & 9) to add capacity to the South system. One of which would be a new Mt. Simon well to replace Well No. 4 and the other would be a Tunnel City-Wonewoc well.

Treatment – Construct South WTP No. 2 – Based on the cost comparison of the options, the City would like to construct a new treatment plant to treat Wells 8 & 9.

Distribution – Watermain for New South WTP No. 2 – The City would like to construct a new trunk distribution watermain to deliver treated water into the existing water distribution system from the new South WTP No. 2.

Project Rationale

As determined in the Water Supply and Treatment Expansion Study for the South Water System completed in September 2021, the South System will require two additional wells by 2024. Since the available aquifers in Minnetrista are limited and will likely produce similar elevated levels of iron and manganese in both of the wells, treatment will be required. Because both wells will be treated at the same WTP, the City intends to construct two new wells at roughly the same time. As stated above, the City’s Well No. 4 has poor water quality with high levels of iron, manganese, and suspended solids. As a result, the well is only used on a reserve or emergency basis. The City has been discussing its water appropriation permit with the MN Department of Natural Resources (DNR), and the DNR will allow the City to replace its existing Well No. 4 with a new Mt. Simon well and drill a new Tunnel City-Wonewoc well. In other words, one of the new Wells 8 and 9 will be a Mt. Simon well, and the other will be a Tunnel City-Wonewoc well. There is some discussion about the existing Well No. 4 converting to a DNR observation well at the completion of constructing the new Mt. Simon well. The City is in the process of siting these two wells.

The City already treats the raw water from four of its wells at two gravity filtration WTPs which remove iron and manganese. EPA’s Secondary Drinking Water Standards identify iron and manganese

as having technical (staining) and aesthetic (taste, color) effects. Iron and manganese that precipitates in the distribution system requires more frequent flushing and maintenance. In addition, MDH has established health-based guidance values for manganese to safeguard against health effects on memory, attention, motor skills, and infant development. Similar water quality and treatment requirements are expected for future wells. Therefore, it is planned to treat the raw water from new Wells 8 and 9 at a new South WTP No. 2.

Project Timeline

The Minnetrista Water Supply and Treatment Project will start in the Fall of 2023 with design and well siting. Most of the construction work is planning to occur in Q1 of 2024 and be completed by summer of 2025.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Minnetrista will own the project.

Who will operate the facility?

The City of Minnetrista will operate the project.

Who will use or occupy the facility?

The City of Minnetrista will use and occupy the project.

Public Purpose

The Minnetrista Water Supply and Treatment Project will provide clean drinking water to it's residents, businesses, and visitors now, and into the future.

Description of Previous Appropriations

The City of Minnetrista has not received any previous State appropriations.

Project Contact Person

Jasper Kruggel
City Administrator
952-241-2611
jkruggel@ci.minnetrista.mn.us

(\$ in thousands)

Minnetrista Water Supply and Treatment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$18,423	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$18,423	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$2,403	\$0	\$0
Construction	\$0	\$16,020	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$18,423	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Public Works Facility	1	GO	16,000	0	0	0	0	0
Total Project Requests			16,000	0	0	0	0	0
General Obligation Bonds (GO) Total			16,000	0	0	0	0	0

Public Works Facility

AT A GLANCE

2024 Request Amount:	\$16,000
Priority Ranking:	1
Project Summary:	\$16 million in State funds requested to build a new public works facility for the City of Monticello.

Project Description

The City of Monticello is requesting funding for the construction of a public works facility. The city first completed a building study in 2007, but economic factors and lack of available land stalled the project. An updated feasibility study was completed in 2019 that identified two potential locations. After review, the city purchased land for the new facility in 2021. However, costs have risen substantially in the past couple of years, and with a current estimated cost of \$38,000,000, the construction of a public works facility is now extremely difficult to fund for a community of 15,000 residents. The city will provide more than a 50% match for this project from the sale of locally funded bonds. A study was completed in 2022 to confirm that a new public works facility is preferable to renovating the current facility when factoring in future projections of development in the city. This study showed a cost in excess of \$3,000,000 was needed simply to bring the building up to code; this does not address the lack of space and working areas for the number of staff, pieces of equipment, and storage area that are needed today, much less what will be needed over the next 30 or more years.

Project Rationale

The current facility is not sufficient to support operations of the city's public works departments, especially when factoring in projected development. Staff are officing out of inefficient and inappropriate areas, including an attic and offices separated by incomplete walls. Ventilating in the shop area is substandard and basic functions, such as drainage of water in the vehicle storage area, are not working properly. The vehicle maintenance area doesn't have modern equipment such as overhead cranes, dedicated welding areas, etc. to help ensure employee safety while maintaining the city's equipment. The existing facility both within the building and on the site, is lacking which requires inefficient storage of machinery and equipment in various locations throughout the city.

Project Timeline

- Pre-Design - Complete
- Architectural & Design Engineering - Currently in process
- Construction Award - July 2024
- Construction - August 2024-November 2025
- Project Complete - November 2025

Other Considerations

With health and safety being a top priority for our residents, the ability to repair and maintain the streets and infrastructure in the city is very important. To ensure that we are providing a quality community for our residents and a safe workplace for our employees, the city needs to construct a new public works facility. To locally fund 100% of this facility at a cost of \$38 million dollars, it would require significant tax levy increases that would be too burdensome on many of our citizens. The average income for the city is below the state average at \$73,000.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Monticello will own the completed project.

Who will operate the facility?

The City of Monticello will operate the public works facility.

Who will use or occupy the facility?

The City of Monticello will occupy the project. The project would serve the City's residents and visitors.

Public Purpose

Providing safe and accessible streets is a core function of local government. This facility will also house staff for the municipal water and sewer department, serve as an elections precinct and include space for secure information technology infrastructure, all of which will serve, or support services provided to, the public.

Description of Previous Appropriations

N/A

Project Contact Person

Sarah Rathlisberger
Finance Director
763-271-3201
sarah.rathlisberger@ci.monticello.mn.us

(\$ in thousands)

Public Works Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$16,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$4,125	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$22,542	\$0	\$0
TOTAL	\$4,125	\$38,542	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$3,037	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,088	\$1,912	\$0	\$0
Project Management	\$0	\$3,000	\$0	\$0
Construction	\$0	\$30,500	\$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	\$3,130	\$0	\$0
TOTAL	\$4,125	\$38,542	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Moorhead Flood Mitigation Improvements - Continuation	1	GO	14,715	0	0	0	0	0
Moorhead Cultural Mall	2	GO	5,000	0	0	0	0	0
Total Project Requests			19,715	0	0	0	0	0
General Obligation Bonds (GO) Total			19,715	0	0	0	0	0

City of Moorhead Flood Mitigation Improvements - Continuation

AT A GLANCE

2024 Request Amount:	\$14,715
Priority Ranking:	1
Project Summary:	\$14.715 million is requested to design and construct flood mitigation infrastructure and to acquire at-risk flood-prone property in the City of Moorhead to achieve resiliency related to severe flood events.

Project Description

The City is requesting State funding through the Department of Natural Resources (DNR) Flood Damage Reduction (FDR) Grant Program. The proposed project consists of the two remaining elements of Moorhead's Comprehensive Flood Mitigation Plan; remaining work has a total estimated cost of \$14.715 million. These projects are a continuation of a very successful program initiated after the 2009 flood of record (40.84 feet river stage crest) that, to date, includes 276 voluntary property acquisitions, 12.7 miles of levees/floodwalls, 79 stormwater gates, 19 stormwater pumping stations, and 5 sanitary sewer pump station improvements. A total of approximately \$112.9 million has been invested in flood mitigation improvements in the City (see Description of Previous Appropriations section for more detail) and an additional \$11.0 million appropriated in 2023 will be let for bids in late 2023 or early 2024. State grant funding is requested to complete the remaining work described in more detail below.

- *Flood Control Lift Station Improvements*. Convert tractor-driven pumps to permanent electrical power for automatic operation and upgrade existing gate structures to pump stations for enhanced resilience. (\$12.451 million)
- *Riverview Circle Project & 40th Ave S Road Raise*. Acquire one residential property along Riverview Circle South and construct a levee segment to close a gap in the existing levee system. A road raise is also needed at 40 Ave S to “tie-in” the system at an elevation that satisfies minimum freeboard requirements. (\$2.264 million)

Project Rationale

Flooding poses a significant and increasing risk of damage to infrastructure and property in the City with 7 of the top 10 floods occurring in the last 30 years, including the flood of record in 2009. The proposed infrastructure projects and property acquisitions are a continuation of work to provide flood protection and mitigation for public infrastructure, property owners, and businesses within the City. While significant, measurable progress has been made toward flood control in Moorhead, all Moorhead neighborhoods need adequate protection. These remaining projects will provide that security.

The proposed projects and property acquisitions are integral to the larger \$2.75B Fargo-Moorhead

Metropolitan Area Flood Risk Management (FM Diversion) Project. State and local investments are credited toward the Minnesota share of the FM Diversion Project cost. The Diversion Project is under construction and planned to be operational in 2027.

As noted in the DNR request for this program, studies have shown that every \$1 spent on flood mitigation avoids \$7 in future damages.

Project Timeline

Flood Control Lift Station Improvements

- Complete final design: August 2024
- Award bid: January 2025
- Start construction: May 2025
- Construction complete: September 2026

Riverview Circle Project & 40th Ave S Road Raise

- Acquire property: August 2024
- Complete final design: August 2024
- Award bid: January 2025
- Start construction: May 2025
- Construction complete: September 2026

Other Considerations

None

Impact on State Operating Subsidies

The project will not result in an impact on State Operating Subsidies.

Who will own the facility?

City of Moorhead

Who will operate the facility?

City of Moorhead

Who will use or occupy the facility?

The City will operate and maintain the projects to provide benefit to the public.

Public Purpose

The project will provide flood mitigation and protection to public infrastructure, property owners, institutions, and businesses within the City of Moorhead, reducing the economic cost of emergency measures and disaster recovery, keeping Moorhead in business during flood events.

Description of Previous Appropriations

To date, a total of approximately \$112.9 million has been invested in flood mitigation improvements in the City including approximately \$83.2 million in State FDR grant funds. The City has committed

and expended the statutory local match of \$14.6 million and provided and expended an additional over-match of \$14.8 million. Approximately \$0.3 million has been provided from Federal and other sources.

A 2023 state appropriation of \$11.0 million will be implemented in late 2023 or early 2024.

Project Contact Person

Dan Mahli
City Manager
218-299-5314
dan.mahli@cityofmoorhead.com

(\$ in thousands)

City of Moorhead Flood Mitigation Improvements - Continuation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$14,715	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$14,715	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,715	\$0	\$0
TOTAL	\$0	\$14,715	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Moorhead Cultural Mall

AT A GLANCE

2024 Request Amount: \$5,000

Priority Ranking: 2

Project Summary: The Moorhead Cultural Mall project is requesting \$5,000,000 in state bonding to construct, furnish, and equip and/or renovate a building that will house a cultural mall in Moorhead that will serve the region and specifically the Minnesota East African community and promote economic growth, small business, jobs, tourism, cultural diversity, and social cohesion.

Project Description

The Moorhead Cultural Mall project aims to transform an existing 60,000 sq ft building in Moorhead into a vibrant cultural hub, showcasing the rich heritage and traditions of the East African community and promoting economic growth, cultural diversity, and social cohesion within the city. The project involves the purchase, renovation and reconstruction of the building to accommodate a variety of uses, including retail spaces, food vendors, cultural exhibits, community gathering spaces, and offices for support services. The City of Moorhead would own the building and property as required by bonding restrictions, and the facility would be operated by the Immigrant Development Center.

Project Scope:

- Acquisition of a 60,000 sq ft building in the city of Moorhead
- Complete purchase, renovation and reconstruction of the building to create a cultural mall
- Development of retail spaces for local entrepreneurs and businesses
- Creation of food vendor spaces showcasing East African cuisine
- Establishment of cultural exhibits and community gathering spaces
- Provision of offices for support services and community organizations

Total Project Cost: \$12,000,000

Funding Amount Requested: \$5,000,000 (from state bonding)

Key Funding Sources: New market tax credit financing

Total Square Footage: 60,000 sq ft

Current Facilities: 60,000 sq ft (to be renovated)

Renovation Square Footage: 60,000 sq ft (entire building)

The Moorhead Cultural Mall project will serve as a cornerstone for economic development, cultural enrichment, and community engagement in Moorhead, benefiting not only the BIPOC community but also the broader Moorhead population. With the support of state bonding, private donations, and grants, this project has the potential to transform the city's cultural landscape and contribute to its

long-term prosperity.

Project Rationale

The Moorhead Cultural Mall project is needed to empower immigrant entrepreneurs, address racial disparities, enrich the cultural landscape of Moorhead, promote social cohesion, and support marginalized communities. The requested funding will enable the realization of these goals and contribute to a more prosperous, inclusive, and harmonious city.

The Cultural Mall will primarily be a dynamic convergence point and economic hub that celebrates and amplifies the diverse cultural tapestry of Moorhead's East African community. Located centrally, it will serve as a bustling commercial marketplace and a vibrant platform for social interactions and the exchange of ideas.

This mall will be more than a shared facility with collective marketing; it will be a place where entrepreneurs, customers, and people from diverse backgrounds feel welcome. It will also allow businesses to introduce customers to a world of unique flavors through a variety of imported goods and prepared foods.

Beyond providing a retail platform, the Moorhead Cultural Mall will also be committed to the growth of these businesses. The IDC and Mall management will offer a suite of support services, including business counseling and other essential resources, empowering entrepreneurs to become self-sufficient and thrive in this community.

The Cultural Mall will also house a museum that preserves and showcases the community's shared memories, struggles, and successes. This will serve as an exhibition space and a platform for diverse voices, thereby fostering a greater sense of community and belonging.

Our goal is to make the Moorhead Cultural Mall an inclusive and supportive marketplace, a melting pot of cultures, and a beacon of communal interaction and growth.

Project Timeline

The project is working on multiple fronts. While securing funding for the Cultural mall project, the IDC is also continuing to plan, conduct a market study and survey the population to improve and strengthen the community's involvement while continuing to refine and define the project details and further planning and resource needs.

Description - 2023-24

- Securing Funding & Approvals: 3-6 months
- Obtain state bonding, grants, private donations, loans, and local authority permits and approvals
- Project property acquisition: 1-2 months
- Purchase the 60,000 sq ft building in Moorhead

- Pre-Design Phase: 2-5 months - summer and fall 2023
- Preliminary planning, feasibility studies, site analysis, initial consultations with architects & engineers
- design phase: 6-9 months
- Develop detailed architectural & engineering designs, obtain permits, and engage in community consultations
- Project Management & Bidding: 2-3 months
- Hire project manager, solicit bids from contractors, and select suitable ones for the project

- Renovation & reconstruction phase: 12-18 months (beginning sometime in 2024)
- Demolition, site preparation, renovations, installations, and finishes
- Occupancy & Opening: 2-3 months
- Install furniture, train staff, obtain occupancy permits, and plan a grand opening event
- Moorhead Cultural Mall Grand Opening: sometime in late 2024 or early 2025
- Ongoing Operations & Management: indefinite
- Manage daily operations, engage with the community, and ensure the facility remains relevant and beneficial

Other Considerations

Established by the Immigrant Development Center (IDC), the Moorhead Cultural Mall will be a center piece of the East African community in the Moorhead/Fargo metropolitan area and a top international commercial and cultural heritage tourism destination for the City of Moorhead and the Northwest Minnesota region. It will have a strong multicultural and diverse theme and core, where its customers will appreciate a place of community and pride. The mall will robustly contribute to the city and region's economic vitality and growth. This sustainable non-profit entrepreneurial venture will employ local construction companies to build and will lead to sustainable job creation and business ventures. A minimum of 57 new full-time jobs and 16 businesses will be created in phases with the first phase including six unique retail businesses, two ethnic restaurants, a coffee café, and a grocer. As a non-profit, the market will offer affordable rents, smaller retail spaces, and shorter term leases than mainstream market realty.

About the consumer marketplace

To ensure the Moorhead Cultural Mall project is both strategic and impactful, a comprehensive market analysis is paramount. The IDC and its consultants will complete this comprehensive study over the summer of 2023. The analysis will identify the specific gaps or needs in the Moorhead and wider FM metro area that the Cultural Mall aims to address, as well as forecast its potential impact. The Immigrant Development Center (IDC) has already conducted preliminary surveys to guide this process. However, in the pursuit of thoroughness and accuracy, we are now engaging the expertise of PACE Fundraising. PACE Fundraising will carry out an exhaustive market analysis, bringing their specialist knowledge and experience to bear on this crucial aspect of the project proposal. This comprehensive analysis will ensure the Moorhead Cultural Mall project is not only viable but also beneficial to the communities it aims to serve.

The consumer market for the goods and services to be available at the Mall can be described in three segments. They are described below.

1. Customers who currently travel to the Minneapolis metro area for goods/services

The Moorhead Cultural Mall will enhance the vibrant economy by creating an opportunity to capture more of the money leaving the local market for goods and services currently unavailable in Fargo-Moorhead. At present time, people who need specialty goods are driving long distances to have their needs met, as far as Minneapolis. The Mall will allow those individuals to purchase their goods locally.

The Marketing Study from the U of Mary also revealed that 47% of the general population respondents have traveled outside of the Fargo-Moorhead area one or more times in the past year to visit an ethnic restaurant. High percentages were also recorded for entertainment and clothing. A few years ago, the IDC hosted a series of listening sessions with the local refugee community. The Summer Series confirmed what was already suggested, that many refugees and the American populace either travel or support home-based businesses for basic goods and services such as calling cards, soaps, medicines, clothing and textiles, hair care, music, movies, and food. The U of Mary

marketing study further solidified these results. The survey was broken down into two subgroups, “general community” and the “ethnic, non-white population”. Both populations wish to see restaurants, entertainment, clothing, jewelry, crafts, groceries, home décor, music, and books. In addition, the ethnic population would also like to see art, personal care, and kosher products.

The U of Mary marketing study general population surveys indicated that the majority of money spent outside of the Fargo-Moorhead area was on food and entertainment items or events. The majority of the “ethnic, non-white population” money spent was on food and groceries. When shopping outside of the Fargo- Moorhead community for ethnic products and services, 79% of the “general community” population survey respondents indicated that on an annual basis they spent \$1-\$100, 16% spent \$101-\$300, and the remaining 22% indicated spending \$301-\$1000 annually.

2. Customers and families whose needs are being met in the informal local economy

In addition to traveling outside of the metro area, many consumers and families seeking authentic international goods and services are utilizing an informal network of local home-based businesses. These home-based businesses exist because many entrepreneurs either cannot afford the high cost of opening a business and/or they feel that they have inadequate knowledge or support to open a more formal business space. This “informal” local economy can be difficult to navigate for customers and fails to maximize the market potential for the business owners. Moving these entrepreneurs into the mainstream will make it easier for people to find the goods and services they need locally. Typically unfamiliar or uncomfortable with the network of home-based entrepreneurs, customers who are interested in imported foods and services would now have the opportunity to buy from local businesses as a result of the Moorhead Cultural Mall.

3. Customers interested in unique goods and services and an authentic shopping environment

The U of Mary study further defined four target markets: 1) ethnic population, 2) tourists, 3) community at large or 93% non-ethnic population of the Fargo-Moorhead area, and 4) repeat business captured through the use of one-stop vendors and an anchor restaurant. The fast growth of the immigrant population in the Fargo-Moorhead area has increased the demand for the unique goods and services that the Moorhead Cultural Mall is trying to attract, grow, and advance. Being aware of the growing ethnic population and taking steps to market to this segment can increase potential profits and increase community stability. From the U of Mary study we know that the Moorhead ethnic population was 7.9% and Fargo’s was 5.8% in 2012. Combined, that is approximately a 6.9% ethnic population for the Fargo-Moorhead area. Clearly the immigrant and specifically the East African community and number of Moorhead residents has increased since the U of Mary study was conducted. With this important market to capture, the Moorhead Cultural Mall will supply products and services that this population cannot currently find in the area. It is also important to provide for the needs of refugees and immigrants so they can gain a sense of belonging in the community, as well as representation allowing for greater contributions and leadership development.

The critical market segment that will have the most significant impact on the success at the Moorhead Cultural Mall is the 93% non-ethnic community at large. The great number of potential customers gives this population great buying power. Therefore, it will be extremely important to market to this population with door prizes, samples of different ethnic foods, and promotional items. As the market becomes established, cooking classes will garner great interest in the public. New cultural experiences will be supported through different ethnic days featuring culture, dance, and art. As one of the largest metropolitan areas between Minneapolis and Seattle, it will be important to capture the tourism customer base that is interested in unique international experiences. As entrepreneurial activity has continued to expand, the Fargo-Moorhead area has transformed into a

thriving tourist scene. The market will serve as an additional incentive for visitors to continue to come to this community.

Lastly, the Moorhead Cultural Mall will need to ensure repeat business. If service is good and the experience is authentic, people will continue to come. A changing scene will help with new and exciting offerings to attract repeat business as well as having an anchor restaurant. Most repeat customers will likely be the main target group of refugees and immigrants as the market is meant to be a community gathering place where people from all a variety of countries will feel welcome and at home.

Customer Survey

Market potential is based on consumers' willingness to purchase a particular product or service. A survey was conducted, which indicated the likelihood of individuals shopping at the International Market Plaza may be as frequent as once a month, spending \$25-50 per visit.

The U of Mary marketing study also gained insight into products and services the Fargo-Moorhead community would support in a market with international goods. The survey was broken down into two subgroups, "general community" and the "ethnic, non- white population". Both populations wish to see restaurants, entertainment, clothing, jewelry, crafts, groceries, home de'cor, music, and books. In addition, the ethnic population would also like to see art, personal care, and kosher products. The top five vendor/business types receiving the most interest were fresh vegetables and coffee, flowers, dry tea, and antiques. Other vendor/business types receiving interest were in areas of Native American and African arts and crafts, cultural music, books, and natural skin care products. Further, the types of restaurants of most interest include Mexican, Greek, Japanese, Thai, Indian, Native American, Vietnamese, Middle Easter, and Russian. Most of the respondents lived in or within 45 miles of the Fargo-Moorhead area, 55% were female and 40% were male.

Americans want a warm place where they can learn and experience new things. They want to escape from the mundane, everyday things and see something different. Offering many opportunities to celebrate culture, diversity, and awareness of the market will bring people back to encounter new experiences. Customers may be reluctant to pay full price to try new foods, therefore, it will be important to give samples to entice customers. Ethnic cooking classes have been popular in Fargo-Moorhead. Currently, several are offered through community education in Moorhead. Based on this trend, offering cooking classes will be welcomed by the general public and will further interest in new ethnic cuisine. Other ideas to consider are cultural exhibits, ethnic dance and classes, and arts and crafts classes.

Impact on State Operating Subsidies

This project would not impact State Operating Subsidies

Who will own the facility?

The current business plan envisions the City of Moorhead owning the building and either leasing it to the Immigrant Development Center or contracting with the IDC to oversee the renovation, reconstruction and implementation to final operations status. The IDC could operate and manage the Cultural mall under a contractual relationship. The DCS and its partners have begun conversations with the City of Moorhead and will continue to determine what ownership arrangement/relationship makes the most sense for the city and the success of the project.

Who will operate the facility?

The Immigrant Development Center (IDC), a 501C non-profit organization. Established in 2008, the IDC has been a pillar of the East African community in the Moorhead region. The IDC has helped hundreds of new Minnesotans and their families establish sustainable lives through economic and community development, education and training as well as business and economic promotion. One of IDC's mission is to create strong partnerships, while generating micro-business development to benefit both neighborhood and community development. The IDC has created the Moorhead Cultural Mall project and vision and the IDC will be the best partner to manage and operate the Moorhead Cultural Mall.

Who will use or occupy the facility?

The Moorhead Cultural Mall facility will be used and occupied by a diverse range of individuals and groups within the Moorhead community, including: BIPOC communities, NEW Americans and the Refugee population, local entrepreneurs and small businesses, residents of Moorhead and Tourists from outside the Moorhead-Fargo region. This mall will be more than a shared facility with collective marketing; it will be a place where entrepreneurs, customers, and people from diverse backgrounds feel welcome. It will also allow businesses to introduce customers to a world of unique flavors through a variety of imported goods and prepared foods.

The Moorhead Cultural Mall will also be committed to the growth of these businesses. The IDC and Mall management will offer a suite of support services, including business counseling and other essential resources, empowering entrepreneurs to become self-sufficient and thrive in this community.

Public Purpose

The public purpose of the Moorhead Cultural Mall facility is to create a space that fosters economic development through business cultivation, cultural enrichment, and social cohesion while addressing racial disparities and supporting underserved communities within the Moorhead area.

The Cultural Mall will primarily be a dynamic convergence point and economic hub that celebrates and amplifies the diverse cultural tapestry of Moorhead's East African community. Located centrally, it will serve as a bustling commercial marketplace and a vibrant platform for social interactions and the exchange of ideas.

Description of Previous Appropriations

Not applicable

Project Contact Person

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(\$ in thousands)

Moorhead Cultural Mall

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,576	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$424	\$0	\$0
TOTAL	\$0	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Moose Lake Inflow & Infiltration Reduction Project	1	GO	1,500	0	0	0	0	0
Total Project Requests			1,500	0	0	0	0	0
General Obligation Bonds (GO) Total			1,500	0	0	0	0	0

Moose Lake Inflow & Infiltration Reduction Project

AT A GLANCE

2024 Request Amount: \$1,500

Priority Ranking: 1

Project Summary: The City of Moose Lake desires to increase development opportunities within the City that can lead to job creation, increased tax base, and provide housing opportunities. The City owns their own wastewater treatment ponds which are currently operating at 93% of design capacity. Operating the pond at this capacity is limiting growth and development in the City of Moose Lake. The City is requesting \$1,500,000 in state funds to design and construct this project.

Project Description

Moose Lake has proposed residential and commercial developments in the City that are currently stalled up by the lack of treatment capacity in their wastewater ponds. The City treats wastewater flows from the City, Moose Lake Township, and the Moose Lake Department of Correction (DOC) and Sex Offender Program (MSOP). Currently, the City wastewater pond system is at 93% of design capacity. The MPCA typically begins evaluation of pond facilities at 80% of treatment capacity. In their current situation, the City can either increase pond capacity or reduce the amount of Inflow/Infiltration (I&I) into their collection system. Ultimately, the wastewater pond capacity is limiting growth and development in the City of Moose Lake.

The purpose of this project is to quickly create capacity to allow for new development. As of early 2023, the proposed developments in the City that are pending include:

- City campground expansion (21 site expansion)
- Moose Lake Brewery Expansion (proposed 4 times current production)
- Sand Lake Resort (proposed 70 units)
- Residential Development on TH 73 (single and multi-family homes)
- Old Moose Lake School Redevelopment (TBD)

In addition, the DOC and MSOP campuses are not at full capacity and if their population increased, the City would not be able to treat the additional wastewater flows.

The City is proposing to line 15,000 feet of sanitary sewer mains and 88 manholes to reduce the I&I in their system. Being proactive, the City has completed three lining projects and had positive results with this method. Even with this success, the City budget limits how much improvement they can make on an annual basis. Most of the sewer mains and manholes in the City are over 50 years old and experience some level of I&I.

The City is confident with improving this amount of sanitary main and manholes, they will quickly create the capacity needed to allow for residential and commercial development in the City.

Project Rationale

Private development within Moose Lake and the surrounding township is currently limited by the capacity of the wastewater treatment ponds. This is not allowing the City to increase housing options, tax base, or jobs. The most efficient method to increase treatment pond capacity is to reduce the I&I in the system. Funding for this project would quickly create treatment pond capacity which would allow Moose Lake to approve new developments which would create jobs, housing opportunities, and increase the City tax base. In addition, completing this project will allow the DOC and MSOP campuses to operate at their full capacity in the future.

Project Timeline

The City of Moose Lake anticipates design, permitting and bidding to occur in 2024. Construction of the improvements would occur May through November of 2025. The property would be ready for development in late 2025.

Other Considerations

The City of Moose Lake has received numerous development inquiries from property owners and businesses interested in expansion or new development. However, the City is not currently in a position to approve development due to the capacity of their wastewater ponds. By completing this I&I reduction project, economic and housing development opportunities in Moose Lake and surrounding areas will be created.

Impact on State Operating Subsidies

The City of Moose Lake will not be applying for any state funding to pay for any ongoing operation and maintenance cost for this project.

Who will own the facility?

The City of Moose Lake will own all public infrastructure including the sanitary sewer mains and wastewater treatment pond.

Who will operate the facility?

The City of Moose Lake will operate the sanitary sewer system and wastewater pond.

Who will use or occupy the facility?

As state above, the City of Moose Lake has received numerous development inquiries from property owners and businesses interested in expansion or new development within the City and Township. However, the City has not been able to officially approve any new development or expansions due to the treatment capacity limitation. The cost to reduce sufficient levels of I & I in a short period is beyond the financial capacity of the City. This project would allow the capacity to be increased with one large project. Without any assistance, it will take years for the City to create the capacity needed to allow for development in the City.

Public Purpose

There are approximately 500 households and 100 businesses in Moose Lake. In addition, the Department of Corrections and Sex Offender Program campuses currently have a population of over 1,400. Windemere Township also sends its wastewater from 450 homes to the City. All listed homes and businesses would be served by the lining improvements.

Description of Previous Appropriations

The City of Moose Lake has not applied for other State appropriations and no funding has been secured for this project.

Project Contact Person

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(\$ in thousands)

Moose Lake Inflow & Infiltration Reduction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$1,500	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,750	\$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	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Morristown Infrastructure Improvements - Phase 2	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

Morristown Infrastructure Improvements - Phase 2

AT A GLANCE

2024 Request Amount: \$1,000

Priority Ranking: 1

Project Summary: \$2 million dollar project rebuild for improvements to the wastewater collection system, water distribution system, storm water drainage, and street reconstruction as they are at end of life. This is a major reconstruction project that surrounds the school. The project will help resolve localized flooding issues, reduce I & I, as well as water system compliance with MDH. This phase of the project is only feasible with grants available from the state and resident contributions via assessments.

Project Description

The City of Morristown is located in the southwestern part of Rice County in Morristown Township. It is approximately 11 miles southwest of Faribault and 34 miles northeast of Mankato, located along MN-60. The surrounding area is predominately agricultural. Population 966. The project includes construction of sanitary sewer, water main, storm sewer, concrete curb and gutter, aggregate base, bituminous surfacing, turf restoration, and miscellaneous items required to complete the improvements. This project is a once in every 40 years type rebuild. This is a huge undertaking for the city and financially is a burden. Along with City funding and resident assessments, the bonding bill will help what would be a financially impossible; a reality for our small town. The existing roadways surrounding the Waterville Elysian Morristown (WEM) Middle School are in desperate need of repair. ADA compliance is lacking and improvements to accessible areas are a must for the City and its residents. The existing water system in this part of the City was originally constructed in approximately 1926, thus it is currently 97 years old, well beyond the expected life of the system. Cross connections between the existing drainage system and sanitary sewer system may exist, inundating the existing wastewater treatment system with clean water that presents the City with additional cost burden. Total Estimated Project Cost \$2,000,000.

Project Rationale

The City needs to upgrade its water and sewer infrastructure to modern times. The infrastructure in place currently is at life end. To ensure the water safety, wastewater needs, and compliance the City must complete this work now. This infrastructure is not a want, but a need to ensure environmental compliance and health and safety needs. This project is a must for the community.

Project Timeline

August 2023 - September 2023: Preliminary Design
 August 2024 - December 2024: Final Design

January 2025: Project Bidding
February 2025: Award Project
May 2025: Begin Construction

Other Considerations

This project is needed to upgrade the infrastructure systems to handle volumes and create healthy environmental safe conditions that also are compliant with MN Dept. of Health and MPCA standards. This is a huge financial undertaking for this community of 966. Without bonding bill help, it would be a huge financial burden to our rural community and likely would not happen for years to come. Even with the City and resident contributions, the project will not be feasible without additional State grants. This is a need for our community, not a want. To remain a viable and healthy community we must upgrade our infrastructure system.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Morristown will own all the components of the project.

Who will operate the facility?

The City will operate the project.

Who will use or occupy the facility?

The City of Morristown and its residents.

Public Purpose

This funding will help the residents of Morristown (pop 966) along with the WEM School District in our town. Beyond helping our community it will also help to preserve environmental water systems after waste treatment, help reduce flooding and ensure the town is economically viable for years to come. With many residents on fixed incomes and lower income levels this request is highly needed for the public to maintain the ability to live in our rural community and flourish.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Morristown Infrastructure Improvements - Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$1,500	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$1,500	\$1,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$3,000	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$450	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$2,550	\$1,700	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$3,000	\$2,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Treatment Improvements – Manganese Removal	1	GO	25,656	0	0	0	0	0
Total Project Requests			25,656	0	0	0	0	0
General Obligation Bonds (GO) Total			25,656	0	0	0	0	0

Water Treatment Improvements – Manganese Removal

AT A GLANCE

2024 Request Amount: \$25,656

Priority Ranking: 1

Project Summary: The City of Mound, Minnesota, intends to construct a water treatment facility to provide clean drinking water free from manganese.

Project Description

The City of Mound, Minnesota, intends to construct a water treatment facility to provide clean drinking water free from manganese, elevated levels of which have been found in the city’s drinking water supply. Engineers have indicated that because manganese is present in the aquifer from which the City currently draws its water, and other aquifers in the area also have different contaminants, the construction of a new water treatment facility is the sole solution available to the City to provide clean, safe drinking water. The city is attempting to assemble a package to fund a \$36 million water treatment plant package. We understand that some of the funding may come at different times. A new well and upgrades to trunk water mains in the area of the new plant site are also part of the necessary and included improvements.

Project Rationale

In 2021, the City of Mound was notified by the Minnesota Department of Health that elevated levels of manganese had been detected in the City’s treated drinking water supply. Subsequent testing confirmed these elevated levels. The Minnesota Department of Health began applying “health-based guidelines” established by the EPA and required the City of Mound to make a “do not drink” advisory based on the levels of manganese discovered. After making the do not drink advisory notice, the City embarked on an engineering study to examine and proposed a solution to removing the Manganese from the city’s drinking water. The engineers indicated that because the manganese is present in the aquifer that the city currently draws its water from, and other aquifers available in the area also have different contaminants, that the construction of a water treatment facility is the sole solution available to the city to provide clean safe drinking water. Construction of the Water Treatment Plant will benefit the ~10,000 residents of Mound and the residents of Spring Park and Minnetrista that are customers of Mound water.

Project Timeline

The city has received \$10.3 million in direct appropriations from the MN State Legislature in 2023. These funds will be used to complete final design for the project, and there are some pieces of work included in the \$36.5 million package that can be completed ahead of receiving full funding, like the well and trunk watermain improvements, that the city intends to pursue with the committed dollars.

Other Considerations

The MPCA has adopted the EPA's health based guidelines for exposure limits to Manganese in drinking water. The manganese has likely been present for some time, but the recent change in policy resulted in a requirement that Mound issue a "Do not drink" advisory for it's residents and water customers. Unfortunately, the MPCA has not also matched the presence of Manganese with the prioritization of available funds and low interest loans. Mound has applied for the use of funds and low interest loans through the Minnesota Public Facilities Authority (PFA), and has been ranked very low, and has not received any funds as a result of those applications.

Impact on State Operating Subsidies

No additional funds are requested beyond the project costs.

Who will own the facility?

The City of Mound will own the proposed improvements.

Who will operate the facility?

The City of Mound will operate the proposed treatment plant and improvements.

Who will use or occupy the facility?

The City of Mound and it's residents and water customers that are served by the city of Mound in Minnetrista and Spring Park will be the primary users of the project.

Public Purpose

Provide safe drinking water for the residents of the City of Mound, and its water customers in Spring Park and Minnetrista.

Description of Previous Appropriations

Mound is the recipient of \$10.3 million in direct appropriations from the MN Legislature Budget for 2023. The project in entirety is \$36 million, leaving \$25.7 million outstanding needed to fund the necessary improvements. A potential for \$4 million of direct appropriations is also up for consideration at the federal legislative level.

Project Contact Person

Eric Hoversten
City Manager / Public Works Director
952-472-0620
erichoversten@cityofmound.com

(\$ in thousands)

Water Treatment Improvements – Manganese Removal

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$10,300	\$25,656	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$4,000	\$0	\$0
TOTAL	\$10,300	\$29,656	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$4,300	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$6,000	\$26,200	\$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	\$3,456	\$0	\$0
TOTAL	\$10,300	\$29,656	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	No
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Mounds View Regional Sports and Recreation Center	1	GO	16,500	0	0	0	0	0
Total Project Requests			16,500	0	0	0	0	0
General Obligation Bonds (GO) Total			16,500	0	0	0	0	0

Mounds View Regional Sports and Recreation Center

AT A GLANCE

2024 Request Amount:	\$16,500
Priority Ranking:	1
Project Summary:	\$16.5 Million is requested for the creation of a Regional Sports and Recreation Center for the North East Minneapolis/St. Paul metropolitan area. No such venue exists between St. Paul and Duluth, and Eau Claire and Maple Grove and the facility will provide much needed space for the ever-growing demand of youth and adults sports and recreation.

Project Description

The City of Mounds View is proposing to construct 71,000 additional square feet to the existing 42,000 square foot Community Center. The addition is specific to the sports/recreation operation which currently includes a gymnasium and small fitness center.

The project will cost \$33 million of which half, \$16.5 million is state bonding with the other half coming from a legislative authorized voter approved sales tax scheduled to be on the ballot November of 2023.

Three additional gymnasiums will be added, thus providing a total of 4 - the minimum for being able to host regional volleyball, basketball, and other sports and recreation activities. The gyms account for 33,000 of the 71,000 additional square feet.

Other components include locker rooms, fitness/weight room, concession area, walking track/viewing area, youth and family play/area, concessions, referee/coaches' room, team meeting areas, and restrooms and storage areas.

All parking will be on site either via surface parking or a ramp. The City owns all the land which is shovel ready.

The project does include a refresh of the lobby/entrance area, technology upgrades as well as expanding space for senior activities and a small outdoor patio is included in the project. Lastly, the addition will include/feature current technology with respect to optimizing energy consumption and efficiency.

Project Rationale

The project was driven by the combination of Council goals to “invest” in our community and by setting the example via investing in City owned property; and to address the increasing demand for indoor sports and recreation space by residents and area guests.

The latter a function of actual demand (club volleyball, basketball, pickleball, etc.) along with our local

convention and visitor bureau, Twin City Gateway (TCG). Per the Executive Director of TCG, there is a tremendous demand for indoor sport/recreation space - stating he could “book tournaments” from September to May, nearly every weekend of those months. All this occurring simultaneously as Boys Volleyball has now become a Minnesota State High School League Official Sport.

Mounds View Boulevard is geographically located at the crossroads of Interstate 35 and US 10 providing great access with an abundance of lodging, shopping, and dining options with 15 minutes.

The Mounds View Sports and Recreation Center will be a trans-formative venue for the quality of life of Mounds View, surrounding area communities, and the greater adjacent region.

Project Timeline

The site is shovel ready and construction would start upon completion of final architectural plans and final selection of a contractor. Upon approval of state bond funding in 2024, the City would select architect and construction contractor. Construction would begin spring of 2025.

State bonding approval - May 2024
Architect selected - August 2024
Contractor Selected - August 2024
Pre-Design - Done
Plans finalized - Fall 2025
Construction - Spring 2025

Other Considerations

Mounds View is a city in transformation, in the span of one generation our BIPOC community has increased from less than 2% to now just over 30%. We see this trend continuing and it is most visible at the Community Center.

Sports/recreation build community, especially with respect to the BIPOC population. The City has been very purposeful and intentional and understanding the needs and challenges for our future and believe this venue will be a cornerstone of providing an opportunity for positive interaction and relationship building amongst all guests and residents.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Mounds View

Who will operate the facility?

The City of Mounds View

Who will use or occupy the facility?

The City of Mounds View will own, operate, and manage the facility.

Users will be sports and recreation participants from local and regional area, state of Minnesota, and bordering states. Youth, adults, seniors; people from all walks of life as the space is transformable to

every imagined indoor sport and/or recreation activity.

Public Purpose

Sports and Recreation is a quality of life issue which governments at the Local, County, and State level have systematically and routinely invested in. From public investment for professional sporting venues to state owned facilities such as our colleges, universities, and National Sports Center, to funding Junior and Senior High School sporting facilities.

The Mounds View Sports and Recreation Center will provide much needed sports and recreation space for Minnesotans from not only our region, but all corners of our great state.

Description of Previous Appropriations

None

Project Contact Person

Nyle Zikmund
City Administrator
612-860-7442
nyle.zikmund@moundsviwmn.org

(\$ in thousands)

Mounds View Regional Sports and Recreation Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$16,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$16,500	\$0	\$0
TOTAL	\$0	\$33,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,675	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$27,237	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$170	\$0	\$0
Inflationary Adjustment	\$0	\$2,918	\$0	\$0
TOTAL	\$0	\$33,000	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Street and Infrastructure Improvements	1	GO	35,900	0	0	0	0	0
Total Project Requests			35,900	0	0	0	0	0
General Obligation Bonds (GO) Total			35,900	0	0	0	0	0

Street and Infrastructure Improvements

AT A GLANCE

2024 Request Amount: \$35,900

Priority Ranking: 1

Project Summary: \$35.9 million in state funding for the predesign, design, installation of water, sewer and storm sewer construction as well as pavement removal and replacement for multiple locations within the City of Mountain Lake.

Project Description

For a grant to the City of Mountain Lake for infrastructure improvements to 4th Avenue from 12th Street to 15th Street, 15th street from 2nd Avenue to 6th Avenue, an alley between 2nd Avenue and 3rd Avenue and 10th Street to 11th Street, extension West of Sunset Avenue including the storm pond and an additional cul-de-sac South of Lakeshore Drive, 7th Street from 4th Avenue to 6th Avenue, 8th Street from 4th Avenue to Prince Street, 9th Street from 300 feet South of Prince Street to Lakedale Road, 5th Avenue from 7th Street to 9th Street, Basinger Drive from 300 feet West of 8th Street to 9th Street, Prince Street from Golf Course Road to 10th Street, 10th Street from Mountain Lake Road to Midway Road, 12th Street from BoxElder Street to Union Pacific Railroad, Nickel Street looping around 10th Street, 7th Street from 3rd Avenue to 4th Avenue, BoxElder from 10th Street to 13th Street, 6th Avenue from Golf Course Road to 10th Street, 7th Avenue from CSAH 1 to dead end, and an unnamed road beginning 400 feet South of the 10th Street/Midway Road intersection and ending 450 feet East of described intersection including all related work adjacent to listed streets.

This project includes the preliminary design, final design, construction, material testing, land acquisition, construction engineering and administration, and installation of water main, water main looping, raw watermain replacement, fire hydrants, sanitary sewer, sanitary and water end services, storm sewer, aggregate base, bituminous pavement, concrete curb and gutter, sidewalks, driveways, alley approaches, turf landscaping, pavement striping, street lighting, including removal and replacement of infrastructure and the associated reconstruction and renovation of the listed streets.

Project Rationale

The City of Mountain Lake is a diverse community with a low income (MHI \$44,821 - Census 2020). There is a substantial need for infrastructure improvements while preparing for additional community needs. Based on the current average monthly bill for both water and sewer, there is a significant assistance would be needed to make these projects affordable for the residents.

In addition, a portion of the projects includes necessary infrastructure improvements near the newly updated Mountain Lake School and this will improve the access to this location.

Project Timeline

Design Start: July 2024 - August 2025

Bid: January 2026
Construction Start: April 2026 - August 2028

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Mountain Lake will own the improvements.

Who will operate the facility?

The City of Mountain Lake will operate and maintain the improvements.

Who will use or occupy the facility?

Street and Utilities will be used by the public.

Public Purpose

These improvements will be used by the public across multiple locations.

Description of Previous Appropriations

Project Contact Person

Michael Mueller
City Administrator
507-427-2999
mmueller@mountainlakemn.com

(\$ in thousands)

Street and Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$35,900	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$35,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$5,400	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$30,000	\$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	\$35,900	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Highway Department Maintenance Facility	1	GO	8,500	0	0	0	0	0
Total Project Requests			8,500	0	0	0	0	0
General Obligation Bonds (GO) Total			8,500	0	0	0	0	0

Highway Department Maintenance Facility

AT A GLANCE

2024 Request Amount:	\$8,500
Priority Ranking:	1
Project Summary:	\$8.5 million in state funds is requested to fund phase two of the design, construct, furnish and equip a new highway department maintenance facility for Murray County in Slayton, MN.

Project Description

The County highway maintenance facility is to be constructed at a new location, just west of Slayton. Murray County purchased land in 2020 and the parcel was incorporated into city limits in 2021. Phase One of the project began in the spring of 2023.

Phase One:

The new highway department will consist of a main office, shop and vehicle storage building, an unheated storage building, a salt/sand shed and a fueling system. There will be parking lots, storm sewer and stormwater pond, along with land improvements.

The main highway building is made up of office, shop, and vehicle storage areas. The office will support engineering and accountant staff, county drainage office, maintenance supervisor and mechanics offices, conference meeting room, plan storage, public bathrooms, locker rooms, breakroom, parts room, IT computer room, janitor room.

The mechanic/maintenance shop area will provide four vehicle bays with one heavy vehicle lift for dump trucks/motor graders and one vehicle lift to raise large pickup & cars. Also, in this area will be tire machines, shop crane, welders, lubrication and tool rooms and a host of other mechanics tools and equipment. Adjacent to the mechanics area of the building there will be a wash bay capable of washing the highway departments large trucks and heavy equipment, as well as pickups and smaller vehicles.

A heated vehicle storage area will house the highway departments fleet of pickup trucks, dump trucks, motor graders, loaders, skid loaders and various other maintenance equipment. This area also has a sign shop for making and storing the departments signage and a materials laboratory for testing gravel or road materials used in our highway/bridge construction projects.

Phase Two:

The unheated storage building will house maintenance equipment that needs to be stored inside but doesn't need a heated environment. This building will store an excavator, bulldozer, and tractors along with equipment that alternate with summer and winter seasons. Also stored in this building will be seasonal materials such as crack fill rubber, cold patch material, wood or metal parts, oils, herbicide chemicals, and a variety of maintenance equipment.

A salt/sand shed will be constructed with bunker walls to separate salt and sand for winter maintenance of county roads. Finally, a new fuel system consisting of gasoline and diesel storage

tanks along with four fuel pumps and a canopy to serve the entire Murray County government fuel needs. (Highway, Sheriff, Parks, Health and Human Services departments, the Government Center motor pool and area transit buses.)

Civil site land improvements will include construction of an east bound turn lane along State highway 30 into two new driveways, a bituminous paved surface entering and surrounding our main highway department building. Curb, gutter, and storm sewer will connect to a storm water retention pond. There will be gravel surfaced areas for a laydown yard (culvert storage, etc.) and material stockpile areas for sand, gravel, bituminous, clay and black dirt.

Costs for the entire project will be \$25.3 million. Local funding sources total \$16.8 million for Phase One and are from property taxes, wheelage taxes, County State Aid apportionments and a State Aid general obligation bond. An additional \$8.5 million from State funds is being sought to fund Phase Two and complete the project.

Project Rationale

Murray County has long outgrown the current maintenance shop. The County acquired the existing property back in the 1980's, but it has become deficient in size, layout, condition and is unsafe to work in. The current building is much too small and not designed to accommodate large trucks, loaders, and motor graders. Low ceiling heights and lack of modern safety standards are putting employees at risk.

The land parcel that the County currently occupies is much too small for any expansion and the building cannot be made larger or more efficient. It's just not cost effective to keep the building and property.

Project Timeline

Predesign for the highway department began in 2017 and continued until 2019. Land was purchased in 2020 for the relocation of the highway department. Engineering and design work was done in the fall/winter months of 2020 and spring of 2021. Bids for the highway maintenance facility were taken in two bid sets, June 15, 2021, and July 20, 2021. All bids were rejected due to higher-than-expected costs compared to the engineering estimates and lack of adequate funding.

The County took bids again in December 2022 and were only able to accept bids for the main office, shop and heated vehicle storage building. All other bids were rejected because there wasn't enough money to complete the project in its entirety. Construction began on the main building spring of 2023. If the County is successful in getting a 2024 State grant for this project, bids will be taken for the remaining project buildings and improvements. Construction would soon follow as plans are already completed.

Other Considerations

Murray County is 720 sq. miles in size with a population of 8,725 (2010 census). Slayton is the largest community, is centrally located and is the County seat. It has a population of 2,153 (2010 census). Murray County is a predominantly agriculture-based area with very little retail or industrial business to help generate taxes. There are no railroads within the County, so all shipments must be done by trucks. All grain to or from local elevators are moved by trucks. Local roads play a big part in keeping the residents and products moving and it's important to have an efficient and safe maintenance facility for the County to work from.

Murray County is using local tax money, local wheelage tax and its County State Aid Highway

construction and maintenance monies to help finance project costs. Unfortunately, project costs have risen over the years and there are not enough local resources to fund a project of this size.

Impact on State Operating Subsidies

None.

Who will own the facility?

Murray County will own the land and buildings.

Who will operate the facility?

Murray County Highway Department will operate the new highway maintenance facility.

Who will use or occupy the facility?

Murray County Highway Department will occupy the new highway maintenance facility.

Public Purpose

A new County highway maintenance facility will benefit all residents in Murray County and surrounding areas, including those people traveling to or from other destinations. Highway department employees perform maintenance work on the public road system to keep them in a safe and passable condition throughout the year. This work benefits the public so that people can get to their work and back home again. The highway’s engineering department also serves the public by designing and constructing new road and bridge projects. Townships are assisted by the county highway department by designing their road and bridge projects. Townships also purchase road materials from the County. Finally, having a larger office and conference room will serve the public by having more meeting space and accommodations. Meetings are often held by the County for road projects, ditch meetings, zoning meetings and other public meetings, as required.

Description of Previous Appropriations

None.

Project Contact Person

Randy Groves
County Engineer
507-836-1133
rgroves@co.murray.mn.us

(\$ in thousands)

Highway Department Maintenance Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$16,800	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$16,800	\$8,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$800	\$0	\$0	\$0
Predesign Fees	\$13	\$0	\$0	\$0
Design Fees	\$447	\$50	\$0	\$0
Project Management	\$250	\$200	\$0	\$0
Construction	\$15,200	\$8,185	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$90	\$65	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$16,800	\$8,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of New Auburn Water and Wastewater Improvements Project	1	GO	9,000	0	0	0	0	0
Total Project Requests			9,000	0	0	0	0	0
General Obligation Bonds (GO) Total			9,000	0	0	0	0	0

City of New Auburn Water and Wastewater Improvements Project

AT A GLANCE

2024 Request Amount: \$9,000

Priority Ranking: 1

Project Summary: The City of New Auburn submitted a Preliminary Engineering Report (PER) to USDA-RD that identified approximately \$18.4M of needs for the community of about 411 people. The project consists of improvements to the City's wastewater treatment facility, and the water, sanitary, and storm collection and distribution systems. USDA-RD is in the review process and funding packages have not been obligated. The City is requesting consideration of funding to address \$9M of the project.

Project Description

The City of New Auburn is in need of improvements to the gravity sanitary sewer collection system to reduce infiltration and inflow into the existing system. Improvements to the entire sanitary system within the City’s right-of-way area via a combination of open cut, CIPP lining, and pipe-bursting construction is recommended to reduce the flows.

In addition, effort needs to be made to reduce the number of drain tiles entering the system, and to eliminate any sump pumps that may be currently connected to the system. Storm sewer improvements will include construction of several new trunk lines that will replace small diameter drain tile systems. In order to improve the water quality and flow in the current system and reduce costly emergency repairs, localized replacement of the water distribution system within city limits via a combination of open cut and HDD construction is recommended. Included in this project will be construction of new water main looping, which will improve the water quality in the immediate vicinity of the improvements.

The New Auburn wastewater treatment facility does not have adequate capacity for the influent flows and requires improvements to address aged infrastructure and equipment. The proposed alternative provides pond storage volume for the max flow condition, addresses concerns with flooding of the existing sprayfield, and improves the existing facilities to avoid operational failures.

Project Rationale

Televised inspection of the sanitary collection system shows areas with misaligned and sagging pipes, and active infiltration. Many of the manholes in the system also have infiltration. The system is nearly 50 years old and in need of improvement. A majority of the system can be improved by CIPP lining or pipe bursting. The existing collection system allows high levels of inflow and infiltration (I/I) into the system.

Although the water main in some areas is decades old, some segments are newer. Overall, the City has not experienced issues with the water distribution system and a complete replacement of the

system is not warranted at this point in time.

The existing storm drainage system consisting of a network of drain tile within the project area is inadequate by modern standards, low capacity, and is in poor condition. The storm sewer will be replaced and, in some locations, new trunk mains will be constructed to improve drainage and reduce the effects of local flooding. Cross connections between sanitary and storm, if discovered, will be eliminated in the final design phase. Reducing the I/I will prevent water from soaking into the ground and being infiltrated and drained by the sanitary sewer system. An improved storm sewer system will be needed to help address this runoff that was previously conveyed by the sanitary sewer system. Inflow and infiltration greatly impacts the wastewater treatment facility and collection system. High I/I causes reduced biochemical oxygen demand (BOD) loading of the ponds, stressing the biology necessary for treating the wastewater. The ponds provide the required capacity for peak flows. However, the ponds' capacity is reduced due to sand and grit from I/I in the collection system. Sources of infiltration include cracks and gaps in sewer pipe and manholes, root intrusions, and improperly sealed manholes. Sources of inflow are direct connections of stormwater into sanitary sewers, such as catch basin leads, sump pump leads, foundation drains, and roof drains. Broken manhole covers and improper manhole cover types are additional sources of inflow. I/I increases as infrastructure ages and breaks down. Repairing and updating infrastructure is essential to avoid I/I issues in the system.

Project Timeline

Public Hearing: January 2023
Submit Preliminary Engineering Report to USDA-RD: March 2023
Land and easement acquisition: May 2023 – November 2023
Authorize preparation of design documents: May 2023 – January 2024
Submit Plans and specifications to MPCA: October 2024
Receive MPCA approval of plans and specifications: November 2024
Advertise project for bids: December 2024
Receive bids and award contract: January 2025
Begin construction: May 2025
Improvements operational: October 2025
Final Completion: July 2026

Other Considerations

The City of New Auburn could be considered a low-income community with the median household income of \$34,625 based on U.S. Census Bureau 2020 American Community Survey.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of New Auburn

Who will operate the facility?

City of New Auburn

Who will use or occupy the facility?

City of New Auburn

Public Purpose

There are various health and sanitary issues to the public. The existing sanitary collection system within the project area has high I/I leading to the treatment system operating above design flow. Proper wastewater treatment is vital to the health, sanitation, and security of the City of New Auburn. The WWTF must be able to treat all influent flows and loads to the regulated limits.

Description of Previous Appropriations

Project Contact Person

Roberta Zaske
City Clerk
320-864-5831
newauburn.city@gmail.com

(\$ in thousands)

City of New Auburn Water and Wastewater Improvements Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$9,397	\$0	\$0
TOTAL	\$0	\$18,397	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,622	\$0	\$0
Project Management	\$0	\$801	\$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	\$18,397	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Hansen Park All-Abilities Inclusive Playground and Challenge Course	1	GO	600	0	0	0	0	0
Total Project Requests			600	0	0	0	0	0
General Obligation Bonds (GO) Total			600	0	0	0	0	0

Hansen Park All-Abilities Inclusive Playground and Challenge Course

AT A GLANCE

2024 Request Amount: \$600

Priority Ranking: 1

Project Summary: The Hansen Park All Abilities Playground and Challenge Course is a transformative \$1M+ project as part of a larger \$8M park rehabilitation initiative. It includes a separate all abilities playground and a thrilling "ninja warrior style" challenge course, creating an inclusive and dynamic recreational space for both the residents of New Brighton and a destination for the larger metro area.

Project Description

Hansen Park is named after Richard J. Hansen, who worked tirelessly going door to door in the City of New Brighton to rally support for a park bond that created what is now known as the New Brighton Park System. The park was created in 1968 and has been a beloved part of the City of New Brighton ever since. It is the City's largest community park and is surrounded by residential neighborhoods. Water flows through a drainage-way from south to north, carrying stormwater to a large pond in the north section of the park. The park has paved trail loops and many recreational offerings including a unique retro disc golf course, ball fields, outdoor skating rinks, trails, tennis, and passive nature exploration. The current park neighborhood center building holds playground programming, gathering spaces, and programming during the summer.

Recent statistics from location analytics company, Placer AI, tells us that between May 1, 2022, and April 30, 2023 a total of 70,900 visits to Hansen Park took place from over 29,000 people. Analytics also share with us additional information about the typical visitors to Hansen Park:

- 37% of the visitors to Hansen Park are BIPOC
- 38% of the visitors to Hansen Park have a household income of \$49,000 or less.
- The average visit to Hansen Park is over 74 minutes.
- Hansen Park is also close to five different low-income apartment complexes.
- Hansen Park is also more than a local park. It has a clear regional draw. The heat map provided by Placer AI shows a ten-mile radius for regular visitors, and draws from even further out for one time visits.

The 2040 Park Trail System Master Plan, developed through a collaborative 18-month process, and adopted by the New Brighton City Council and the Metropolitan Council as a part of the City's 2040 Comprehensive Plan in 2020, details several planned improvements for the park that take these unique demographics into account. This plan underscores the importance of sustaining fiscal and environmental responsibility while improving park facilities. The park improvements are being undertaken in two phases.

Phase One (Currently underway)

- Redesigned and improved ballfields, spectator areas and trails

- Consolidated parking lots
- Additional open-air shelter at disc golf course entrance and improved disc golf course
- Reconstructed tennis courts

Phase Two (Planned Implementation)

- Larger Neighborhood Center Park Building
- Unique play features including a ninja warrior/challenge course, inclusive playground and shaded canopies
- Entry plaza with seating and gathering areas.
- Two open-air shelters
- Large, flexible open space for events or informal play.

The Hansen Park Rehabilitation Project is an exciting endeavor aimed at revitalizing the park and strengthening community connections. This comprehensive initiative, which aligns with the multi-year process of creating the 2040 Park Trail System Master Plan and reflects extensive community engagement and focuses on key themes that enhance the park's role as a neighborhood activity center.

At the heart of this initiative lies the centerpiece: an All-Abilities Playground and “ninja warrior-style” Challenge Course. Designed to create spaces that gather and encourage interaction, this inclusive playground embodies the community's commitment to celebrating parks as vibrant and welcoming places. It will help to equip children of all abilities with an inclusive environment and the skills to play together more independently, allow them to feel nurtured, encouraged, respected, and active during play - both physically and socially - and thereby create a sense of community among all children. It will foster a sense of place and a feeling of community, providing safe, comfortable, and attractive spaces for individuals of all ages and abilities to enjoy. By focusing on the All-Abilities Playground and Challenge Course, this project demonstrates the community's commitment to creating an inclusive environment that promotes physical activity, social engagement, and overall well-being.

Through the Hansen Park Rehabilitation Project, we aim to transform the park into a thriving neighborhood center, strengthening community connections, and enriching the lives of residents. This visionary project aligns with the goals of the 2040 Comprehensive Parks Plan, ensuring that Hansen Park becomes a cherished destination where people can gather, play, and create lasting memories.

Project Rationale

The City of New Brighton is committed to building an inclusive community and being a great place to live for its next generation. Accessible, inclusive playgrounds allow every kid, of all abilities, to learn and play in a variety of ways through specialized play equipment.

The creation of an All-Abilities Playground and Challenge Course at Hansen Park is driven by a compelling need to foster inclusivity and provide equitable recreational opportunities for all children. Numerous studies and statistics emphasize the importance of inclusive play and the value of creating spaces where every child can freely engage in recreational activities, regardless of their abilities.

- Promoting Inclusive Play: According to a study conducted by the American Academy of Pediatrics, inclusive play environments positively impact social skills, emotional development, and self-esteem in children with and without disabilities (Source: American Academy of Pediatrics, 2018). By designing an All-Abilities Inclusive Playground, we ensure that children of all abilities can participate in play

together, fostering empathy, understanding, and friendships among children from diverse backgrounds.

- Addressing the Needs of Diverse Communities: The American Community Survey shows that approximately 12% of the population in New Brighton consists of individuals with disabilities (Source: U.S. Census Bureau, 2020). By investing in an All-Abilities Playground and Challenge Course, we acknowledge and respond to the needs of these community members, providing them with an inclusive space where they can actively engage, explore, and enjoy recreational activities.

- Enhancing Physical and Cognitive Development: Play is crucial for a child's physical and cognitive development. The Centers for Disease Control and Prevention (CDC) highlights the importance of playgrounds in promoting physical activity, improving motor skills, and enhancing overall health (Source: Centers for Disease Control and Prevention, 2019). An All-Abilities Playground and Challenge Course will offer a range of stimulating and accessible play opportunities, encouraging children to develop their physical abilities, problem-solving skills, and creativity.

- Creating Inclusive Community Spaces: By establishing an All-Abilities Playground, we reinforce our commitment to creating inclusive and welcoming community spaces. Research from the University of Minnesota's Institute on Community Integration reveals that inclusive recreational facilities contribute to a sense of belonging and community integration (Source: University of Minnesota, 2016). This project will provide families and caregivers with a place where they can bond, relax, and engage in shared activities, fostering a stronger sense of community.

- Ensuring Equity in Recreation: Equal access to recreational opportunities is a fundamental aspect of social justice. The National Recreation and Park Association emphasizes that creating inclusive recreational spaces is crucial to ensure equitable access for all individuals, regardless of their abilities (Source: National Recreation and Park Association, 2020). Through the All-Abilities Playground and Challenge Course, we strive to eliminate barriers and provide an environment where every child can experience the joy of play without limitations.

By investing in an All-Abilities Playground and Challenge Course at Hansen Park, we demonstrate our commitment to inclusivity, equity, and the well-being of all children in our community. This project aligns with national statistics, research findings, and the values of our society, ensuring that no child is left behind and that every child can thrive through recreation.

According to a recent NRPA Facility report based on the American Community Survey and Esri data, that shares information about the population that lives just beyond the borders of New Brighton. By extending our data to look at the potential audience for an inclusive and all-abilities facility within a 15-minute drive of Hansen Park, there are 121,525 children, age 3+ to Grade 8. If we assume that 12% of that population also has a disability of some kind that would benefit from a playground like this, we have over 14,500 children.

Project Timeline

If this project is approved for bond funding, the City would pursue design and installation in the fall of 2024, with completion in late 2024 or early 2025

Other Considerations

This project is not only a part of a larger \$8 million park improvement project, it is also a part of a larger improvement initiative through the City of New Brighton. This phase of park improvements

totals over \$15 million, and covers five different parks. Hansen Park is the park that has the largest regional draw, with unique suburban amenities. It is home to a "vintage" disc golf course, tennis, gathering spaces, ballfields and nature based passive recreation, and draws visitors from miles beyond the New Brighton border.

Impact on State Operating Subsidies

None expected at this time.

Who will own the facility?

The City of New Brighton

Who will operate the facility?

The City of New Brighton

Who will use or occupy the facility?

Hansen Park is open to the general public. We know from a recent report from Placer AI, that Hansen Park had over 71,000 visits last year from over 29,000 unique visitors. That means that the park has a regional draw that exceeds the borders of New Brighton alone.

Public Purpose

The Hansen Park All Abilities Playground and Challenge Course serves a crucial public purpose by promoting inclusivity, enhancing well-being, and strengthening community bonds. This transformative project creates a space where individuals of all abilities can engage in play, fostering social integration and a sense of belonging. Offers a place for community health and wellness by encouraging physical, cognitive, and emotional development for children while providing a relaxing and engaging environment for adults and seniors. By becoming a gathering place for families and friends, the park strengthens community connections and fosters a sense of pride. Additionally, it contributes to the economic vitality of the area by attracting visitors and supporting local businesses. Investing in the Hansen Park project demonstrates our commitment to building an inclusive, vibrant, and connected community.

Description of Previous Appropriations

Project Contact Person

Jennifer Fink
Director of Parks and Recreation
651-638-2126
jennifer.fink@newbrightonmn.gov

(\$ in thousands)

Hansen Park All-Abilities Inclusive Playground and Challenge Course

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$6	\$600	\$0	\$0
Non-State Funds Pending				
TOTAL	\$6	\$1,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$6	\$0	\$0	\$0
Design Fees	\$0	\$50	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$1,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$6	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
New Germany Wastewater Treatment Project	1	GO	8,900	0	0	0	0	0
Total Project Requests			8,900	0	0	0	0	0
General Obligation Bonds (GO) Total			8,900	0	0	0	0	0

New Germany Wastewater Treatment Project

AT A GLANCE

2024 Request Amount: \$8,900

Priority Ranking: 1

Project Summary: The City of New Germany is requesting \$8,900,000 to complete wastewater treatment plant improvements to meet the MPCA phosphorous limits and allow for growth within the community.

Project Description

The City of New Germany needs to upgrade their wastewater treatment facility to allow for more homes and industries to be built and to meet MPCA requirements for phosphorous limits. After evaluating several options, the recommended alternative is to convert the existing stabilization ponds to an aerated pond system. This option allows them to re-use their existing infrastructure (ponds) and add enough capacity for planned growth for the next 20 years. The system can also be modified in the future for even more capacity if needed and address future regulatory requirements for total nitrogen standards with minimal construction and cost. The improvements include: - Adding aerators to the pond system - Installation of new blowers for the aeration system - Construction of a polishing reactor (in-ground gravel bed) to achieve ammonia limits - Installation of a disc filter to achieve TSS and phosphorus limits - Installation of an ultraviolet disinfection system for effluent disinfection - Construction of building to house the blowers and ultraviolet disinfection system

Project Rationale

The MPCA will not currently allow any sewer extensions until more capacity is added. Unfortunately, the City of New Germany cannot afford to increase the capacity of the wastewater plant because of the outstanding debt from a major infrastructure project in 2012. In order to complete the 2012 project, the City took on loans from USDA Rural Development and general obligation bonds and they'll be paying off this debt until 2053. The City is already at the maximum debt amount they can consider and has subsequently seen a decline in their credit rating due to the debt load they carry. They've already increased property taxes by 33% to help cover the debt service. An additional utility rate increase is also not an option because the rates are already extraordinary high to pay off the existing debt. Residents of New Germany are paying on average \$120/month just for sewer costs, which is twice as much as is considered affordable by industry standards. Increasing the number of homes and residents in the community would help to reduce the burden on the current residents and help to meet the housing demand.

Project Timeline

- Design - August 2024
- Bid - August 2025
- Construction start - October 2025
- Construction complete - September 2026

Other Considerations

There are currently two housing developments, Trophy Lakes Estates, and Black Forest Estates Second Addition, that are currently ready for construction but cannot be built because a sewer extension is needed. Residential and business growth are limited due to lack of capacity for wastewater treatment. Due to such an economic burden on the residents, the city is requesting no match from the city in this bonding bill.

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

City of New Germany

Who will operate the facility?

City of New Germany

Who will use or occupy the facility?

City of New Germany

Public Purpose

The public purpose includes the positive environmental outcomes and community benefits of the project. The community benefits by being in compliance with MPCA regulation and being able to have additional homes and industries built in the city. This will help to stabilize or maybe even decrease utility rates in New Germany. It will also help the entire region by providing much needed housing. Housing in New Germany is more affordable than elsewhere in the County, and this project would provide additional housing opportunities for families that may otherwise be priced out of the market.

Description of Previous Appropriations

N/A

Project Contact Person

Twyla Menth
City Clerk
952-353-2488
ngcityhall@gmail.com

(\$ in thousands)

New Germany Wastewater Treatment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,900	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$8,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,780	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,120	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,900	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
New Ulm Gravity Sewer & Water Main Replacement Project	1	GO	2,011	0	0	0	0	0
Total Project Requests			2,011	0	0	0	0	0
General Obligation Bonds (GO) Total			2,011	0	0	0	0	0

(\$ in thousands)

New Ulm Gravity Sewer & Water Main Replacement Project

AT A GLANCE

2024 Request Amount: \$2,011

Priority Ranking: 1

Project Summary: \$2.011 million is requested from the state for the design, construction and construction administration to complete 3 blocks of gravity sewer and water main replacement as well as the decommissioning, environmental assessment and demolition of an aged lift station.

Project Description

The City of New Ulm Public Utilities has a lift station that is believed to have been constructed in 1972. The lift station receives industrial flow, commercial and residential flow. The lift station has operated and served its' purpose for over 50 years and is showing its' age with corrosion and other signs and conditions that need significant attention and investment to continue full operations and reduce safety concerns. The process, electrical, and mechanical equipment typically has a life expectancy of 20 years which has been surpassed. Concrete can have an expected life of 50 to 100 years in favorable conditions however this lift station is seeing signs of corrosion due to the harsh environment.

The City of New Ulm's Street Reconstruction CIP has been working to replace the sewer main which the lift station accesses. The replacement of the sewer main was designed to provide a gravity sewer flow system in that area which would allow for the decommissioning of the aging and unsafe lift station. Significant dollars have been spent to reconstruct the sewer main which would bypass the lift station. At current, 18 block of sewer/water main have been replaced at an estimated cost of \$6,900,000. Currently there are three blocks remaining to complete the connection and finish the gravity sewer flow system. These three block are at the deepest point in the replacement and are the most costly to replace. The urgency of completing the connection at this time is the condition of the lift station is at a pivotal point. A significant amount of money would be needed to bandage the system together to maintain a safe work environment. Due to budgetary constraints, these three blocks to complete the project are not within the City of New Ulm's CIP budget in the foreseeable future. Within the three blocks to be reconstructed, the water main needs to be replaced at the same time due to age and condition. Two of the three blocks of water main are of cast iron material and installed in 1897. The other block is 1937 asbestos cement water main. It is assumed that there are also lead service lines in this area. Funding for this project would complete the gravity sewer flow system, demolition and removal of an aging and unsafe lift station and the replacement of aging water main. This will finalize a project worked on over many years and will reduce the maintenance costs and the electrical usage of operating an inefficient lift station. The gravity sewer and water main should have an average life of 75-100 years.

Project Rationale

Rehabilitation of the aging lift station would be necessary due to the condition of the building and infrastructure. At this time it is unsafe to enter the lift station due to cement corrosion and maintenance is being done through access windows around the building. The failure of the equipment in this lift station would cause property damage to all business and residences along this line due to sewer back up or there is the potential of sewer entering the Minnesota River.

The preliminary engineered estimate to rehabilitate the lift station is \$2,234,000, however due to the age of the infrastructure and inability to access all parts of the lift station, this estimate could be low once the project is further reviewed in the design stage. With this option the aging water main would not be replaced.

The cost to complete the gravity sewer flow system and decommission/demolish the lift station is estimated at \$2,356,000 (this estimate does not include road replacement). It makes economic sense to complete the gravity sewer flow system and replacement of the water main to get a system that will last 75 years rather than the rehabilitation of a lift station with a 20 year life.

Project Timeline

Design/Preparation of Plans and Specs - 08/2024 - 12/2024
Bid/Award - 01/2025
Award Project - 02/2025
Construction Start - 04/2025
Construction Substantially Complete - 11/2025
Final Road Completion & Demolition of Old Lift Station - 2026

Other Considerations

Impact on State Operating Subsidies

None.

Who will own the facility?

The gravity sewer and water main will be located in the right of way in the City of New Ulm and will be owned by the New Ulm Public Utilities, a municipal utility.

Who will operate the facility?

New Ulm Public Utilities

Who will use or occupy the facility?

New Ulm Public Utilities and the citizens of the City of New Ulm.

Public Purpose

The public purpose of this project is to ensure the safe work environment for our employees as well as the protection of citizen housing and businesses. The goal is to have a system that effectively and efficiently transfers sanitary to the sewer plant for the proper treatment as established by the MPCA and deliverance of water to these same citizens.

Description of Previous Appropriations

Project Contact Person

Kris Manderfeld
Utilities Director
507-233-2131
krism@newulmmn.gov

(\$ in thousands)

New Ulm Gravity Sewer & Water Main Replacement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,011	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$2,010	\$0	\$0
TOTAL	\$0	\$4,021	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$779	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,242	\$0	\$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	\$4,021	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
North Newport Infrastructure Improvement	1	GO	7,511	0	0	0	0	0
South Newport Infrastructure Improvements	2	GO	5,454	0	0	0	0	0
Total Project Requests			12,965	0	0	0	0	0
General Obligation Bonds (GO) Total			12,965	0	0	0	0	0

North Newport Infrastructure Improvement

AT A GLANCE**2024 Request Amount:** \$7,511**Priority Ranking:** 1**Project Summary:** This is a \$7million dollar project to repair and replace infrastructure including streets, sewers, water main, hydrants, curb, and gutters in the City of Newport. Newport's infrastructure was built in the 1960's and was installed in bedrock which causes significant inflow and infiltration issues.**Project Description**

Estimated Total Project Cost: \$6,962,000

Project Location: 3rd Ave between 21st St. & 16th St.; 2nd Ave between 17th St. & 15th St.; 17th St between 3rd Ave & Cedar Lane; 15th St. between 2nd Ave. and Lift Station No. 1.

Proposed Scope: Reconstruct street with curb and gutter; replace hydrants with breakaway flanges and isolation valves; replace watermain; replace sanitary sewer mains and lateral service lines to eliminate clean water entry (I/I); construct stormwater collection and treatment systems.

Project Rationale

Newport is located in the metropolitan area and is a hub for commercial traffic on 494 and Hwy 61. Both of the highways support the region economically and helped to develop the communities in the east metro including Woodbury, Cottage Grove, and Oakdale. Unfortunately, these highways also limited the growth, development, and community connection within Newport. There has been limited development along corridors abutting Hwy 61. The tax base of Newport struggles to support needed infrastructure improvements and help is needed.

The existing roads in each priority area are in very poor condition with the lowest pavement ratings in the City. Implementing these high priority projects comes with added costs most cities don't face. Our significant amount of bedrock substantially increases project costs. Our sizeable elevation change from the bluff land to the Mississippi River intensifies the rapid flow of stormwater, and solutions must go beyond a typical storm water management program. There are also environmental concerns regarding the pollutants the stormwater is carrying into the Mississippi River.

Due to our small population, we estimate it will take 10 or more years to complete these urgent and important infrastructure projects. Funding assistance would have an immediate and lasting impact in Newport and on the health of the Mississippi River.

Project Timeline

This project would begin in 2025 should bonding be approved.

Other Considerations

Newport is a poor community in Washington County with median income of \$58,000 (2020 census). Washington County median income is \$101,000 (2020 census). Newport is also a diverse community with 33% of residents identifying as black, indigenous, and person of color. Newport has a small town feel and has two large highway connectors supporting the economies of the region. These highways also were a key component of the growth of East Metro communities such as Woodbury, Cottage Grove, and Oakdale. Highway 61 limited opportunities for development and split the community of Newport limiting the ability to support infrastructure improvements. This funding would give a hand up to Newport.

Impact on State Operating Subsidies

No operating dollars would be requested.

Who will own the facility?

The City of Newport.

Who will operate the facility?

N/A

Who will use or occupy the facility?

Everyone.

Public Purpose

Well maintained infrastructure supports the health and safety of the community.

Description of Previous Appropriations

There is no previous appropriation for this project.

Project Contact Person

Joe Hatch
651-556-4600
jhatch@newportmn.com

(\$ in thousands)

North Newport Infrastructure Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,511	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$7,511	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$24	\$0	\$0
Predesign Fees	\$0	\$178	\$0	\$0
Design Fees	\$0	\$888	\$0	\$0
Project Management	\$0	\$119	\$0	\$0
Construction	\$0	\$5,530	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$772	\$0	\$0
TOTAL	\$0	\$7,511	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

South Newport Infrastructure Improvements

AT A GLANCE**2024 Request Amount:** \$5,454**Priority Ranking:** 2**Project Summary:** This is a \$5 million dollar project to repair and replace infrastructure including streets, sewers, water main, hydrants, curb, and gutters in the City of Newport. Newport's infrastructure was built in the 1960's and was installed in bedrock which causes significant inflow and infiltration issues.**Project Description**

Project Location: 3rd Ave between 14th St. & 12th St.; 2nd Ave between 15th St. & 11th St.; Cedar Ln between 15th St. & 2nd Ave.; 12th Ave west of 4th Ave.

Proposed Scope: Reconstruct street with curb and gutter; replace hydrants with breakaway flanges and isolation valves; replace watermain; replace sanitary sewer mains and lateral service lines to eliminate clean water entry (I/I); construct stormwater collection and treatment systems.

Project Rationale

Newport is located in the metropolitan area and is a hub for commercial traffic on 494 and Hwy 61. Both of the highways support the region economically and helped to develop the communities in the east metro including Woodbury, Cottage Grove, and Oakdale. Unfortunately, these highways also limited the growth, development, and community connection within Newport. There has been limited development along corridors abutting Hwy 61. The tax base of Newport struggles to support needed infrastructure improvements and help is needed.

The existing roads in each priority area are in very poor condition with the lowest pavement ratings in the City. Implementing these high priority projects comes with added costs most cities don't face. Our significant amount of bedrock substantially increases project costs. Our sizeable elevation change from the bluff land to the Mississippi River intensifies the rapid flow of stormwater, and solutions must go beyond a typical storm water management program. There are also environmental concerns regarding the pollutants the stormwater is carrying into the Mississippi River.

Due to our small population, we estimate it will take 10 or more years to complete these urgent and important infrastructure projects. Funding assistance would have an immediate and lasting impact in Newport and on the health of the Mississippi River.

Project Timeline

This project would begin in 2025 should bonding funds be approved.

Other Considerations

Impact on State Operating Subsidies

No impact.

Who will own the facility?

City of Newport.

Who will operate the facility?

N/A

Who will use or occupy the facility?

Everyone.

Public Purpose

Well maintained infrastructure supports the health and safety of the community.

Description of Previous Appropriations

Project Contact Person

Joe Hatch
651-556-4600
jhatch@newportmn.com

(\$ in thousands)

South Newport Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,454	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$5,454	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$10	\$0	\$0
Predesign Fees	\$0	\$130	\$0	\$0
Design Fees	\$0	\$648	\$0	\$0
Project Management	\$0	\$87	\$0	\$0
Construction	\$0	\$4,019	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$560	\$0	\$0
TOTAL	\$0	\$5,454	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	
Is the required information included in this request?	
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
I-35 and 400th Street Interchange Project Design	1	GO	4,500	0	0	0	0	0
Total Project Requests			4,500	0	0	0	0	0
General Obligation Bonds (GO) Total			4,500	0	0	0	0	0

I-35 and 400th Street Interchange Project Design**AT A GLANCE**

2024 Request Amount:	\$4,500
Priority Ranking:	1
Project Summary:	This phase would complete design and acquire remaining right-of-way for an interchange to be constructed at the intersection of Interstate 35 and 400th Street. 400th Street would be constructed between Flink Avenue and Fletcher Avenue as part of the interchange construction.

Project Description

The total project cost for this phase of the interchange project is \$4,500,000. The funding will be used to complete design. In addition, the final right-of-way needed for the interchange would be acquired. The City has previously acquired 3 of the 4 parcels of right-of-way for the project. 400th Street would be constructed between Flink Avenue and Fletcher Avenue as part of the interchange construction.

Project Rationale

The addition of an interchange north of the Highway 95 interchange will significantly improve public safety response for the region. It will also significantly reduce the number of trucks using the Highway 95 and Chisago County Road 30 intersection to access I-35. The interchange will also reduce congestion in the North Branch downtown area along Highway 95 which will result in improved pedestrian/bike access and safety along the corridor.

Currently, Highway 95 provides the only access to I-35 and the ability to cross the freeway for miles. Highway 95 is heavily traveled and experiences extreme congestion, especially on weekends as it serves as a main connection to many weekend vacation destinations. Public safety responders have an extremely difficult time accessing I-35 during times of peak congestion, significantly impacting response times. There are high volumes of truck traffic that pass through the Highway 95 and County Road 30 intersection, further complicating and adding to the public safety issues.

Project Timeline

Design work to begin as soon as funding is secured. Final design and land acquisition is expected to take approximately two years.

Other Considerations

An interchange concept was completed in 2019 and developed parameters for reserving right of way and ensuring public utility placement would not be in conflict with the new interchange. Limited right of way acquisition is needed in the 4th quadrant. All nearby development activity is reviewed and conditioned to have no impacts on this future interchange.

Impact on State Operating Subsidies

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

Who will own the facility?

Shared ownership due to the different roadway authorities connecting to the Interchange– MNDOT, Chisago County and City of North Branch. However, design and final right-of-way acquisition would be led by the City.

Who will operate the facility?

Due to the different roadway authorities connecting to the interchange, maintenance is expected to ultimately be a combination of MNDOT, Chisago County and City of North Branch.

Who will use or occupy the facility?

The interchange will be used by a variety of public users. Public safety, freight traffic, regional and local travelers, and pedestrians and bicyclists will all use and benefit from the project.

Public Purpose

The addition of an interchange north of the Highway 95 interchange will significantly improve public safety response for the region. It will also significantly reduce the number of trucks using the Highway 95 and County Road 30 intersection to access I-35. The interchange will also reduce congestion in the North Branch downtown area along Highway 95 which will result in improved pedestrian/bike access and safety along the corridor.

Description of Previous Appropriations

None

Project Contact Person

Jeff Pearson
City Engineer
612-232-6382
jpearson@wsbeng.com

(\$ in thousands)

I-35 and 400th Street Interchange Project Design

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$800	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$800	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$600	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$200	\$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	\$800	\$4,500	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Caswell Park Improvements - Phase 2	1	GO	12,750	0	0	0	0	0
Total Project Requests			12,750	0	0	0	0	0
General Obligation Bonds (GO) Total			12,750	0	0	0	0	0

Caswell Park Improvements - Phase 2

AT A GLANCE

2024 Request Amount:	\$12,750
Priority Ranking:	1
Project Summary:	\$12.75 million in state funds is requested to complete Phase 2 of the Caswell Park Improvements consisting of expanding Caswell Park's local, regional, and statewide benefit by constructing, furnishing, and equipping an indoor field house. The project will be located on property owned by the City of North Mankato immediately adjacent to Caswell Park.

Project Description

Total project cost is \$25.5 million dollars. Local revenue available for the project is \$12.5 million dollars generated from future GO Bonds and Sales Tax Bonds tied to existing sales and use tax extended by voters in 2016 and approved by the Legislature in 2018. The remaining \$12.5 million dollars needed for the project is requested to come from a state of Minnesota bonding appropriation.

\$2.0 million dollars was approved by the Legislature in the fall of 2020 to complete Phase 1 consisting of upgrades to the existing Caswell Regional Sporting Complex (concession upgrades, restroom upgrades, parking lot addition, replace fencing, replace field lights, replace scoreboards, perform necessary site work, increase size of four fields to 300 feet, install knee wall and backstop nettings, provide additional spectator seating, replace the public announcement system, add gateway signage, and install turf field at Caswell North soccer complex. The softball portion of Caswell Park is located on a 27 acre parcel (1,176,120 square feet of which 4,000 square feet is concessions).

\$25.5 million dollars will be used to construct a 108,000 square foot indoor field house. The field house will include four full sized basketball courts and six tennis courts. The basketball portion of the facility can be converted into eight youth sized basketball courts or eight full sized volleyball courts. The tennis courts can be converted into 12 pickle ball courts. Associated support space is included in the 108,000 square feet such as concessions, restrooms, meeting space, and storage.

More information can be found at <https://www.caswellsports.com/bondingrequest>

Project Rationale

1. Responds to regional planning efforts
2. Partners with an existing statewide asset
3. Business leaders demanding more amenities
4. Local youth sporting demand & partnership with Minnesota State University,
5. Positions Mankato/ North Mankato region for future prosperity

The Caswell Regional Sporting Complex bonding request is the product of nearly a decade's worth of regional discussion about recreational needs in the Mankato/North Mankato Metropolitan Statistical Area, successful extension of an existing sales and use tax, and coordinated regional planning. At least three independent feasibility studies have been completed addressing the need for indoor recreational/court space in the area, including one by the Minnesota Amateur Sports Commission. All agree sufficient demand exists for construction of a fieldhouse in an area of the state underserved by this type of asset. The indoor fieldhouse is a critical piece of a constellation of recreational investments in the Mankato/North Mankato area aimed at strengthening south central Minnesota for future economic and livability success.

Conversations with business leaders in the community continue to include reports of difficulties attracting workers of all professional levels to the Mankato/North Mankato Metropolitan Statistical Area due to a lack of indoor amenities like the proposed fieldhouse. As a result, business leaders are demanding these types of investments as a way to attract talent that will help them continue to sustain and grow their companies in the area. The fieldhouse expansion will increase the regional economic impact of Caswell by increasing the number of months the park operates from six to twelve with the addition of indoor winter sports like basketball, volleyball, tennis, and pickleball. In the Mankato/North Mankato area a need exists for additional events hosted in the winter to draw visitors to the area, fill hotels, and provide customers to entertainment oriented businesses. The fieldhouse expansion at Caswell will also address these needs.

Lack of space and available time is continually mentioned by sporting groups looking to invest in local athletes and grow their programs. This lack of space limits regular practice times, performance training, and the ability to host regional tournaments. Numerous examples of citizens traveling into the Twin Cities Metro Area with children to participate in sporting leagues can be offered as a result of the lack of these amenities. The constraints mentioned above induced the area basketball, volleyball, and tennis groups to sign letters of intent with specific hours and rates to locate to the proposed facility. These letters of intent include larger regional institutions like Minnesota State University Mankato's tennis team and Bethany Lutheran College's tennis team. As a result, the Caswell Sports Regional Bonding Request not only assists local programs, but also guarantees partnership between the community and higher education institutions by co-locating uses in the same facilities. Therefore, it is a terrific example of partnership between the state and local entities.

Awarding the \$12.5 million dollars in state bonding appropriations responds to regional planning efforts, invests in a time proven existing statewide asset, addresses the demands of business leaders, resolves inequities in access to youth sporting facilities based on geography, and provides an asset that will be leveraged for decades for the prosperity of the region. It can also address an equity issue by considering the average household income in the Mankato/North Mankato area is lower than other areas of the state.

Project Timeline

Pre-design/Engineering - Completed as part of Phase 1

Proposed Bid Date - 90 days from receiving bonding appropriation in 2024

Construction Start - Fall 2024

Construction Completion - Fall 2025

Opening Day - Fall 2025

Other Considerations

The Caswell Regional Sporting Complex bonding request answers each and every call Governor Walz made to Minnesotans. The request provides opportunities for youth and adults in the region, invests in a time proven state asset requiring enhancements to continue meeting the expectations of its visitors, and partners with an entire region seeking to secure its future prosperity by creating amenities that will attract workers and residents to Minnesota. The Caswell Regional Sporting Complex request is not simply a youth sporting facility, it is a critical piece to ensuring the Mankato/North Mankato MSA continues to prosper and eliminates barriers to that success linked to geography

The Caswell Regional Sporting Complex was in the governor's bonding bill for both 2022 and 2023. As a statewide regional asset, continued investment in Caswell Park secures additional support to a wide variety of business institutions and enhances a Minnesota jewel.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of North Mankato

Who will operate the facility?

City of North Mankato

Who will use or occupy the facility?

General public, local youth athletic teams, area public schools, in-state visiting teams, out of state visiting teams, international visiting teams, Minnesota Attack Volleyball Club, Minnesota Rise AAU basketball, the Mankato Area Basketball Association, the Mankato Area Tennis Association, Minnesota State University Mankato Tennis Team, Bethany Lutheran College Tennis Team, Caswell Regional Sporting Complex staff, other local groups.

Public Purpose

See "other considerations" response. To promote the economic and social benefits of sports and sports tourism.

Description of Previous Appropriations

\$2.0 million appropriated by the State of Minnesota in the fall of 2020 to complete Phase 1 of the Caswell Park Improvements. This included up the existing outdoor fields, construction of an artificial field, and full design documents for the indoor fieldhouse. The \$2.0 million appropriation matched with \$2.3 million from the City of North Mankato and \$700,000 in donation from local groups.

Project Contact Person

Kevin McCann
City Administrator
507-625-4141
kmccann@northmankato.com

(\$ in thousands)

Caswell Park Improvements - Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$12,750	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$25,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$110	\$0	\$0
Project Management	\$0	\$60	\$0	\$0
Construction	\$0	\$25,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$330	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$25,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Silver Lake Trail Corridor	1	GO	5,000	0	0	0	0	0
Total Project Requests			5,000	0	0	0	0	0
General Obligation Bonds (GO) Total			5,000	0	0	0	0	0

Silver Lake Trail Corridor

AT A GLANCE**2024 Request Amount:** \$5,000**Priority Ranking:** 1**Project Summary:** \$5 million in state funds is requested to study, design, and build a multiuse trail on the east side of Silver Lake to connect to regional trail system.**Project Description**

The North St. Paul Silver Lake Trail Corridor is a planned multi-use trail extending around Silver Lake in the City of North St. Paul that would continue west along the south side of Interstate 694, ultimately connecting with the Bruce Vento Regional Trail near U.S. Highway 61 in the City of Maplewood. This multiuse trail would serve as a gateway link between the Silver Lake area and the larger Lake Links Trail Network. Benefiting communities along the MaplewoodSilver Lake Trail Corridor include North St. Paul, Oakdale, Maplewood, White Bear Lake, and Mahtomedi.

Project Rationale

- Provide enhanced bicycle and pedestrian safety.
- Promote alternative transportation access and improve health outcomes.
- Complete a trail link around Silver Lake—a regional recreational amenity.
- Provide connections to the regional and state trail network including the Bruce Vento Regional Trail and the Gateway State Trail.

Project Timeline

2024 study/predesign

2025 design

2025-26 construction

Other Considerations

Support for this trail will complete the trail network around Silver Lake and advance implementation of the Ramsey County Bicycle Pedestrian Plan and Lake Links Trail Network Master Plan.

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

To be determined

Who will operate the facility?

Potential joint operation by City of North St. Paul and neighboring/overlapping jurisdictions.

Who will use or occupy the facility?

Multiple jurisdictions

Public Purpose

Multimodal transportation Pedestrian access Safety improvements

Description of Previous Appropriations

N/A

Project Contact Person

Brian Frandle
City Manager
651-747-2400
brian.frandle@northstpaul.org

(\$ in thousands)

Silver Lake Trail Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$425	\$0	\$0
TOTAL	\$0	\$5,425	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$525	\$0	\$0
Design Fees	\$0	\$700	\$0	\$0
Project Management	\$0	\$700	\$0	\$0
Construction	\$0	\$3,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$5,425	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

North Zumbro Sanitary Sewer District

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
North Zumbro Sanitary Sewer District - Phase 2	1	GO	44,800	0	0	0	0	0
Total Project Requests			44,800	0	0	0	0	0
General Obligation Bonds (GO) Total			44,800	0	0	0	0	0

(\$ in thousands)

North Zumbro Sanitary Sewer District - Phase 2

AT A GLANCE

2024 Request Amount: \$44,800

Priority Ranking: 1

Project Summary: The project will be creating a new regional sanitary district to serve the communities of Goodhue, Oine Island, Wanamingo, and Zumbrota. The project includes land purchased by Prairie Island Indian Community in Pine Island, which requires the necessary infrastructure for future development. A new wastewater facility will be built near the City of Zumbrota. Lift stations and piping will be installed to connect all four communities, including Prairie Island Indian Community.

Project Description

Each community has aging facilities and are facing more restrictive permit discharge limits. A new facility, pumping, and piping system will allow the communities to make better use of tax dollars by economy of scale, lower cost per gallon for treatment, better performance and reliability, staff efficiencies and reduced sampling and testing. There is an anticipated \$500,000 per year operations and maintenance savings on a new treatment plant compared to operating four aging facilities.

Project Rationale

The communities of Goodhue, Pine Island, Wanamingo, and Zumbrota have wastewater treatment facilities that are nearing the end of their life cycles. Prairie Island Indian community requires the necessary infrastructure, including wastewater treatment, to develop land within Pine Island City limits. In a collaborative effort the communities are working toward construction of a regional sanitary sewer district to process the municipal wastewater. The project has received \$10 million of State appropriations to predesign, design, engineer, and acquire land for a new state-of-the-art regional wastewater treatment facility. Benefits of a regional facility include gained efficiencies due to an economy of scale which could lead to lower costs per gallon for treatment, staff efficacies, including better wastewater operator retention, one single point of discharge into a public receiving water, one wastewater discharge permit to manage and comply with, and decreased long-term financial burden on each of the communities.

Project Timeline

The project is currently in the design services, permitting, and land purchase phase, which is expected to be completed by June 2025. If funding is approved, construction is anticipated to take two years to complete.

Other Considerations

The construction of a regional wastewater treatment facility and collection system benefits will

include and owned by Prairie Island Indian Community near Pine Island. Prairie Island plans to develop land for future housing expansion and other economic development opportunities. Without the necessary infrastructure, including wastewater treatment, the development can not proceed.

Impact on State Operating Subsidies

No operating dollars requested.

Who will own the facility?

The treatment facility will be owned by the North Zumbro Sanitary District.

Who will operate the facility?

The treatment facility will be operated and maintained by the North Zumbro Sanitary District.

Who will use or occupy the facility?

Cities of Goodhue, Pine Island (Including Prairie Island Indian Community within City limits), Wanamingo, Zumbrota

Public Purpose

Provide regional wastewater treatment for the communities of Goodhue, Pine Island (including Prairie Island Indian Community), Wanamingo and Zumbrota that will serve as a model for other State-wide collaborative efforts. A Sanitary District will improve the water quality in the Zumbro River and provide better flood protection. There will be only one discharge point rather than four separate discharge points. Two of the facilities, Pine Island and Wanamingo, are located within the flood plain and have been flooded three times in the past fifteen years. The new facility would be constructed out of the flood plain. The new facility will increase the opportunity for residential, commercial, and industrial growth within the five communities.

Description of Previous Appropriations

Phase I - 2023 Bonding Capital Appropriation of \$10 Million

\$10,000,000 was appropriated from the general fund to the Public Facilities Authority for a grant to the joint powers sanitary district created pursuant to Minnesota Statutes, section 471.59, comprising the cities of Goodhue, Pine Island, Wanamingo, and Zumbrota to predesign, design, engineer, and acquire land for a new state-of-the-art regional wastewater treatment facility to be located in Goodhue County.

Project Contact Person

Brian Grudem
City Administrator
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bgrudem@ci.zumbrota.mn.us

North Zumbro Sanitary Sewer District

Project Detail

(\$ in thousands)

North Zumbro Sanitary Sewer District - Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$10,000	\$44,800	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$27,400	\$0	\$0
City Funds	\$75	\$27,400	\$0	\$0
Non-State Funds Pending				
TOTAL	\$10,075	\$99,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$1,075	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$8,500	\$0	\$0	\$0
Project Management	\$500	\$7,000	\$0	\$0
Construction	\$0	\$78,077	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$14,523	\$0	\$0
TOTAL	\$10,075	\$99,600	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Allen S. King Plant Decommissioning and Redevelopment - Utilities and Redevelopment	1	GO	16,082	0	0	0	0	0
Total Project Requests			16,082	0	0	0	0	0
General Obligation Bonds (GO) Total			16,082	0	0	0	0	0

(\$ in thousands)

Allen S. King Plant Decommissioning and Redevelopment - Utilities and Redevelopment

AT A GLANCE

2024 Request Amount: \$16,082

Priority Ranking: 1

Project Summary: The City is requesting a commitment of \$16,082,256 from the 2024 State Capital Bonding to undertake a REDEVELOPMENT of the 170-acre Allen S. King Coal plant slated for closure in 2028. In total, the funds would be used for the design and construction of utility public infrastructure (water, well, sanitary, storm) as well as roads, trails and all related infrastructure in a phased approach.

Project Description

The City is seeking \$16,082,256 from the State 2024 Bonding Bill to undertake a REDEVELOPMENT of the 170-acre Allen S. King Coal plant slated for closure in 2028 and which on the St. Croix River. The funds would enable the design and construction of utility public infrastructure (water, well, sanitary, storm) as well as roads, trails and all related infrastructure. All being necessary for any repurposed use. This would be expected to be undertaken in a phased approach – being Phase A in 2024-2025 and Phase B post-closure in 2028.

The Allen S. King Plant Site area as the site itself nor immediate area is currently served by water – nor has sufficient backbone water-capacity, sanitary sewer and storm sewer utilities - rather on-site wells and a small private sanitary force main constructed in the 1960s.

It should be noted that almost any form or meaningful site repurposing will require public utilities, including typical residential or commercial development as well as any creation of public park space. The City would fully expect the 170 acres to accommodate, parks, residential and commercial entities as well as significant restoration of such lands on the Wild and Scenic St. Croix River.

The 2023 Bonding Bill already provided \$2,190,000 and the City has committed \$878,000 - bringing the total funds to \$19,150,256 if the \$16,082,256 can be provided.

The Phases are – (in 2024 dollars - ALL COSTS SHOWN):

PHASE A - Improvements are:	<u>\$11,530,139</u>
Water Systems	\$ 5,381,475 (including well)
Sanitary Systems	\$ 1,569,858
Storm Systems	\$ 2,260,596
Right of Way / Easements	\$ 784,930
Related Soft / Design Costs	\$1,533,280

Phase B would be undertaken after 2028 once closure occurs and would include final design and construction of roadways, trails and internal-site utilities once better refined under the formal closure process. Phase B is estimated at an additional \$7.6 Million bringing the total costs to \$19,150,256.

PHASE B - Improvements are: **\$7,620,000**

Internal Site Utilities	\$2,109,375
Internal Road Construction & Signals	\$3,023,438
Trails	\$ 843,750
Design & Bidding / Construction Mgmt.	\$ 1,643,555

Project Rationale

This 2024 funding request - has four key rationale:

1. The funds will enable and are essential to the site being redeveloped as all such future uses - especially those that will generate tax revenues or jobs will require public utilities. This will be critical towards reducing some of the tax base loss the City will see with the closure of the Plant, and which is estimated at approximately 35% of the City's property tax base or about \$2.2 million revenue annually.
2. The funds will further the development for recreational opportunities on the St. Croix River for the greater Twin Cities area. And would be meaningful as development of a "in-town" public access and park facility to a Federally Designated Wild and Scenic River as such opportunities for such are limited.
3. The funds will absolutely incite momentum for all to address the site as a whole as no community desires to see a derelict coal fired power plant much less abutting a Federally Protected River and the new St. Croix River Crossing.
4. The City does believe that the State has a significant responsibility to fund this Project due to the fact that the State permitted this site as a benefit to the region. And now that closure is upon us, the State has an equal responsibility to the local community to restore and repurpose the property - preventing a permanent tax base loss and addressing vacant / idle coal plant facilities.

Project Timeline

PHASE A -

2024-2025 Predesign, Preliminary Survey, Final City Environmental Review

2025-2026 Final Design, Bidding and Construction - (Phase A)

Phase A - 2025 to 2026: Installation of Backbone Infrastructure and related Off-site improvements – Could be completed prior to plant closure including water and sewer mains to the perimeter of the site as well as storm water facilities.

PHASE B - Post-Closure - 2028 to 2030: At closure, following demolition and any required remediation by Xcel Energy, the on-site improvements could be installed, these would include primary access roadways as well as internal roadways, internal trails and internal utility infrastructure.

Other Considerations

1. What would happen if the project does not receive state bonding?

As a small community under 5,000 and that is losing 35% of its tax base, the City does not have the financial capacity to extend these utilities, roadway or trails. Potentially, the site would remain wholly vacant, potentially with unaddressed environmental concerns and the public will express concerns about the unknown future of this 170-acre site along the St. Croix River.

There is a further risk that if the City is not a major player, if not the leader of the site redevelopment with clear controlling interest in the public facilities, that the acreage could be redeveloped purely at the full-guidance of development interests which could inherently lead to into such thing as extensive industrial uses, high-end residential only and very limited – if no public access.

The City's involvement and control of the underlying infrastructure via the receipt of these phased

State funds will result a dramatically lessened need to incorporate such costs into development scenarios by private developers – making many elements more affordable which the City will ensure is substantially passed through – and not to the benefit of the bottom line of developers or by Xcel Energy who is beholden to their shareholders.

2. *What is the impact on Black, Indigenous, and people of color (BIPOC) communities?*

According to US CENSUS DATA, (2019) approximately 18.4% of the Washington County population includes BIPOC residents. These populations are in direct proximity to the Site – less than 10 miles +/- and would benefit from the Project including recreational opportunities as well as housing and employment.

The City has reviewed the Environmental Impact Statement for the St. Croix River Crossing (lying just north of this site) which endeavored determine any indigenous sites (burial, heritage sites, etc.) Such work was extensive under Federal 7a Review and included surrounding areas – no such sites were identified; further examination of the area could be undertaken.

3. *What community engagement has taken place or will take place related to the project?*

The City has convened a Community Advisory Panel consisting of a number of public and entities to discuss use future concepts. These members include the ISD 834, neighboring cities of Stillwater and Bayport, MNDNR, Washington County, Chamber of Commerce, National Park Service, St. Croix River Alliance, members of the City’s Parks and Planning Commission, Washington County EDA and several residents. This work started in Fall 2020 and continues through 2021 with the culmination of work to be TWO concept plans for further community discussion. These discussions will also include the development of an “equity and inclusion” element to also understand how this Project may play a bigger role in the advancement of any commercial, residential and recreational land uses that benefit BIPOC communities.

Impact on State Operating Subsidies

No State operating dollars are being requested.

Who will own the facility?

The City would own and operate this public infrastructure; however, the City would anticipate that much of the surface to be remain ownership of Xcel Energy for the long-term with negotiated surface rights- such as 100-year renewable leases so as to ensure Xcel Energy remains the party responsible for any environmental impacts. These lessees would then control final development surface capacities for redevelopment and reinvestment. The City and any other final developmental use would seek a final indemnification from Xcel Energy on all such lands.

Who will operate the facility?

The City of Oak Park Heights.

Who will use or occupy the facility?

At the Project's completion, it is hoped that the 170- acre site is a complete redevelopment success and is fully remediated, includes businesses and residential uses that run the gamut of affordability and also provides new park lands. In short, the occupant of the property could hundreds of people

living and working on-site as well as thousands visiting each year enjoying the open space.

Public Purpose

The construction and operation of public utilities is solidly in the realm of public purposes as is the use of such funds to seek and support the redevelopment of a closing coal-fired power plant. The City hopes to also ensure a significant portion of the property remains as parklands or other public open space for all to enjoy and interface with a Wild and Scenic River - the St. Croix.

Description of Previous Appropriations

The 2023 Capital Bonding effort did allocate \$2.190 million to this project (Portion of Phase A) and is applied prospectively in the budgets submitted. It provided funds for Predesign, Design and Land Acquisition. The current request takes this funding into account.

Project Contact Person

Eric Johnson
City Administrator
651-439-4439
eajohnson@cityof oakparkheights.com

(\$ in thousands)

Allen S. King Plant Decommissioning and Redevelopment - Utilities and Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$2,190	\$16,082	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$878	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$3,068	\$16,082	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$698	\$86	\$0	\$0
Predesign Fees	\$248	\$31	\$0	\$0
Design Fees	\$1,243	\$256	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$879	\$15,709	\$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	\$3,068	\$16,082	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Oliva Water Treatment Plant Centralized Softening (RO)	1	GO	2,600	0	0	0	0	0
Total Project Requests			2,600	0	0	0	0	0
General Obligation Bonds (GO) Total			2,600	0	0	0	0	0

City of Oliva Water Treatment Plant Centralized Softening (RO)

AT A GLANCE**2024 Request Amount:** \$2,600**Priority Ranking:** 1

Project Summary: Addition of centralized softening at the water treatment plant to allow removal of point-of-use water softeners to meet new Water Quality Based Effluent Limits (WQBELs) for chlorides that are included in the City's Wastewater Treatment Facility (WWTF) reissued effluent permit. Membrane equipment, clean-in-place equipment, antiscalant feed, and a membrane bypass line (for partial membrane bypass blending) will be added. A WTP Building expansion will be required to house the new equipment.

Project Description

Olivia is the county seat of Renville County, Minnesota, United States. Its population was 2,484 at the 2010 census. The Minnesota Senate has designated Olivia the "Corn Capital of the World". Olivia has been calling itself the "Corn Capital of the World" since 1973, when it erected its well-known 50-foot corn monument in the shape of an ear of corn.

Due to high levels of chlorides in the wastewater, the city must find a solution to lower the chloride amounts in the influent wastewater. The best way to reduce chlorides is to add reverse osmosis for centralized softening at the WTP and remove point-of-use water softeners from homes that create a high level of chloride in the city's wastewater. The addition of RO centralized softening at the water treatment plant and removal of point-of-use water softeners is proposed to meet new Water Quality Based Effluent Limits (WQBELs) that are included in the City's Wastewater Treatment Facility (WWTF) reissued effluent permit. Membrane equipment, clean-in-place equipment, antiscalant feed, and a membrane bypass line (for partial membrane bypass blending) will be added. A WTP Building expansion will be required to house the new equipment.

Description Cost
 Construction Cost \$3,850,000
 Engineering & Admin (15%) \$ 580,000
 Contingency (20%) \$ 770,000
 Total \$5,200,000

Project Rationale

The city must find a solution to lower the chloride amounts in its wastewater to meet new Water Quality Based Effluent Limits (WQBELs) that are included in the City's Wastewater Treatment Facility (WWTF) reissued effluent permit. The best way to reduce chlorides is to add reverse osmosis for centralized softening at the WTP and remove point-of-use water softeners from homes that create a

high level of chloride in the city's wastewater. While RO will work, its also expense. While the city can absorb some costs, these mandates are not feasible financially. We ask for bonding bill grant money to help make this financially feasible as we comply with new permit limits.

The City decided to move forward with taking steps to pursue centralized softening at the WTP. Accordingly, a compliance schedule has been included in the latest WWTF discharge permit to accommodate the time required to design, fund, and construct a Reverse Osmosis (RO) system at the WTP and to conduct chloride source reduction activities in order to comply with the WQBELs.

As part of the design efforts to complete bid documents as required by the WWTF discharge permit, potential location and sizing for the RO system and WTP building expansion are being evaluated. This memorandum identifies the proposed WTP layout and summarizes design considerations and key design parameters.

Primary project elements for the RO addition at the WTP include the following:

- Building addition to house new treatment process.
- RO treatment skid, chemicals storage and feed systems, and ancillary tanks and equipment.

Project Timeline

RO Pilot Testing Completed
Submittal of Plans and Specifications to MDH: July 2023
Bid Advertisement: January 2024
Bid Opening: February 2024

Construction: Dependent on availability of funding (as noted in compliance schedule in the WWTF's reissued permit)

Other Considerations

The citizens want to discharge enviromental cleaner water, but also already have high bills in utilities. This funding will off set that cost. There is also the cost to the home owner to remove thier own water softeners and many have newer ones that they just paid for.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Olivia

Who will operate the facility?

City of Olivia

Who will use or occupy the facility?

City of Olivia

Public Purpose

To meet the mandates and comply with MPCA regulation pertaining to the chloride discharge. The

residents and business already have a financial burden with utility and other monthly obligations. The city wants to be fiscally and financially responsible as well as do the right thing with MPCA. This bonding money will help our city and residents to comply and be fiscally responsible at the same time.

Description of Previous Appropriations

Project Contact Person

Shawn Hanson
Finance Director
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shanson@olivia.mn.us

(\$ in thousands)

City of Oliva Water Treatment Plant Centralized Softening (RO)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$2,600	\$0	\$0
TOTAL	\$0	\$5,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$580	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,620	\$0	\$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	\$5,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Proposed Interchange at CSAH 44 and TH 14	1	GO	37,100	0	0	0	0	0
Resource Recovery and Carbon Capture	2	GO	17,393	0	0	0	0	0
Graham Commons	3	GO	20,897	0	0	0	0	0
Regional Public Safety Equipment and Maintenance Facility	4	GO	2,185	0	0	0	0	0
Lake Zumbro Park Improvements	5	GO	1,106	0	0	0	0	0
Total Project Requests			78,681	0	0	0	0	0
General Obligation Bonds (GO) Total			78,681	0	0	0	0	0

Proposed Interchange at CSAH 44 and TH 14

AT A GLANCE

2024 Request Amount: \$37,100

Priority Ranking: 1

Project Summary: Olmsted County seeks state capital investment for construction of a proposed interchange at County State Aid Highway (CSAH) 44 and Trunk Highway (TH) 14, and an associated flyover at 7th Street NW. Objectives of the project are to improve safety and support regional growth and economic development. The TH 14 Corridor Analysis Project identified construction of an interchange at the CSAH 44 intersection as an immediate, short-term (5-year) improvement.

Project Description

The project consists of a proposed interchange at CSAH 44 and TH 14, and an associated flyover structure at 7th Street NW. Infrastructure elements include four bridge structures, retaining walls, pavement, lighting, and active transportation facilities.

The intersection of CSAH 44 and TH 14 is located on the west side of Rochester. A skewed geometric angle, high traffic volumes traveling at 65 MPH, and a rail crossing contribute to the safety concerns and complexity of this intersection. Crashes at the intersection average 10-13 per year and there was a fatality in 2020. The Minnesota Department of Transportation (MnDOT) recently closed the median of the intersection due to these safety concerns. The TH 14 median closure has improved safety at the CSAH 44 location, however, as traffic patterns have adjusted it has increased concerns at other locations along the highway and on the local system. The closure has also severed the regional connectivity of the roadway and is not a long-term solution.

The proposed interchange at CSAH 44 and TH14 will remove two at-grade intersections, eliminate 64 conflict points, and will provide urgently needed safety improvements for this portion of the TH 14 corridor. Additionally, the interchange will provide increased mobility and support growth and economic development. Efforts are currently underway for engineering services, environmental documentation, design, and right of way acquisition. Full funding for construction of the interchange and flyover is still needed.

Project Rationale

For several years, Olmsted County has led efforts on a proposed interchange at CSAH 44 and TH 14, including an associated flyover structure at 7th Street NW. The intersection is located on the west side of Rochester and has significant safety concerns. A skewed geometric angle, a 65-mph speed limit on TH 14, and high traffic volumes on both the trunk highway and county highway, are contributing factors to approximately twelve crashes each year. In 2020 a former Olmsted County commissioner lost his life in a crash at the intersection.

Olmsted County is a growing community with population growth rates greater than the state and national average. TH 14 is a regional corridor serving as a primary commuter route from the west into Rochester. Approximately 30,000 vehicles travel on TH 14 daily, and approximately 3,000 vehicles utilize CSAH 44 on a daily basis. Both roadways provide important regional connections for commuters into Rochester, a freight route, and existing commercial and residential development. The opening of the expansion project from Owatonna to Dodge Center completes the TH 14 four-lane corridor from Mankato to Rochester. This provides an attractive, access-controlled route, increasing traffic on TH 14 through the CSAH 44 intersection.

The TH 14 Corridor Analysis Project from Rochester to Kasson identified construction of an interchange at the CSAH 44 intersection as an immediate, short-term (5-year) improvement. The interchange is identified as a need in the Long-Range Transportation Plan of the Rochester-Olmsted Council of Governments (ROCOG), which is the Municipal Planning Organization (MPO). Additionally, CSAH 44 has been renamed from the former County Road (CR) 104. The new designation reflects planning efforts which indicate a higher functioning roadway, providing regional connectivity and capacity. Approximately \$19.7 million of infrastructure improvements are currently being made to CSAH 44 just north of the proposed CSAH44/TH14 interchange. Expected growth indicates CSAH 44 will become a future four-lane facility.

The CSAH 44/TH 14 interchange is a significant safety improvement for not only the local communities and region, but also the state. Trunk Highway 14 is a very important east-west connector route for Minnesota. The volume of drivers and speeds at which they travel have both increased on the highway over the years and safety is a significant concern for travelers, commuters, businesses, and freight operators. Olmsted County is a member of the U.S. Highway 14 Partnership which consists of cities, counties, townships, chambers of commerce, businesses, and individuals impacted by U.S. Highway 14. The goal of the partnership is to secure funding for improvements to Highway 14. The proposed interchange aligns with partnership goals and will improve safety, increase capacity, facilitate mobility, efficiently move freight, and support growth and economic development.

Project Timeline

- Preliminary design and environmental documentation - now through October 2023
- Right of way acquisition - fall 2023 through spring 2024
- Detail design and construction documents - October 2023 through winter 2024
- Construction - 2025

Other Considerations

A 2009 Corridor Study, a federal environmental report, and an adopted official map have been completed. Olmsted County, in partnership with MnDOT District 6, have begun preliminary design and environmental documentation efforts for the project. The project has strong local and regional support, including the U.S. Highway 14 Partnership, the Rochester Area Chamber of Commerce, and area cities and townships.

Impact on State Operating Subsidies

None known

Who will own the facility?

Olmsted County and the Minnesota Department of Transportation (MnDOT)

Who will operate the facility?

Olmsted County and the Minnesota Department of Transportation (MnDOT)

Who will use or occupy the facility?

Traveling public

Public Purpose

Infrastructure

Description of Previous Appropriations

The 2020 Minnesota Legislature designated \$6 million of general obligations bonds and \$2.54 million of trunk highway funds were made available for environmental documentation, design, and right of way acquisition. This work is currently underway.

\$5 Million general fund cash was recently appropriated by the 2023 Minnesota Legislature to be used toward construction of the project.

Project Contact Person

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(\$ in thousands)

Proposed Interchange at CSAH 44 and TH 14

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$37,100	\$0	\$0
General Fund Cash	\$5,000	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$12,900	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$17,900	\$37,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$17,900	\$37,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$17,900	\$37,100	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Resource Recovery and Carbon Capture

AT A GLANCE

2024 Request Amount: \$17,393

Priority Ranking: 2

Project Summary: Olmsted County seeks state capital investment to enhance the county's resource recovery system by providing services and programs for the collection, capture, separation, reuse, recycling, utilization, storage, and energy recovery of materials. The county's recently adopted 10-year solid waste management plan identifies strategies for rethinking "waste" and addressing materials in terms of resource management. This project involves capturing material and carbon and managing them as a resource.

Project Description

Components of the Resource Recovery and Carbon Capture project include a community drop and reuse center (CDRC), a food waste pretreatment system for the new materials recovery facility (MRF), and planning for a carbon capture, utilization, and storage (CCUS) system associated with processing solid waste at the Olmsted Waste-to-Energy Facility (OWEF).

The CDRC will expand upon the county's integrated solid waste management system and sustainability goals by further processing residential and business waste and moving it up the solid waste management hierarchy through reusing, reclaiming, recycling, and resource recovery. A new 75,000 square foot building is proposed to be constructed on the east side of the existing Resource Recovery Campus. The facility will provide individuals and private businesses a location for convenient and easy drop-off of their waste materials. Staff will assist customers with their waste and direct them to the appropriate drop-off location(s). The material will be directed to areas within the facility for reuse, reclamation, recycling, processing for resource recovery, or landfilling as a last resort.

The CDRC has dedicated areas for reuse, reclamation, recycling, resource recovery, and landfill materials based on the solid waste management hierarchy. The reuse and reclamation area will include building materials (lumber, doors, windows, cabinetry, sinks, plywood, sheetrock, gutters, fencing), household items (plates, bowls, artwork, mirrors, shelving, pots, pans, blinds), furniture (tables, chairs, couches, mattresses, dressers), sporting and leisure equipment (bikes, exercise equipment, toys, bats, balls, ski's, golf clubs), lawn and garden supplies (grills, patio items, garden pots, weed whips, lawnmowers, wheelbarrows) and personal use items (books, board games, clothing, toys, purses, sports bags). These items will be moved to the Reuse Center within the CDRC, where they will be organized and made available to the public during open hours. The recycling area will include scrap metal (ferrous and aluminum), copper (pipe, wire, and windings), brass, aluminum (car rims, radiators, beverage cans), stainless steel, batteries (lead acid, nickel-based, lithium-based), and motors/starters/transformers. These materials will be marketed to private companies.

This project also requests funding to install a food waste pretreatment system at the MRF. This pretreatment system will consist of state-of-the-art technology that depackages and prepares food waste for anaerobic digestion (AD) processing. The food resource is recovered at the AD plant as energy in the form of biogas, while the solid fraction can be used as a soil amendment. A waste characterization study performed by Olmsted County in May 2019 showed that food waste comprised more than 20 percent of the municipal solid waste stream. Organic waste (yard, wood, and food waste) represents the most significant potential recyclable commodity deposited at the county's waste disposal facilities. Regional infrastructure is needed to move food waste up in the solid waste management hierarchy.

Waste-to-energy is a critical component of the solid waste management hierarchy. It is an essential tool to avoid landfilling waste in the Karst region of Minnesota. The OWEF is a vital solid waste management facility that destroys pathogens, waste pharmaceuticals, and other problematic chemicals in the waste stream. Waste-to-energy will continue to complement the county's resource recovery initiatives. The OWEF brings many environmental and public health benefits and can help Minnesota reach its targeted climate goals. CCUS is an effective tool to further reduce the waste-to-energy sector carbon footprint, with the possibility of reaching net negative carbon emissions. Funding will be used for planning, pre-design, design, engineering, environmental studies, and economic analysis of costs related to further decarbonizing the solid waste system. The project may include the utilization of technologies related to recycling, anaerobic digestion, electrolyzer-produced hydrogen, methodologies for the production of ammonia, methanol, urea, biochar, sustainable aviation fuel, other beneficial products or utilizing captured carbon, and the pre-design and design of a business incubator for purposes of creating a technical training platform related to carbon sequestration in a waste-to-energy facility.

Project Rationale

Since 1994, Olmsted County has been serving the community's public drop services through modifications to the Recycling Center (built-in 1986). Although the changes to the Recycling Center have been sufficient to provide basic waste service, with the substantial population growth of the community, this facility is now experiencing significant operational and safety constraints from increasing waste and customer vehicle traffic over the last 30 years. Because of these constraints and the desire to improve how the waste is managed, a new building is needed that will vastly enhance community drop-off services and safety, along with improving the county's sustainability goals of increasing reuse, reclamation, recycling, and processing the remaining solid waste fraction for resource recovery.

Olmsted County Environmental Resources staff worked closely with RRT Design and Construction (RRT) to conduct a feasibility study and prepare a conceptual design. The final design and construction of the CDRC is part of the redesigned Olmsted County Resource Recovery Campus.

A CDRC is needed because it will:

- Provide a safe, environmentally focused, cost-effective community drop and reuse center.
- Allow our community, including local individuals and small businesses, convenient access to a community drop and reuse center.
- Increase local reuse, reclamation, recycling, and resource recovery rates.

- Improve our solid waste system by moving materials management up the solid waste hierarchy while gaining environmental, social, and economic benefits.
- Meet state and local solid waste objectives.
- Give new life to waste materials through reuse and reclamation.
- Prepare quality recyclable materials that are marketable for end-use manufacturers.
- Increase resource recovery of waste materials reducing the amount that goes to landfilling.
- Reduce overall greenhouse gas emissions by reusing, reclaiming, recycling, and resource recovery of waste materials.

According to the MPCA, organics make up about one-third of the waste stream in Minnesota. The problem is when organics are disposed of in landfills, the material breaks down and produces methane, a greenhouse gas with a heat-trapping potential 25 times greater than carbon dioxide. The agency notes increasing organics collection and processing infrastructure is necessary to help meet the established statewide recycling and climate goals. For Olmsted County to reach its sustainability goals in the 10-year solid waste plan, food waste will need to be diverted from disposal facilities. Funding will be used to install a Gemidan Ecogi food waste pretreatment system at the MRF. The Ecogi is an innovative technology for treating organic food waste from households and businesses. The significant advantage of this technology is that it separates inert waste from food waste, leaving the product virtually free of waste residues such as plastic, glass, and metal, and provides a pulp product for fast reaction in the digester. The project aims to move food waste up the solid waste management hierarchy and use the material as a resource.

Finally, funding will also be used to begin research and development of a CCUS system at the OWEF. Carbon dioxide is currently viewed as a waste product from combusting solid waste; however, it can be managed and used as a resource. Emerging CCUS technologies present an opportunity to capture, reclaim, and reuse wasted carbon. Captured carbon can be used in industrial products such as steel and cement production, chemicals, and fuels.

Reuse, reclamation, recycling, and resource recovery are essential components of waste management in Olmsted County. Reuse, reclamation, and recycling (along with reduction and composting) are at the top of the state's waste management hierarchy and play a critical role as a waste abatement strategy to minimize solid waste disposal. Minnesota Statute §115A.551 requires counties to develop and implement waste abatement goals and submit program strategies to the MPCA for approval. This project will help achieve state reuse, reclamation, and recycling goals and resource recovery to minimize landfilling. It will help meet the county's long-range solid waste and sustainability goals and will provide better waste management tools to attain these goals.

Project Timeline

A feasibility study and conceptual design plans for the CDRC have been completed. Permitting and pre-design for the CDRC will commence in January 2025. Formal design for construction documents will start upon approval of state bonding support. Pre-design and engineering for the food waste pretreatment system at the MRF will commence in January 2025, with installation in 2026. CCUS planning, pre-design, design, engineering, environmental studies, and economic analysis of costs related to the effective carbon dioxide sequestration associated with processing solid waste at the OWEF will commence in January 2025. The following is the tentative timeline, pending the award of state capital investment:

- Design, permitting, bidding, and research: January 2025 - January 2026
- Construction and planning: February 2026 - March 2027
- Begin operation: April 2027

Other Considerations

Impact on State Operating Subsidies

None known

Who will own the facility?

Olmsted County

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Individuals and businesses in Olmsted County and the southeast region of the state.

Public Purpose

Minnesota Statute §115 requires counties to develop and continue improving the integrated solid waste management system (ISWMS) to protect the state's natural resources and public health. Olmsted County supports the goals of the Waste Management Act (WMA) hierarchy - improving public health, reducing the reliance on landfills, conserving energy and natural resources, and reducing pollution and greenhouse gas emissions. The county is committed to strengthening partnerships with other local units of government, businesses, nonprofits, and the waste and recycling industry. The Resource Recovery and Carbon Capture project will promote innovation and collaboration and will be responsive to the changing solid waste industry. This project will help achieve the state's solid waste and climate goals and the county's long-range sustainability goals while providing a more effective and efficient waste management system for the residents of Olmsted County and the southeast region.

Description of Previous Appropriations

No state appropriations have been provided to Olmsted County for a community drop and reuse center, food waste pretreatment system, or carbon capture, utilization, and storage project.

The county was allocated \$10 million of General Obligation bonds in the 2023 bonding bill to help construct a materials recovery facility, which is also part of the county's resource recovery system (integrated waste management system).

Project Contact Person

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(\$ in thousands)

Resource Recovery and Carbon Capture

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$17,393	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$17,394	\$0	\$0
TOTAL	\$0	\$34,787	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,800	\$0	\$0
Project Management	\$0	\$6,600	\$0	\$0
Construction	\$0	\$18,340	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,200	\$0	\$0
Inflationary Adjustment	\$0	\$4,847	\$0	\$0
TOTAL	\$0	\$34,787	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Graham Commons

AT A GLANCE

2024 Request Amount: \$20,897

Priority Ranking: 3

Project Summary: Olmsted County seeks state capital investment to further develop Graham Park, a 60-acre parcel in Rochester owned by Olmsted County by completing construction of an exhibition center and surrounding facilities and amenities.

Project Description

The funding supports completing the construction of an exhibition center, which received \$8 million in funding from the 2023 legislature and is the centerpiece of Graham Commons. The remaining funds support facilities and amenities to provide open-air performances, community events, cultural connections, an event street for walkable booths and activities, a covered pavilion, and adaptive reuse of historic structures on the property.

More than 100 years ago, 60 acres of land in Rochester was donated to Olmsted County by a Mayo Clinic founding partner, Christopher Graham, and his wife, Blanche Brackenridge Graham. The property, now known as Graham Park, has served southeast Minnesota as a regional asset for more than 100 years for agriculture, community events, entertainment, and youth athletics. The continued development proposed in this request helps preserve open space in an urban setting, repurpose historic structures, and offer affordable amenities that serve our communities. As Olmsted County has become more diverse, there are distinct cultural and ethnic populations that seek affordable venues for large community gatherings to celebrate their traditions and preserve their cultural heritage. Together these new investments ensure that Graham Park will continue to be a special place for residents of all backgrounds to gather, celebrate, and learn in Olmsted County well into the future.

Project Rationale

A 2021 market study demonstrated the region needs improved facilities to host cultural events, trade shows, youth athletics, concerts, equestrian/livestock shows, and other exhibits. The exhibition center will meet these needs for a larger exhibition space with year-round accessibility. This proposal's complementary facilities also fulfill expressed community and neighborhood desire for affordable family and community-friendly spaces and events such as a live performance venue and space for cultural celebrations. By adding an open-air pavilion, the proposal also supports weather-friendly outdoor events. This pavilion could be used for various new events and support existing events, such as the popular Rochester Farmer's Markets, which happen twice weekly. We aim to make our community feel more welcoming and inclusive and provide a safe and fun place for families to experience their local community at its best right in the heart of a growing urban environment.

Enhanced Graham Park facilities also drive economic development in the region. The new exhibition center alone is projected to increase total annual economic benefit from \$5.5 million to nearly \$13.7 million. The project will also provide qualitative benefits, creating development opportunities near the park, increasing public and private investment, and creating an enhanced quality of life for community members. The project will benefit individuals, families, community groups, and businesses in southeast Minnesota and Midwest region. The proposed projects can also continue our investments in clean energy. We have an existing geothermal system for the ice-making equipment in Graham Arenas. We will explore other climate preparedness and clean energy options for these projects, including the design and construction of the first phase of the exhibition center.

Project Timeline

Design would commence in 2024 with construction following in 2025 and/or 2026.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Olmsted County

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Olmsted County along with many other public, private, and nonprofit partners and the general public.

Public Purpose

These facilities are for use by the general public and can be used in a variety of ways for specific clubs, cultural groups, affinity groups, and others with a shared purpose. The venue provides an affordable option with facilities designed to meet the needs and expressed desires of people who live and recreate in the region. There are also complementary facilities at the park that accommodate private events, such as weddings. There are also overall economic benefits to businesses in the immediate area and the region from these facilities.

Description of Previous Appropriations

In 2023, Olmsted County received \$8 million in General Obligation bonds to fund initial design and construction of the exhibition center.

Project Contact Person

Jennifer Berquam
Legislative/Policy Analyst

651-308-8266

jennifer.berquam@olmstedcounty.gov

(\$ in thousands)

Graham Commons

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$20,897	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$20,897	\$0	\$0
TOTAL	\$0	\$41,794	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$33,500	\$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	\$4,294	\$0	\$0
TOTAL	\$0	\$41,794	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Regional Public Safety Equipment and Maintenance Facility

AT A GLANCE

2024 Request Amount: \$2,185

Priority Ranking: 4

Project Summary: Olmsted County seeks state capital investment to construct an equipment storage and maintenance facility for the Olmsted County Sheriff's Office and other partners. The addition will centralize the Sheriff's Office support and specialty response vehicles to the Regional Public Safety Training Center; thereby creating efficiencies and enhancing response to public safety emergencies.

Project Description

Components of the project include construction of maintenance space for outfitting squad vehicles and heated storage space for enforcement vehicles. The maintenance space will be a 3,000 square foot addition to our existing Public Works Service Center that is located on the same site. It will be able to leverage existing infrastructure within our Public Works Service Center and will provide space to take stock vehicles and outfit them with all of the equipment necessary to convert them to functional squads. The heated storage building will be a 6,000 square foot standalone building adjacent to our new training center. It will allow the Sheriff's Office and other partners to store enforcement vehicles, like watercraft, that need to be ready to deploy at a moment's notice.

Project Rationale

As the Regional Public Safety Training Center has grown over the years, so has the need for storage space for vehicles and equipment to support the training center. Currently, some of the training center equipment is stored in another facility at an inefficient location far away from the training center. That site is also needed for other law enforcement purposes. The new facilities will centralize the Sheriff's Office support and specialty response vehicles to the Regional Public Safety Training Center; thereby creating efficiencies and enhancing response to public safety emergencies.

Project Timeline

Design would occur in 2024 with construction following in late 2024 or early 2025.

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

Olmsted County

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Olmsted County and other partners. The training center is currently used by partners like Rochester Fire Department, Federal Medical Center staff and others, along with Olmsted County Sheriff's Office.

Public Purpose

Public safety

Description of Previous Appropriations

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

Project Contact Person

Jennifer Berquam
Legislative/Policy Analyst
651-308-8266
jennifer.berquam@olmstedcounty.gov

(\$ in thousands)

Regional Public Safety Equipment and Maintenance Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,185	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$2,186	\$0	\$0
TOTAL	\$0	\$4,371	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$250	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,750	\$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	\$371	\$0	\$0
TOTAL	\$0	\$4,371	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Lake Zumbro Park Improvements

AT A GLANCE

2024 Request Amount: \$1,106

Priority Ranking: 5

Project Summary: Olmsted County seeks state capital investment for improvements at Lake Zumbro Park. The four-acre park is situated along the banks of Lake Zumbro and provides various water recreation activities and public boat access to the lake. The project objectives are to maintain the site’s ADA accessibility while creating new amenities that are more user-friendly and accessible to individuals and families in the county and southeast region of the state.

Project Description

The Lake Zumbro Park is a small 4-acre park situated along the banks of Lake Zumbro and provides various water recreation activities and public boat access to the lake. Three of those acres were acquired in 2019 along with buildings and a private launch. Efforts have been made to clear the parcel and open the boat launch for public use. The launch and original fishing pier need updates and the entire parcel has potential for additional amenities and accessible spaces.

Overarching components of the plan include the removal of the old dead-end road, moving parking facilities out of the floodplain, establishing a more park-like setting with vegetation and resting spots for the fishing pier and personal watercraft area, a new central gathering space, and connecting all of the amenities with ADA compliant pathways.

A landscape buffer is proposed between the new peninsula parking lot and the residential area to the south. This is intended to create a separation from the existing residence in both a physical and visual manner. Storm water management areas will be appropriately placed near each parking lot to protect the water quality of the lake.

Some areas of riprap shoreline may be converted to a bioengineered option to provide wildlife habitat and a more natural setting. The naturalized riparian shoreline will include a mixture of plants to help increase biodiversity, control edge erosion, and provide a method to biologically filter the runoff before it reaches the lake.

An ADA accessible kayak and canoe launch has already been installed but does not yet have an ADA compliant path to it from the parking lot. Consideration will be given for personal watercraft storage racks which will provide annual rental space for avid lake users. Interest is being shown from the community to provide a dock for row boats and rowing team use.

One of the main features of the park is fishing on the peninsula. The existing overlooks will be replaced with new docks or piers that will allow the users to get out over the water for fishing and

viewing lake activity. Both will provide better access and preferred fishing locations on the newly dredged lake. The piers will also provide overhead shade for the fish underwater.

The public boat launch is a joint effort between Olmsted County and the Department of Natural Resources. The boat launch parking lot will be expanded to accommodate the intense summer usage and provide additional truck and trailer spaces. New docks have been installed on both sides of the 2-lane boat launch to assist boaters entering and exiting the lake as well as short-term waiting areas. The concrete launch is in need of updates to maintain a safe public launch. A boat wash station will be installed to rinse off boats when exiting the water to aid in aquatic invasive species management efforts. The slope and grade of the parking lot will be addressed to provide safer parking and ADA dedicated sites near the launch and picnic shelter.

A gathering space will be centrally located to the two activity hubs in the park. With a prime location overlooking the lake, the site of the former restaurant will feature a prominent shelter for gatherings and events. The shelter will be built with unique features to serve as a wayfinding point for those enjoying the lake and will be designed to provide interest in the park. Restrooms will also be centrally located and updated from portable restrooms to a modern, permanent structure restroom, which will also serve as storm shelters. Smaller shelters or benches will be provided throughout the park for those seeking relaxation and respite.

Project Rationale

The objective of the Lake Zumbro Park Improvement project is to maintain the site's ADA accessibility while creating a more welcoming destination with additional facilities and amenities that can be used and more easily accessed by the community. A major dredging project was recently completed at Lake Zumbro and the activity on the lake is continually increasing.

Lake Zumbro Park is now the only public boat launch for the lake in Olmsted County. The second boat launch resides in Wabasha County and is a rather small access point, making the Olmsted County launch a heavily used site. Summer days are extremely busy with parking continually overflowing onto the road and ditches. Better use the land could provide more parking, safer routes, and a more visually appealing park to visit.

The foundation of the project design improves on accessibility and ease of circulation within the site while working to separate motorized and non-motorized lake activities. The fishing pier is a busy amenity with avid fishermen, but the current docks are in need of updates.

The plan seeks to create a park on the peninsula by taking out the existing road and moving the parking more inland. ADA accessible paths will connect all areas of the boat launch and peninsula with a centralized picnic shelter. Informational signage will be placed at each end of the park in prominent locations to give visitors easy access to information.

Lakes are rare in the southeast region of the state, and especially those where a variety of water recreation activities can take place, such as Lake Zumbro. It is an asset to individuals and families in the region to have access to the park and lake.

Project Timeline

Design, permitting, and bidding will take place July - December 2024. Construction will begin in the spring of 2025 with the anticipated completion in the fall of 2025.

Other Considerations

The Minnesota Department of Natural Resources (DNR) has jurisdiction over the boat launch and will provide expertise and input on the design and construction of that portion of the project. The high use of this area puts the rehabilitation of this facility high on the list of priorities for DNR.

Impact on State Operating Subsidies

None

Who will own the facility?

Zumbro Lake Park is owned by Olmsted County as part of the county parks system.

Who will operate the facility?

Olmsted County

Who will use or occupy the facility?

Individuals and families in the communities of Olmsted County and surrounding areas.

Public Purpose

The purpose of the project is to provide lake recreation activities and picnicking for the public. The park provides a public boat launch for motorized boats to access the lake. Other amenities provide opportunities for fishing, kayak and canoeing, picnicking, and wildlife viewing. By completing the park's master plan, the surrounding communities will have better access to the lake for a wider range of user groups. There are few public spaces around the lake that provide access and amenities to the greater public for gathering and lake recreation activities. This park has been small and underdeveloped for many years, catering to a very small population and not adding much value to the look and feel of the area. The new developments will create a more park-like setting, add value and accessibility, and become a destination that people will enjoy visiting on the lake.

Description of Previous Appropriations

Olmsted County has not received any state appropriations for land acquisitions or projects completed in this park.

Project Contact Person

Jennifer Berquam
Legislative/Policy Analyst
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(\$ in thousands)

Lake Zumbro Park Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,106	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Funding	\$0	\$10	\$0	\$0
Non-State Funds Pending				
County Funds	\$0	\$1,095	\$0	\$0
TOTAL	\$0	\$2,211	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$115	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,825	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$60	\$0	\$0
Inflationary Adjustment	\$0	\$211	\$0	\$0
TOTAL	\$0	\$2,211	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Transitional Workforce Housing	1	GO	745	0	0	0	0	0
Total Project Requests			745	0	0	0	0	0
General Obligation Bonds (GO) Total			745	0	0	0	0	0

Transitional Workforce Housing

AT A GLANCE

2024 Request Amount: \$745

Priority Ranking: 1

Project Summary: Construction of 16 single-occupancy housing units to be owned by Otter Tail County Community Development Agency. The housing units will provide transitional workforce housing for individuals with addiction, mental health and other barriers to stable employment. Programming will be provided by a non-profit organization who supports the individuals in finding gainful employment, and other resources needed to overcome the challenges they face.

Project Description

Construction of 16 single-occupancy housing units to be owned by Otter Tail County Community Development Agency. The housing units will provide transitional workforce housing for individuals with addiction, mental health and other barriers to stable employment. Programming will be provided by a non-profit organization who supports the individuals in finding gainful employment, and other resources needed to overcome the challenges they face. Through communication of their goals, participants accepted into the program work with staff in developing a month by month plan to meet those goals, such as establishing local health providers, reinstating driver’s licenses, and improving their social and self-care skills. The length of residency is short-term (6-12 months), with a goal to assist participants in finding permanent stable housing and employment. There is considerable local support by major employers as this program has demonstrated the ability to expand workforce participation.

Project Rationale

Otter Tail County currently has an annual unemployment rate of 3%. Research suggests that many of these individuals have barriers to employment. A local non-profit organization operates a successful transitional workforce housing program in Otter Tail County. Their program provides a starting point for individuals in recovery as they transition back into the community by providing safe and affordable housing, help finding gainful employment, and the support needed to overcome any additional barriers they face. Expansion of the programming is limited to the availability of housing units. Existing housing and service programs are not compatible with this type of programming and housing, making funding very challenging. While residents pay rent and there is significant local investment by major employers, current funding is not sufficient to cover both operating and initial development costs for expansion.

Project Timeline

Construction of the housing units would commence in fall 2024 with unit occupancy by summer 2025.

Programming is already established and currently being provided. This would allow for an extension of an existing program that has a substantial waiting list.

Other Considerations

Impact on State Operating Subsidies

Research suggests that this supportive environment reduces the need for other state supported subsidies and interaction with public safety, emergency care, etc.

Who will own the facility?

Otter Tail County Community Development Agency

Who will operate the facility?

Otter Tail County Community Development Agency will oversee the construction and long-term maintenance of the facility. Programming will be provided by a local non-profit organization.

Who will use or occupy the facility?

The housing will be used by individuals who are experiencing barriers to stable housing and employment, including addiction recovery, mental health challenges and other barriers.

Public Purpose

Significant research indicates that, without such housing and programming opportunities, these individuals are likely to be in the criminal justice system, receiving emergency room care and other much higher cost support. This program has proven to reduce participants interactions with public safety, social services and other higher cost interventions. A secondary public benefit is the reintroduction of these individuals to the workforce.

Description of Previous Appropriations

There are no other phases for this project.

Project Contact Person

Amy Baldwin
Community Development Director
218-998-8050
abaldwin@co.ottertail.mn.us

(\$ in thousands)

Transitional Workforce Housing

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$745	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$745	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$1,490	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$25	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$9	\$0	\$0
Project Management	\$0	\$44	\$0	\$0
Construction	\$0	\$1,291	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$121	\$0	\$0
TOTAL	\$0	\$1,490	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Paynesville Fire Station and Emergency Services Center	1	GO	3,992	0	0	0	0	0
Total Project Requests			3,992	0	0	0	0	0
General Obligation Bonds (GO) Total			3,992	0	0	0	0	0

Paynesville Fire Station and Emergency Services Center

AT A GLANCE

2024 Request Amount:	\$3,992
Priority Ranking:	1
Project Summary:	\$3.991 million in state funds is requested to predesign, design, and construct a new fire and police station located in the City of Paynesville. The project includes the relocation of the fire station and would include emergency management services and police facilities.

Project Description

The proposed project is to construct a 11,850 SF fire station at a new location off Lake Avenue South. The City has acquired this property in anticipation of relocating the new fire station. This location is centrally located and is on a main road providing easy vehicle access. The current plan is to demolish the existing fire station. The City would also look to include an additional 6,000 SF to house the Paynesville Police Department and make this facility an Emergency Services Center.

The new fire station would be built to accommodate the larger size trucks and vehicles as well as the additional equipment needs. The demands on the fire department have increased over the years, causing an increase in equipment needs. Crew safety is also a driving factor in this project to provide adequate space for decontamination of equipment, proper exhaust system, dedicated area for a air refill station, proper hose tower and meeting space for training. The existing facility lacks adequate room to store equipment and lacks the required areas to safely meet the needs of the community and surrounding area.

Project Rationale

The Paynesville Fire Department currently has 25 volunteer fire fighters and serves 9,602 residents in three counties. In addition to the City of Paynesville, the Fire Department service area includes Paynesville Township, Irving Township, Eden Lake Township, Munson Township, Roseville Township, Union Grove Township, Zion Township, the City of Roscoe and the City of Regal.

The City currently has a fire station that is over 50 years old and is in need of major reconstruction or replacement. The overall facility and equipment needs have changed over time as well. The existing facility is currently unable to meet the needs of larger fire trucks or provide the space for the required additional safety equipment and fire fighting equipment.

In addition, the existing fire hall is located across the street from the Paynesville Elementary School. During the morning drop-off period and the afternoon pick-up period, there is considerable traffic along Washburne Avenue that impedes access to the fire hall and creates an extremely unsafe condition for vehicles and pedestrians in the area. This also can impact the response time of the

department. There are frequently cars blocking access to the fire hall as parents wait to pick up their children from school. The school continues to look for options to address the issue, but there continues to be an issue with the two non-complimentary buildings being across the street from each other.

Project Timeline

Predesign: September 2024 - December 2024

Design: January 2025 - June 2025

Bid and Award: July 2025 - August 2025

Construction: September 2025 - October 2026

Other Considerations

The current location of the fire station is in a residential neighborhood, directly across the street from the elementary school. There is a safety concern for the public as well as for firefighters being to get to the station. There is another concern with being able to move the trucks during the peak drop-off and pick-up times at the elementary school.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Paynesville will own the facility.

Who will operate the facility?

The Paynesville Fire and Police Departments will operate the facility.

Who will use or occupy the facility?

The Paynesville Fire and Police Departments will use and occupy the facility.

Public Purpose

The new fire station will provide fire safety and emergency services coverage for 9,602 residents across three county service area as well as provide a modern building to support safety and training for the staff. The new facility would also provide emergency management facilities for the Paynesville Police Department.

Description of Previous Appropriations

N/A

Project Contact Person

Tariq Al-Rifai

City Administrator

320-243-3714

tariq@paynesvillemn.com

(\$ in thousands)

Paynesville Fire Station and Emergency Services Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,992	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$3,991	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,983	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$35	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$390	\$0	\$0
Construction	\$0	\$6,075	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$983	\$0	\$0
TOTAL	\$0	\$7,983	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Centennial Drive	1	GO	1,000	0	0	0	0	0
Total Project Requests			1,000	0	0	0	0	0
General Obligation Bonds (GO) Total			1,000	0	0	0	0	0

Centennial Drive

AT A GLANCE

2024 Request Amount: \$1,000

Priority Ranking: 1

Project Summary: The City of Pierz is requesting \$1,000,000 in funding to reconstruct and improve Centennial Drive from Highway 27 to 3rd Avenue NE in Pierz.

Project Description

The City of Pierz is proposing reconstruction of Centennial Drive from Trunk Highway 27 north to CSAH 43 (3rd Avenue NE) from a 22 foot to a 32 foot paved section with 11 foot driving lanes and 5 foot bicycle/pedestrian lanes, and flattening steep in-slopes to a consistent 1:4 for improved safety and drainage (See Exhibits 1 & 2). The project scope also includes realignment of Centennial Drive to match the recently (2020) realigned south intersection leg (CR 283) which are currently offset at TH 27 to improve safety and enhance traffic flow.

Project Rationale

This project is needed because of current deficiencies within the corridor and the TH 27/Centennial Drive/CR 283 offset intersection. The current high speed limits, narrow width, and minimal shoulder doesn't safely accommodate non-motorized users. The areas of the roadway with steeper in-slopes lack proper recovery area for road departure incidents. The widening will also help facilitate improved traffic flow and help to relieve some congestion near the industrial park.

The reconstruction to a 10-ton design will improve reliability, ride quality, and durability of the roadway as it is functioning as a "truck bypass route" to the TH 25 and TH 27 IRC systems now with substandard section.

The existing Centennial Drive and CR 283 offset approaches to the TH 27 intersection create poor sight lines and create conflicts between northbound and southbound left turning vehicles (See Exhibit 3). There are numerous access points along TH 27 in this area adding to driver distraction, necessary decision making, and maneuvers to be performed.

This heavily traveled regional road serves many transportation functions including: main access to the Pierz Industrial Park; a heavy equipment/ truck route for nearby gravel pit, agricultural based businesses, and active farms; farm machinery travel; critical alternative/detour route when improvements are made to CSAH 43, TH 25, and/or TH 27; parallel reliever route and through vehicle/truck route high speed bypass of slower speed constrained Main Street; and pedestrian/bike route to work, for exercise, and for recreation.

The industrial park includes a bus garage plus several growing industries that provide jobs to area residents and contribute traffic demand onto Centennial Drive and area roadways. These businesses

include Smude Sunflower Oil, Midwest Sales and Construction, Rich Prairie Custom Woodwork, and Pierz Cooperative. Each of these businesses generate significant truck, large agriculture and heavy vehicle traffic to bring in materials and ship out finished products.

The proposed City improvements will complete this interjurisdictional corridor upgrade that was lead by Morrison County with their reconstruction of CR 283 in 2020 between the Soo Line Trail/TH 25 and TH 27. The County coordinated their design with the City to arrive at a typical section that accommodates bikes/pedestrians with 6 foot widened paved shoulders substantially similar to what is proposed with Centennial Drive. The reconstruction of Centennial Drive will complete Segment 1 of the Pierz Loop Trail (See Exhibit 4) which envisions two book end connections to the Soo Line Regional Trail at full build out. Pierz Loop Trail Segment 2 was completed in 2021 in conjunction with the multi-agency cooperative agreement reconstruction of CSAH 43 & 39 and partially funded by SRTS funds.

Project Timeline

Design Completed - April 2025
Right of Way Acquisition Completed - October 2025
Bid Project - January 2026
Construction begins- May 2026
Construction complete - June 2027

Other Considerations

The greater Pierz area residents consisting of the Cities of Pierz, Genola, Buckman, and Pierz and Buh Townships with a combined population of approximately 3,000, Independent School District 484 that draws 1500 students a day, the state trunk highway system and users (especially TH 25 aka Main Street in Pierz, Genola, and Buckman), and the Morrison County highway system and users will all be positively impacted by this project as further described elsewhere in this application. The improvements will compliment the function of and investments already made in the adjacent local, county, and state transportation and recreation systems. The project is multi-modal, providing safer transportation, travel, exercise, school activity, and recreation options for the area. Safety and reliability improvements with the wider and strengthened typical section and intersection offset correction also benefit the business community providing agricultural, forestry, service, and governmental occupations, and school district. This multi-modal corridor will provide multiple linkages to neighborhoods within the City, Main Street, and the Pierz Public Schools campus by a continuous sidewalk/trail/bike lane/paved shoulder means to the Soo Line Regional Trail as well.

Impact on State Operating Subsidies

The City of Pierz does not intend to seek state grants to support the operation and maintenance of this project.

Who will own the facility?

City of Pierz

Who will operate the facility?

City of Pierz

Who will use or occupy the facility?

City of Pierz

Public Purpose

The public benefits of this project include increased safety for pedestrians, bicyclists, and vehicles. The project also results in improved access for the Pierz Industrial Park, as well as the region in general.

Description of Previous Appropriations

N/A

Project Contact Person

Bob Otremba
City Administrator
320-468-6471
BobO@pierzmn.org

(\$ in thousands)

Centennial Drive

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wastewater Treatment Pond System Update	1	GO	7,000	0	0	0	0	0
Total Project Requests			7,000	0	0	0	0	0
General Obligation Bonds (GO) Total			7,000	0	0	0	0	0

Wastewater Treatment Pond System Update

AT A GLANCE

2024 Request Amount:	\$7,000
Priority Ranking:	1
Project Summary:	The City of Pine City is requesting \$7,000,000 in state funds for the design and construction of their wastewater treatment pond system update project.

Project Description

This project consists of updating the wastewater treatment system including pond rip-rap repair, aeration improvements, pond outfall line repairs and the installation of a new pond liner. The existing wastewater treatment pond system was originally designed and constructed in 1961 and upgraded in 1971. The upgrading of this system is required to continue to satisfy all MPCA requirements. Rip-rap improvements are needed due to years of erosion. The pond aeration improvements are needed as the existing equipment are over 50 years old and have outlived their useful life. The outfall line is undersized and needs to be replaced with a larger diameter line to meet existing demand. The new pond liner will have to be replaced as repairing the existing liner is not economical feasible.

Project Rationale

The Pine City wastewater treatment system also treats the waste from Pine City Township, the Cross Lake Sewer District, the Pokegama Lake District and the City of Henriette. All of these entities are fully supported of this project. It is far more economical to treat waste at one facility as opposed to having a separate system at each of the participating communities.

Project Timeline

Design and Permitting Start - August 2024
 Project Bid - February 2025
 Construction Begin - May 2025
 Project Completion - December 2026

Other Considerations

This is a very economical fix for all of the cities, townships and sewer districts that are users of the Pine City system. The completion of this project will enhance the quality of all of the lakes and rivers in the Pine City region.

Impact on State Operating Subsidies

Pine City and its participating communities will be responsible for all annual operation and maintenance costs for this system and will not seek these types of funds from the state.

Who will own the facility?

Pine City

Who will operate the facility?

Pine City

Who will use or occupy the facility?

Pine City. Pine City Township, City of Henriette, Cross Lake Sewer District and the Pokegama Lake Sewer District.

Public Purpose

The project provides a municipally owned wastewater treatment system for the general public surrounding Pine City.

Description of Previous Appropriations

None

Project Contact Person

Scott Hildebrand
City Administrator
320-438-1002
admin@pinecitymn.gov

(\$ in thousands)

Wastewater Treatment Pond System Update

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$7,000	\$0	\$0
TOTAL	\$0	\$14,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$14,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Pine County Jail Remodel Project	1	GO	3,500	0	0	0	0	0
Total Project Requests			3,500	0	0	0	0	0
General Obligation Bonds (GO) Total			3,500	0	0	0	0	0

Pine County Jail Remodel Project

AT A GLANCE

2024 Request Amount:	\$3,500
Priority Ranking:	1
Project Summary:	\$3.5 million in state funds is requested to support the Pine County jail remodel project. Funds will enable us to enhance inmate separation options, improve safety measures, and combat the increasing influx of drugs and contraband within the facility, ensuring a secure environment for both staff and inmates.

Project Description

1. Introduction

The Pine County Jail began construction in 2006 and became operational in 2008. The facility is a Class III secure detention facility located in Pine City, within the county courthouse/government center. It is designed to confine adult male and female pretrial, pre-sentenced, and sentenced inmates. Additionally, the jail can hold juveniles up to the prescribed limits by Minnesota Statutes and Department of Corrections Commissioner approval. The facility follows a Direct Supervision model and has an approved operational capacity of 111 inmates (total approved capacity of 131). It comprises three main housing units, each with separation units to accommodate required classifications, as defined by the Minnesota Department of Corrections. The intake unit serves as a temporary holding area for incoming inmates awaiting booking or release, as well as housing various specialized populations. Unfortunately, due changing inmate demographics, safety challenges, legislative changes, and identified shortcomings that were highlighted through the COVID-19 pandemic, the Pine County jail is in need of a significant remodel.

In response to these evolving challenges, Pine County commissioned a jail needs assessment conducted by Boarman Kroos Vogel Group (BKV). The assessment focused on various factors such as population trends, the impact of the I35 corridor, crime and arrest statistics, historic jail utilization, inmate population data, classification systems, average daily populations, length of stays, and intake unit holding statistics. Based on the findings of the jail needs assessment, BKV Group developed concept plans to address the identified shortcomings in inmate separation and the increased introduction of drugs and contraband into the facility through mail and inmate body cavities. The proposed concept plans and strategies provide a clear path to enhance operational safety and security for inmates, jail staff, and volunteers, while also improving flexibility in jail housing operations.

2. Scope of Work

The Jail Remodel Project entails the following key components:

2.1 Inmate Separation Enhancement: To increase inmate separation options, security walls will be installed within the current male and female housing units of the jail. By dividing existing units, we can effectively reduce inter-inmate conflicts and enhance overall safety and security.

2.2 Intake Area Expansion: The project includes expanding the Intake area by utilizing the existing visiting space. This expansion will allow for improved processing of incoming inmates and ensure efficient operations within the facility.

2.3 Program Space Reconfiguration: The current inmate programs room will be divided into smaller program spaces to accommodate diverse program offerings. Additionally, each unit will have dedicated program space, providing inmates with more opportunities for education, rehabilitation, and skill development.

2.4 Suicide Prevention Measures: To address the critical issue of suicide prevention, the existing railing system will be extended to reach the ceiling. This modification will significantly reduce the risk of self-harm incidents and promote the well-being of inmates.

2.5 Body Scanner Technology: In response to the rising prevalence of drugs and contraband, the project will implement state-of-the-art body scanner technology. This technology will rapidly screen all inmates for weapons, explosives, drugs, and other prohibited items before they enter the facility, ensuring enhanced security and reducing potential risks.

2.6 Trace Detection Scanner: To further enhance drug detection capabilities, a Trace Detection Scanner will be installed to identify drugs, pharmaceutical-based agents (PBAs) such as fentanyl/synthetic opioids, high priority controlled substances, and explosives that may enter the facility through the mail. This scanner will bolster the facility's ability to intercept contraband and maintain a safe environment.

3. Total Project Cost and Funding Sources

The estimated project costs for the Jail Remodel Project are \$3,489,624 as follows:

- Construction Cost for 2024 - \$2,733,610
- Soft Costs (architectural design, engineering, permits, project administration, post-construction expenses): \$519,386
- Equipment Costs (Body Scanner, Trace Detection Scanner): \$236,628

Funding for this project will be sourced through a combination of government allocations, grants, and potentially public-private partnerships. We are actively exploring various funding opportunities to ensure the successful execution of this critical initiative.

4. Conclusion

The Jail Remodel Project represents a significant investment in enhancing the safety, security, and operational efficiency of the existing jail facility. By implementing advanced security measures, inmate separation options, and cutting-edge scanning technologies, we aim to create a safer environment for both staff and inmates.

Project Rationale

1. Introduction

The Pine County Jail was built to Department of Corrections (DOC) requirements and specifications at the time of its construction in 2006 and was a significant financial undertaking for Pine County. Pine County is still carrying debt of \$8,315,000 as of June 2023 on the initial construction. It would not be reasonable or responsible to incur additional debt at the county level to remodel a project that was "state of the art" per the DOC when it was built, but now needs a significant remodel due to changing inmate demographics, safety challenges, legislative changes, and identified shortcomings since its operation in 2008.

2. Changing Inmate Demographics and Safety Challenges

Over the years, we have observed a significant shift in the inmate population, with an increase in inmates facing mental illness, drug and alcohol-related behavior problems, and carrying drugs within their bodies. These factors necessitate additional staffing, improved management techniques, and physical plant changes to ensure the safety and security of the facility.

3. The "Hardel Sharell Act" and Legislative Changes

The State's recognition of safety challenges in jails throughout Minnesota is evident through the introduction of the "Hardel Sharell Act" (H. F. No. 1267). This legislation led to substantial changes in legislative statutes and Minnesota Rules, including significant changes within the Minnesota Department of Corrections, Inspection & Enforcement Unit. These changes highlight the importance of addressing safety concerns within correctional facilities.

4. Other Factors Impacting Safety and Security

Several factors significantly impact the safety and security of inmates, staff, volunteers, and jail operations within the Pine County Jail, including:

- Shortage of inmate separation throughout the jail, as required by MSS 641.14 and Minnesota Rule 2911.2500.
- Insufficient programming space for volunteer-based inmate self-help classes, as mandated by Minnesota Rule 2911.3100 Inmate Activities and Programs.
- Inadequate bed space and housing separation for female inmates.
- Lack of housing separation (quarantine housing) during pandemic situations, such as Covid-19.

5. Conclusion

Considering the changing inmate demographics, safety challenges, legislative changes, and the identified shortcomings within the Pine County Jail, it is imperative to undertake the Jail Remodel Project. The proposed project will address these pressing issues by enhancing inmate separation, preventing the introduction of drugs and contraband, and providing adequate program and housing

space.

Project Timeline

1. Document Development and Reviews:

- Duration: 6 to 7 months
- Month/Year: 06/2024 to 12/2024
- During this phase, documents related to the project will be developed and reviewed by the County and the Minnesota Department of Corrections (MNDOC).

2. Bidding and Award for Construction:

- Duration: 2 months
- Month/Year: 01/2025 to 02/2025
- The bidding process will take place, and the construction contract will be awarded to the selected contractor.

3. Material Procurement:

- Duration: 3 months
- Month/Year: 03/2025 to 05/2025
- This period will be dedicated to procuring all the necessary materials for the construction project.

4. Phase 1 Construction - Intake, Kitchen Window, Program Remodeling:

- Duration: 3 months (once all materials are obtained)
- Month/Year: 06/2025 to 08/2025
- This phase will focus on the remodeling of the intake area, kitchen window, and program spaces.

5. Phase 2 Construction - Beta Remodeling and New Mezzanine Railing:

- Duration: 5 weeks (once all materials are obtained)
- Month/Year: 09/2025 to 10/2025
- During this phase, the remodeling of the Beta housing unit will take place, along with the installation of a new mezzanine railing.

6. Phase 3 Construction - Alpha Remodeling and New Mezzanine Railing:

- Duration: 7 weeks (once all materials are obtained)
- Month/Year: 10/2025 to 11/2025
- This phase will involve the remodeling of the Alpha housing unit and the installation of a new mezzanine railing.

7. Phase 4 Construction - Delta Remodeling:

- Duration: 4 weeks (once all materials are obtained)
- Month/Year: 11/2025 to 12/2025
- The final phase of the construction project will focus on the remodeling of the Delta housing unit.

Influencing Factors and Interactions:

- Minimizing Disruptions: The construction schedule has been planned in phases to minimize disruptions to jail operations. This approach ensures that jail operations can continue as much as possible during the construction process.
- Inmate Housing: The phased construction approach also aims to minimize the need to house inmates out of the county during the construction period. By completing one phase at a time, the impact on inmate housing can be reduced.
- County and MNDOC Interactions: Throughout the project, there will be interactions and reviews between the County and the Minnesota Department of Corrections (MNDOC) to

ensure compliance with regulations and standards.

- **Material Procurement:** The duration for material procurement is accounted for in the schedule to allow sufficient time for sourcing and acquiring all the necessary materials before the construction phases begin.

By following this proposed schedule and considering these influencing factors, the Pine County Jail remodel project aims to be completed efficiently and effectively, resulting in an improved facility that meets the evolving needs and safety requirements.

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

Pine County

Who will operate the facility?

Pine County

Who will use or occupy the facility?

Pine County Sheriff's Office

Public Purpose

The primary public purpose of this project is to ensure the well-being and protection of our community by providing a secure and functional environment for the incarceration and rehabilitation of individuals in custody. The proposed improvements will enable us to better serve the public by maintaining a secure, well-functioning correctional facility that adheres to the highest standards of safety and operational efficiency.

Description of Previous Appropriations

Project Contact Person

Kelly Schroeder
County Auditor-Treasurer
320-591-1668
Kelly.Schroeder@co.pine.mn.us

(\$ in thousands)

Pine County Jail Remodel Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$39	\$595	\$0	\$0
Non-State Funds Pending				
TOTAL	\$39	\$4,095	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$39	\$0	\$0	\$0
Design Fees	\$0	\$519	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,890	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$237	\$0	\$0
Inflationary Adjustment	\$0	\$449	\$0	\$0
TOTAL	\$39	\$4,095	\$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?	
Has the predesign been approved by the Department of Administration?	

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City Center Redevelopment and Revitalization Project	1	GO	32,000	0	0	0	0	0
Total Project Requests			32,000	0	0	0	0	0
General Obligation Bonds (GO) Total			32,000	0	0	0	0	0

City Center Redevelopment and Revitalization Project

AT A GLANCE

2024 Request Amount: \$32,000

Priority Ranking: 1

Project Summary: Plymouth is reimagining its City Center to create a thriving space that attracts and retains residents and visitors alike. City Center is envisioned as a vibrant mixed use area that will be home to new residential developments with varied income levels, a public parking ramp to serve new uses, a connected transit system, improved streetscapes to provide a safer pedestrian realm and additional public amenities including an expansion of the regional ice facility and regional stormwater treatment.

Project Description

The City of Plymouth's City Center is an area generally bounded by Vicksburg Lane and Highway 55 that stretches east to Fernbrook Lane, north to Rockford Road. It's home to City Hall, Plymouth Public Safety, the Hilde Performance Art Center, the Plymouth Ice Center (PIC) and a variety of amenities like a movie theater, library, athletic facility with aquatic complex, a park, medical services and retail. The area was developed in the late 1990's and early 2000's with single use single story users with large surface parking lots. The reimagined City Center envisions a vibrant mixed use activity center with regional uses, residential densities that create opportunities for affordable housing and the ability to highlight and celebrate our diverse population. Currently the primary uses in City Center include a branch of the Hennepin County Library, Cub Foods, restaurants, the PIC, the Hilde Performing Arts Center, City Hall and other small retail uses. The zoning code for a reimagined City Center will allow residential development for the first time. To spur redevelopment, the city is committed to investing in infrastructure, public realm improvements and city facilities to show our commitment to the vision and our willingness to partner with outside groups that specialize in redevelopment.

Project Breakdown

Regional Stormwater Ponding \$8 million

City Center in the City of Plymouth was largely developed in the early 1990-2000s. The development pattern that occurred consisted primarily of surface parking lots with buildings located central to their own site. As a result, the stormwater management practices, if any exist, occurred on a lot-by-lot basis. The stormwater requirements that existed when City Center developed were much different than they are today. Because of the changes in form and function of the area, redevelopment is being planned in a holistic manner incorporating current best practices for stormwater management. This project funding will create the opportunity to increase density in City Center creating a pedestrian scale environment where regional bus rapid transit can succeed in serving the residents of Plymouth and surrounding communities.

Public Parking Ramp-300 stalls \$15 million

As City Center Plymouth redevelops with a vision for increased density, regional amenities that serve the greater metro area and public spaces that are accessible for all, parking is an essential item that must be addressed. As the built form changes from a largely suburban land use pattern with parking dedicated based on individual uses to a denser, mixed-use environment, a centralized parking ramp is necessary to accommodate the increased regional offerings that will be found in City Center. The inclusion of bus rapid transit, a sports complex that will accommodate over 1.5 million users and a regional draw for entertainment and events in the Hilde Performance Art Center create the needs to re-imagine parking. Metro Transit will be initiating a pilot to provide all day transit service every 15-minutes to the area which is expected to end at the PIC parking lot in City Center. This is also the planned termini of the Hwy 55 BRT, currently being studied.

Renovation of Plymouth Boulevard \$13 million

Plymouth Boulevard is the spine of City Center and is currently auto oriented in its design and provides minimal accommodations for pedestrians and cyclists. The new Plymouth Boulevard will be designed to slow vehicular traffic through the strategic use of roundabouts at key intersections, improved crossing for pedestrians, increased trail connectivity, public art, and landscaping. These improvements will make access to community spaces and commercial areas safer for the existing residents near by including low- and moderate-income senior housing facility and future residents planned with the redevelopment. The investment by the City of Plymouth in this roadway illustrates our commitment to the vision for City Center as a truly walkable mixed-use area that caters both to residents and visitors alike.

Expansion of Regional Ice Facility \$21 million

The Plymouth Ice Center (PIC) is a three-sheet facility that was built in 1999. The original construction had two sheets of ice and the third sheet was added to accommodate increased use in 2007. The facility is home to the Wayzata Youth Hockey Association, the second largest youth association in the state of Minnesota with annual participation of 1,200 players from mites to junior golds, the Providence High School Hockey team, the Wayzata High School Girls and Boys Varsity and Junior Varsity Hockey programs, Total Performance Hockey, a growing hockey academy and MAPFIT, an off-ice development and training program. In 2022, the PIC had over 900,000 visitors through the doors and is programmed from 6am-11pm 360 days per year. The facility has been identified as a facility of choice by USA Hockey for hosting the national High School Tournament, and myriad other events that keep the facility operating at a high-level year-round. The need for a fourth sheet can be seen in the number of hours that our youth associations must rent at other cities facilities as we can't accommodate the growth in the sport. Currently the Wayzata Youth Hockey Association rents approximately 200 hours from neighboring communities due to the lack of available space within our community. The fourth sheet will provide opportunities for the growth of girls' hockey and will also be designed with sled hockey in mind to accommodate and grow the sport for users of all abilities. Anticipated use with the fourth sheet will bring annual visits up to 1.3 million users. Commitments are in place for renting all available hours at the fourth sheet should funding come to fruition. With this level of commitment from our users, the fourth sheet will allow the City of Plymouth to further develop, accommodate and host additional tournaments and events for sled hockey and to accommodate the recent and exceptional growth in girls hockey. The economic impact of the City's ability to host national tournaments in partnership with USA Hockey is quantified through our ability to collect a lodging tax and the recently measured economic impact of tournaments that brought \$1.2 million in benefit to local businesses by hosting the national high school championships. Plymouth is

well situated geographically to host national tournaments and other events in our re-imagined City Center with the addition of a fourth sheet to our facility.

Roadway Realignment \$5 million

This project largely seeks to redevelop land within an existing area and will require roadway realignment to accommodate the expansion of the Regional Ice Facility. There will be minimal impact to the adjacent uses outside of the City Center area however one roadway will require adjustment including relocation of public and private utilities.

Project Cost Escalation \$2 million

Project Rationale

Plymouth's City Center is geographically located to serve residents both of Plymouth and the surrounding communities with the future inclusion of Bus Rapid Transit. In order to catalyze redevelopment and ensure a viable mixed use activity center, the City is committed to the vision and ensuring a successful redevelopment program. The regional ice center is in good condition however it is over 20 years old and was not built with year round use in mind. As the sport of hockey has become a year round endeavor, it is necessary to expand to accommodate the growth in the sport. Plymouth Boulevard is a suburban street that is not welcoming to pedestrians or wheeled users. The redesign of this critical spine road will create an environment that is welcoming to all of our residents and visitors. The parking ramp and regional stormwater components are critical to the success of the project to ensure that redevelopment is not done on a lot by lot basis but is coordinated in an approach that ensures the highest and best use of land within City Center. As our facilities age, investment is necessary to ensure they can stand the test of time and remain relevant for our next generation of users.

Project Timeline

Public engagement, conceptual plans and cost estimates have been completed, but formal design for construction documents will start after approval of bonding support.

Plymouth Boulevard construction will begin in May 2024

Regional stormwater construction will begin in May 2024

Additional public engagement June-August 2024

Ice Expansion construction documents May 2024-August 2024

Parking Ramp construction documents May 2024-August 2024

Public bidding and award of Ice Expansion and Parking Ramp September 2024

Start construction January 2025

Complete construction October 2025

Influencing factors will include coordinating the project timeline with weather, permitting and phasing of projects.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The City of Plymouth will own and maintain the project.

Who will operate the facility?

The City of Plymouth by and through its Parks and Recreation and Public Works Departments.

Who will use or occupy the facility?

City Center will be used by residents and visitors alike. The regional draw of the PIC creates the opportunity for six high school teams, over 1,200 youth players and 15-20 state and national tournaments per year. The public parking ramp creates the opportunity to implement the vision of Bus Rapid Transit for the community and surrounding communities.

Public Purpose

The PIC provides three sheets of ice for users throughout the metro area with over 900,000 users annually. The expansion will create the opportunity to increase use in the facility creating greater economic impact for the City of Plymouth. City Center redevelopment will create the need and ability to support Bus Rapid Transit and a centralized mixed use area. The facilities will be open to the general public, community residents and visitors.

Description of Previous Appropriations

None.

Project Contact Person

Jennifer Tomlinson
Director of Parks and Recreation
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(\$ in thousands)

City Center Redevelopment and Revitalization Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$32,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$31,000	\$0	\$0
Non-Governmental Funds	\$0	\$1,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$64,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$61,800	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,000	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$64,000	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Prior Lake Outlet Pipe Lining Project	1	GO	2,168	0	0	0	0	0
Total Project Requests			2,168	0	0	0	0	0
General Obligation Bonds (GO) Total			2,168	0	0	0	0	0

Prior Lake Outlet Pipe Lining Project

AT A GLANCE

2024 Request Amount: \$2,168

Priority Ranking: 1

Project Summary: The Prior Lake Outlet Pipe (PLOP) was constructed in 1983 as part of the greater Prior Lake Outlet Channel (PLOC) to address high lake level issues on Prior Lake, which does not have a natural outlet. The PLOP is at risk of failure, and this funding request would provide the funds necessary to repair the pipe through a Cured-In-Place-Pipe liner, extending the lifespan by another 50 years.

Project Description

Detailed Project Background

Prior Lake-Spring Lake Watershed District (PLSLWD) manages the Prior Lake Outlet Channel (PLOC), a manmade outlet constructed to help manage high lake water levels on Prior Lake (MNDNR ID# 70002600) and the upstream water bodies, which have no natural outlet. The PLOC begins at an outlet control structure on Lower Prior Lake and then consists of 0.4 miles of pipe (Prior Lake Outlet Pipe, or PLOP) and 6.6 miles of open channel conveying water to the Minnesota River. The PLOP is a critical piece of infrastructure that has deteriorated and requires immediate action to avoid catastrophic community impacts to health and safety. If the PLOC and PLOP do not function properly, the entire watershed has nowhere to drain, putting Prior Lake at high risk of extreme flooding.

The PLOC originates from a robust history of community engagement and support for lake level management. In 1973, citizens first petitioned the Prior Lake-Spring Lake Watershed District to construct a stormwater outlet to mitigate extreme flooding events. Spring and Upper Prior Lakes drain to Lower Prior, which has no natural outlet, resulting in dangerous flood events during years with heavy rainfall. The outlet control structure and PLOC (including PLOP) were completed in 1983 under DNR permit 79-6016.

Since its construction, PLSWD has operated and maintained the PLOC on behalf City of Prior Lake, City of Savage, and Shakopee Sioux Mdewakanton Community (SMSC) via a Joint Powers Agreement. In 2010, to keep up with normal wear and tear and to provide additional flood mitigation (via a permit from the DNR), the outlet control structure was replaced. PLSLWD conducts routine annual maintenance and publishes annual reports of the work completed.

As part of annual maintenance, PLSLWD contracted televising of the PLOP in 2014, 2015, 2018, 2020 and 2022 to assess pipe condition. In response to these inspections, manhole benches were smoothed in 2016 and 120 leaking pipe joints were chemically grouted in 2018. The 2022 inspection found longitudinal and circumferential cracks throughout the top section of the pipe, as well as infiltration at pipe joints. The recommendation coming out of the 2022 inspection was Cast-In-Place-

Pipe (CIPP) lining of the entire PLOP. A typical reinforced concrete pipe lifespan is roughly 50 years. The PLOP is 40 years old and discharges on average 260 days per year. Similar stormwater conveyance pipes discharge approximately only 70 days per year. The continuous use of the pipe has caused premature wear, reducing the lifespan and requiring frequent repairs. The wear has increased the friction within the PLOP, reducing the velocity of water leaving the lake. The lowered discharge capacity has extended the time periods which the lakes experience flooding.

Without repair, the failure of the PLOP would render the entire PLOC unusable and would leave Prior Lake with no relief valve. This presents a significant threat to public health and infrastructure. Local engineers and contractors estimate significant cost savings in lining the pipe during low water conditions. Due to recent drought, the time to act is now. The future presents likely higher water levels, increased costs, and impending pipe failure.

Public and Partner Support

The PLSLWD was largely formed due to citizen interest in the construction of flooding solutions on Prior and Spring lakes, such as the PLOC. The PLOC continues to have strong community support and appreciation for the flood relief it provides.

Additionally, the PLOC flows through several other municipalities along its path to the Minnesota River. A Joint Powers Agreement (JPA)/Memorandum of Agreement(MOA) was signed between the governing bodies along the PLOC: City of Prior Lake, the City of Shakopee, the Shakopee Mdewakanton Sioux Community (SMSC), and the Prior Lake-Spring Lake Watershed District, forming a group of "Project Cooperators". The Project Cooperators oversee the operation of the PLOC, while PLSLWD administers channel operations. Project Cooperators have voted on and agree the urgency of the PLOP lining is a top priority, as the included resolution states.

Scope

The PLSLWD and Project Cooperators have advanced the pipe lining project to be construction ready. In 2023, the Project Cooperators approved an immediate amendment to the budget to reflect the urgency of the PLOP lining project and the need to conduct preliminary design work as soon as possible. Construction documents will be 95% complete when capital funding allocations are announced. The intent of this funding request would be to fund the final 5% of the construction documents (final bid materials), bidding process, construction, and construction administration.

The bidding process is expected to take roughly two months (expected Summer 2024), with a contract award in late Summer or Fall 2024.

If capital funding is received, construction is expected to occur in Winter 2024/2025. Construction includes evaluation and modifications of manholes to access the pipe for pipe lining, pipe cleaning, clearing, grubbing, erosion control, landscaping and traffic control. The construction is complex due to the nature of the PLOP, which is up to 40 feet deep at times, and passes through narrow easements between houses, under ponds and under major roadways. Since initial construction, the areas surrounding the PLOP have developed and access has become challenging. Pipe lining is immediately necessary to maintain the pipe's operation and creates a cost-effective, long-term repair of 50 years that is needed to protect public safety, infrastructure, and economic activity within the community.

Cast-In-Place-Pipe lining is typically inserted down through manholes, projected out into drainage pipes, and cured in place once set. It is expected that the PLOP lining would be inserted via the most

accessible manholes first, and only through the more challenging access points if necessary. However, the probable estimate of costs does include the budget necessary for a scenario where challenging manhole access is required. It is expected that the necessary construction and landscaping would be completed by Spring 2025. This funding would also support the construction administration necessary to complete the work.

Key Funding Sources and Total Project Cost

To date, all maintenance and construction has been funded by contributions from the respective Project Cooperators via local tax levies and city and tribal budgets. The PLOP lining project has received upfront investment from Project Cooperators in preparation for construction by amending the JPA 2023 budget to fund preliminary design and bid materials. Total project construction costs are estimated to be \$1,933,000. The total funding request including final preparation of bid documents, bidding, construction, and construction administration, is \$2,000,000 adjusted for inflation at 8.41%, totaling \$2,168,200. The Project Cooperators urge the capital funding support of this project so it may begin as soon as possible and avoid the potential detrimental effects of pipe failure. If capital funding is not awarded, bonding will likely need to be pursued to cover the costs. Due to budgetary timelines, construction would be pushed to 2026, resulting in anticipated higher risks and costs.

The PLOP requires immediate lining to avoid the catastrophic damage and costs that would be incurred in the event of failure. Additionally, local contractors and engineers suggest that if PLOP lining can occur during low water levels, the implementation of methods to dewater the pipe during construction would be unnecessary, saving an estimated 20-25% of costs. Prior Lake water levels are currently below normal and would not require extensive pipe dewatering measures for construction. To avoid a catastrophic pipe failure and to potentially save taxpayers roughly \$500,000 in costs, the time to fund and construct is now.

Summary

PLSLWD and Project Cooperators agree that pursuing PLOP lining in the immediate future is necessary to avoid the failure of this critical infrastructure, and to take advantage of this current highly cost-effective time when lake levels are low. The Project Cooperators are seeking full capital funding support for the bidding process, construction administration, and construction of the pipe lining project on an urgent timeline that befits the potential risk of failure.

Project Rationale

Need

The PLOC represents the single largest flood resiliency and mitigation project that PLSLWD can maintain within its boundaries. The operation of the PLOC is responsible for preventing several million dollars of damage to infrastructure that would have resulted from several significant storm events that have occurred since its construction. The PLOC has routinely kept water levels lower during storm events, increasing access of emergency vehicles in areas usually inaccessible during floods. Since 1999, the PLOC has discharged a volume of over 157,000 acre-feet. This is equal to about 80 feet of depth in Lower Prior Lake. During this period, the PLOC has prevented the lake from reaching the 100-year flood elevation eight times. The Prior Lake area is expected to see an increased frequency of high storm events, increased periods of intense rainfall, and greater precipitation totals. The PLOP's deterioration and subsequent roughness has reduced the rate of flow through the pipe. Lining the PLOP will restore original discharge rates that the PLOC permits allow for, which will be even more vital as precipitation patterns change and increase as projected.

Urgency

The expected costs, along with safety and economic risks, that would be incurred in the failure of the PLOP far surpass the short-term costs of pipe lining. The PLOP conditions have deteriorated and require lining to maintain the operation of this critical infrastructure. Without a functioning PLOP, the PLOP cannot perform its function of flood relief and the community is susceptible to detrimental impacts to public infrastructure, limited emergency vehicle access, and millions of dollars of damage. Additionally, local contractors and engineers have estimated that costs are roughly 20-25% lower when minimal pipe dewatering is required during construction. Currently lake levels are low as a result of recent drought and would present favorable conditions and cost savings. The pipe must be lined as soon as possible to avoid catastrophic failure and constructing during current conditions could potentially save taxpayers \$500,000. This piece of infrastructure is critical to the wellbeing of residents in the area, and the time to act is now. By acting before pipe failure, public funds will be well used, avoiding the cost of millions of dollars of repair and reconstruction likely in the event of collapse. Capital funding support allows PLSLWD to act quickly in constructing PLOP lining, the cost of which is approximately equivalent to 90% of PLSLWD's annual levy, and a contribution from the City of Prior Lake that is five times greater than their typical contribution to the JPA budget. Without state funding support PLSLWD would likely need to pursue bonding and, with budgeting cycles, construction would be delayed until at least 2026. Waiting another year increases the risk of pipe failure, high water years, and construction costs.

Project Timeline

PLSLWD and Project Cooperators have supported the initial project development of the pipe lining by preparing the project to be construction ready. The Project Cooperators have funded a consultant for design, drafting bidding materials such as an engineer's report, and estimate of probable cost. To avoid further risk of catastrophic PLOP failure, and potentially take advantage of current low water conditions and cost savings associated with reduced pipe dewatering, PLSLWD urges capital fund support for the bid process, construction, and construction administration. Assuming capital funds would be available June 2024, the bid process would occur for roughly 2 months in Summer 2024, with contracting in late Summer/early Fall 2024. Construction of the PLOP lining and construction administration would occur in Winter 2024/2025, with all construction and landscaping completed in Spring 2025.

If capital funding is not received, the timeline will be delayed at least one year due to budgeting cycles and arranging the independent bonding required for the project. The PLOP lining represents a significant cost to the PLSLWD, approximately equivalent to 90% of PLSLWD's annual levy, and a contribution from the City of Prior Lake that is five times greater than their typical contribution to the JPA budget. It will also require time to orchestrate a funding approach while the risk of pipe failure increases. The cost of failure would be catastrophic and damage to public health and safety would be significant. Even with the help of the PLOP, the damages from flooding in 2014 amounted to several million dollars, and final repairs were completed last year, eight years later.

Other Considerations

Completing the PLOP lining also provides additional flood reduction benefits. The pipe lining will reduce friction along the pipe surface and allow a greater velocity of water to travel through the pipe, restoring capacity as originally designed, increasing total flow from current conditions by 15%. This increase in efficiency allows the PLOP to convey more water and function more effectively in

managing high water levels. PLOP lining represents the only flood resiliency project in the watershed district that is currently implementable, occurs on public land, and can accomplish flood reduction of this scale. Other feasible near-term projects require landowner willingness to negotiate easements for inundation of their property, and present roughly half as much, or less, flood reduction as the PLOP lining affords.

Capital funding to support this project would allow the PLSLWD to act quickly on this urgently needed infrastructure repair, as well as maintain its financial stability to conduct routine projects and programs which protect and manage the water resources.

Impact on State Operating Subsidies

There are no new or additional state operating dollars that will be requested for this project.

Who will own the facility?

PLSLWD will own the pipe lining project. PLSLWD is currently the owner of the PLOP. PLSLWD and Project Cooperators maintain drainage and flowage easements over a significant portion of the PLOC. The PLOC is divided into 8 management segments that are defined in a MOA, which was established in 2007 and most recently updated in 2019, with the Cities of Prior Lake and Shakopee and the SMSC. The PLOP is in segment 1 of the PLOC where cost-share of the operation and maintenance is distributed based on percentage of tributary drainage, which includes PLSLWD (87.0%), City of Prior Lake (12.9%), and SMSC (0.1%). The continued management and operations of the PLOP will be completed by PLSLWD per direction received from the Project Cooperators. The Project Cooperators have a history of successful collaboration and there is strong assurance that continued operations and maintenance will be well managed. PLSLWD has continually met MS4 and SWPPP permitting requirements for the PLOP.

Who will operate the facility?

The PLSLWD will operate the PLOP lining project. PLSLWD's Water Resources Project Manager will manage consultants and contractors for the project, secure needed permits, coordinate approvals with the Project Cooperators, and provide PLSLWD data to inform the project. PLSLWD's District Administrator will provide oversight and ensure coordination with the PLSLWD Board of Managers and Project Cooperators.

The Project Cooperators approved an accompanying budget amendment to support the preliminary work in 2023. PLSLWD has contracted with WSB Inc. for engineering services related to PLOP lining including the preparation of an engineering report, the preparation of bid documents and construction administration.

It is anticipated that a bid package would solicit bids from a large pool of contractors, with the strongest bid being awarded a contract for construction in 2024. Once construction of the pipe lining is complete, PLSLWD will continue to monitor, maintain, and manage the PLOP.

Who will use or occupy the facility?

Minnesota is a great place to grow up in part because of the shared natural resources and vibrant communities that gather around them. Centerpieces of the region are Prior and Spring Lakes which rely on a properly functioning PLOP. Prior Lake is the second most popular lake in the Twin Cities metropolitan area, with Spring Lake seeing heavy public use also. By completing the PLOP lining

project, PLSLWD is maintaining public resources of Prior Lake for all local and statewide residents by upholding stable access points at public lakefront properties such as fishing piers, beaches, boat ramps, etc. The PLSLWD includes 14 lakes and roughly 40,000 residents. PLSLWD encompasses parts of the Cities of Prior Lake, Shakopee, and Savage, and portions of Sand Creek and Spring Lake Townships. According to the 2021 US Census Bureau, these local governmental units are primarily made up of white-identifying persons with smaller populations of Hispanic, Latino, Black, African American, Asian, and American Indian people. Nearly a third of the population are children ages 0-18 years, and approximately 11% are persons 65 years and over. One thousand fifty-five veterans take residence within the PLSLWD. In addition, a portion of the Shakopee Mdewakanton Sioux Community (SMSC) Tribal Lands are located within the watershed. The SMSC is a sovereign nation and has partnered with PLSLWD in their management of water resources and the PLOC. Maintaining flood reduction infrastructure such as the PLOP reduces the likelihood of public resources such as city infrastructure and emergency vehicle road access from being impacted in a storm event, and therefore improving the safety of residents. Disasters hit vulnerable residents the hardest as there may be lower insurance coverage, lower margins for missed work, mobility issues, financial inability to repair housing, etc. The PLOP lining project is ensuring the continued public safety of all residents, especially its most vulnerable.

Public Purpose

The public purposes of the PLOP lining are multiple and varied. One of which is to repair a critical piece of aging existing infrastructure that is heavily relied upon by citizens and prevents an enormous risk of collapse. Another is to maintain and improve the flood resilience of the PLOC for the community. The PLOP is essential to managing high water levels and has been critical to improving emergency vehicle access in flood watch areas. There are over 50 properties that would be inaccessible to emergency vehicles in a 100-year flood without the PLOC in operation. Additionally, the community depends on a functional pipe and outlet channel for recreation tourism, economic development, health, wellness, and quality of life.

Description of Previous Appropriations

Project Contact Person

Emily Dick
Water Resources Project Manager
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edick@plslwd.org

(\$ in thousands)

Prior Lake Outlet Pipe Lining Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,168	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$3	\$0	\$0	\$0
Other Local Government Funds	\$18	\$0	\$0	\$0
Other Funding	\$0	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$21	\$2,168	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$7	\$29	\$0	\$0
Project Management	\$14	\$29	\$0	\$0
Construction	\$0	\$1,942	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$168	\$0	\$0
TOTAL	\$21	\$2,168	\$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)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
I-35 Commercial Development - Utility extensions and upgrades	1	GO	3,500	0	0	0	0	0
Northern Minnesota Athletic Facility	2	GO	27,000	0	0	0	0	0
Munger Trail - Proctor Spur	3	GO	3,500	0	0	0	0	0
South St. Louis County Fairgrounds Upgrade	4	GO	57	0	0	0	0	0
Total Project Requests			34,057	0	0	0	0	0
General Obligation Bonds (GO) Total			34,057	0	0	0	0	0

I-35 Commercial Development - Utility extensions and upgrades

AT A GLANCE

2024 Request Amount: \$3,500

Priority Ranking: 1

Project Summary: The City of Proctor desires to increase development opportunities within the City that can lead to job creation, increased tax base, and housing opportunities. There is 50 acres of land zoned as Commercial District which allows for multifamily housing, commercial, light industrial and retail. The City of Proctor is requesting \$3,500,000 in state funds to design and construct this project.

Project Description

There is approximately 150 acres within Proctor City limits that is located adjacent to and south of Interstate 35. With its proximity to I-35, Hwy 2, and being adjacent to the City of Duluth, this area would be an ideal location for future development. All of the 150 acres are currently zoned as Commercial District (C-2) which allows for multifamily housing, commercial, light industrial and retail. This area is not currently served by public utilities (water, sewer) making any large development impractical. The first goal of this infrastructure project is to extend water, sewer, and electric utilities from Ugstad Road on the north side of I-35 to the south side and extend along the frontage of the 150 acres. With utilities in place, the property would become an ideal area for a large development. The second goal of the project is to replace the existing water and sewer mains that would serve this development. The existing sanitary sewer that would serve this area is some of the oldest in Proctor. It consists of a 8” Clay sanitary sewer that is beyond its useful life. The sewer has displaced joints, root intrusion, and adds high amounts of unnecessary Infiltration to the sanitary system. Replacing the clay sanitary main would provide long term reliability for the new development area and reduce I/I into the City sanitary system.

Project Rationale

This area is not currently served by public utilities (water, sewer) making any large development impractical. Funding for this project will be used to extend water and sewer utilities from Ugstad Road on the north side of I-35 to the south side and extend along the frontage of the 150 acres. Funding for this project would open up 150 acres of commercially developable land within the City of Proctor greatly expanding the ability to create jobs, housing opportunities, and increase the City tax base.

Project Timeline

The of Proctor anticipates design, permitting and bidding to occur in 2024. Construction of the improvements would occur from May 2025 and through September 2026. The property would be ready for development in late 2026

Other Considerations

The City of Proctor has received numerous development inquiries from property owners and businesses interested in development along Proctor's I35 corridor. However, the cost of extending utilities under Interstate 35 and replacing existing utilities has impeded successful development of this property. By completing the utility extensions to south Proctor, economic and housing development opportunities along the I35 corridor will be created.

Impact on State Operating Subsidies

The City of Proctor will not be applying for any state funding to pay for any ongoing operation and maintenance cost for this project.

Who will own the facility?

The City of Proctor will own all public infrastructure including the sanitary sewer, watermain, hydrants, valves, and manholes.

Who will operate the facility?

The City of Proctor and the Proctor Public Utility Commission will operate the sanitary sewer system and watermain system.

Who will use or occupy the facility?

Although there are no identified developers or business for this property, the City of Proctor has received numerous development inquiries from property owners and businesses interested in development along Proctor's I35 corridor. However, the cost of extending utilities under Interstate 35 and replacing existing utilities has impeded successful development of this property. By completing the utility extensions to south Proctor, economic and housing development opportunities along the I35 corridor will be created.

Public Purpose

The City has repeatedly studied and considered the possibility of development in this area. For any development to occur, the utility extension and upgrades would be required. This was studied in detail in 2004 and again in 2019. The City of Proctor Comprehensive Plan identifies commercial and/or light industrial development opportunities along the Interstate Highway 35 corridor to spur additional economic development in the region. The Proctor Economic Development Authority (PEDA) has reported economic development interest in the property South of Interstate 35. Most recently, in 2021, an economic development project which would have brought over 100 jobs to the area and increased Proctor's tax base, passed on moving their business to Proctor because of the cost to run utilities under Interstate 35. The Proctor Utility Commission and PEDA have conducted joint meetings to explore ways to fund this project. Proctor Public Utilities is in support of the project but cannot fund it.

Description of Previous Appropriations

The City of Proctor will not be applying for any state funding to pay for any ongoing operation and maintenance cost for this project.

Project Contact Person

Jess Rich
City Administrator
218-628-6261
jrich@proctormn.gov

(\$ in thousands)

I-35 Commercial Development - Utility extensions and upgrades

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$3,500	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$950	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Northern Minnesota Athletic Facility

AT A GLANCE

2024 Request Amount:	\$27,000
Priority Ranking:	2
Project Summary:	\$27 million in state funds is requested to predesign, design, construct, furnish and equip the first phase of a regional adaptive and unified multi-use athletic facility in Proctor, Minnesota.

Project Description

The Northern Minnesota Athletic Facility includes a six-unit hard court facility to support basketball and volleyball programs including a domed field house to support turf activities such as soccer, baseball, softball, football, etc., within the context of the region’s current and future needs. This facility will also serve the needs of adaptive and unified sports programming in the area. The facility will serve people of all ages and abilities in the surrounding region with high-quality sports and recreational opportunities. The estimated cost of constructing and equipping a facility to correctly serve the needs of adaptive and unified users is \$67 million. The first phase includes the construction of the hard court facility which is \$54,000.000

Project Rationale

The City of Proctor commissioned a feasibility study to assess the need for an adaptive and unified multi-use facility. The study included a series of stakeholder meetings to gain an understanding of program needs, opinions and recommendations. A total of 32 different agencies and organizations participated in these meetings held on March 2nd and 3rd, 2022. The study identified the need for and support of a multi-court basketball facility and indoor turf facility for the region. Study findings support a 6 unit hard court facility to support basketball and volleyball programs along with a domed field house to support turf activities such as soccer, baseball, softball, football, etc., within the context of the region’s current and future needs. The facility will serve people of all ages and abilities in the surrounding region with high-quality sports and recreational opportunities. The estimated cost of constructing and equipping an high-quality facility to correctly serve the needs of adaptive and unified users is \$67 million. Proctor is an ideal location for this type of facility as Proctor has land available not far from the I-35 corridor located on the scenic ridge of the Lake Superior basin - an ideal destination. However, 42.3% of all property in the City of Proctor is owned by non-tax paying entities. The City of Proctor tax payers cannot fund this project alone. This facility will not only be used regionally, but will also be used statewide bringing in users from neighboring states.

Project Timeline

- Secure Project Funding 6/2023 - 6/2025
- Land Acquisition April 2024
- Project Pre-Design September 2025
- Design September 2025 - September 2026

Contract Bid and Award September 2026-December 2026
Construction June 2026- September 2028

Other Considerations

This facility will be built with focus on removing all barriers for adaptive sports users and programs. Users of the facility will have access to state-of-the-art adaptive equipment.

Impact on State Operating Subsidies

The City of Proctor will not be applying for any state funding to pay for any ongoing operation or maintenance costs for this project.

Who will own the facility?

The City of Proctor will own the facility.

Who will operate the facility?

The City of Proctor will either directly operate the facility or contract out for the management of the facility.

Who will use or occupy the facility?

The City of Proctor will use and occupy the facility for sports programming.

Public Purpose

This project will provide a much needed facility in the region and will provide a state of the art adaptive facility including programs for people of all abilities in the region. The facility will provide public health benefits, create an economic opportunity for sport tourism, and serve adaptive and unified sports organizations

Description of Previous Appropriations

The City of Proctor has not applied for other state appropriations at this time.

Project Contact Person

Jess Rich
City Administrator
218-628-6261
jrich@proctormn.gov

(\$ in thousands)

Northern Minnesota Athletic Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$27,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$27,000	\$0	\$0
TOTAL	\$0	\$54,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$1,000	\$0	\$0
Design Fees	\$0	\$1,635	\$0	\$0
Project Management	\$0	\$1,130	\$0	\$0
Construction	\$0	\$49,283	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$952	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$54,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Munger Trail - Proctor Spur

AT A GLANCE

2024 Request Amount: \$3,500

Priority Ranking: 3

Project Summary: The City of Proctor is requesting \$3,500,000 for the design and construction of a trail linking the communities of Proctor and Hermantown to the Munger State Trail.

Project Description

The Proctor-Hermantown Munger Trail Spur will be a regional destination trail linking the communities of Proctor and Hermantown above the ridge line to the Munger State Trail and Duluth's growing trail network below the ridge line. This 16-mile, 10-foot wide paved trail will be a unique regional recreational resource as there are currently no paved trails above the ridge line in the area. The trail will connect numerous regional and local recreation destinations and activity centers within the communities of Proctor, Hermantown, and Duluth, including schools, parks, natural resource areas, city halls/community centers, and downtown business areas. In addition to the Munger State Trail, it will connect to the Spirit Mountain Recreation Area, the already established 300-mile Superior Hiking Trail, Duluth's Lakewalk, Cross City, and Duluth Traverse trails. The anticipated connectivity will create a variety of recreational trails with loop opportunities. The trail route will highlight the communities' natural features, including four creeks, northern hardwood forests, wetland areas, and a variety of natural and active parks. The cost estimate for the Proctor portion is \$7,000,000. The City of Proctor has been approved to ask voters for an additional .5% sales tax to fund the trail.

Project Rationale

The communities of Proctor and Hermantown are located very near to the Munger State Trail, a 70-mile multi-use recreational trail between Duluth and Hinckley, but currently do not have a trail connection to this unique regional recreational amenity. Located directly west of Duluth, the two communities are also located above the Lake Superior ridgeline (elevation approximately 1,400 feet) while the Munger State Trail terminates down at Duluth's waterfront (elevation approximately 600 feet). Traversing down the ridge presents challenges including steep slopes and crossings of creeks, roadways, and rail lines. While the network of paved trails in Duluth, below the ridge, continues to expand, there are currently no paved trails above the ridgeline.

The need for a regional trail connection between Proctor and Hermantown to the Munger State Trail has been identified within the 2007 Proctor Master Trail Plan and included in the Hermantown Trails Master Plan completed in 2010. In addition, this regional trail provides an opportunity to connect to Duluth's Lakewalk, Cross City Trail, and Duluth Traverse (mountain biking trail), as well as the Superior Hiking Trail (a 300-mile trail along the Lake Superior ridgeline).

With Proctor's population of 3,100 and Hermantown's population of approximately 9,600, this regional trail connection will directly serve the needs of approximately 13,000 residents. In addition

to Proctor and Hermantown residents, this trail will serve the needs of businesses and employees, as well as the greater Duluth-Superior metropolitan region.

Project Timeline

Design 2024-2025
Construction 2026-2028

Other Considerations

Impact on State Operating Subsidies

The City of Proctor will not be asking the State of Minnesota for operating subsidies.

Who will own the facility?

The City of Proctor will own the trail.

Who will operate the facility?

The City of Proctor will operate and maintain the trail.

Who will use or occupy the facility?

Visitors of the Munger State Trail will use the trail.

Public Purpose

Regional Significance

- Connect to the 70 mile Munger State Trail between Duluth and Hinkley
- Connect with Spirit Mt. Recreation Area
- Connect with 300 mile Superior Hiking Trail
- Connect with Duluth trail system
- Public health benefits
- Economic development and tourism opportunities

Description of Previous Appropriations

The City of Proctor has not received previous funding for this project.

Project Contact Person

Jess Rich
City Administrator
218-628-6261
jrich@proctormn.gov

(\$ in thousands)

Munger Trail - Proctor Spur

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$3,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$950	\$0	\$0
Project Management	\$0	\$779	\$0	\$0
Construction	\$0	\$5,271	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$7,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

South St. Louis County Fairgrounds Upgrade**AT A GLANCE****2024 Request Amount:** \$57**Priority Ranking:** 4**Project Summary:** The City of Proctor is requesting \$57,000 to make facility improvements at the South St. Louis County Fairgrounds located in Proctor, Minnesota.**Project Description**

St. Louis County sold the South St. Louis Fairgrounds to the City of Proctor in 2011 and since then the City of Proctor and South St. Louis County Fair Association have been making improvements to the facilities and grounds. The city and the fair association board have identified the need to replace approximately 1,500 feet of security fencing and several gates to the facility. The total estimated cost is \$115,000

Project Rationale

The South St. Louis County Fairgrounds is owned by the City of Proctor and serves as the home to the South St. Louis County Fair, otherwise known as the Proctor/Duluth Fair. The fair attracts thousands of visitors from around the region and Wisconsin, also serving as home to the Dirt Floor Arena, Proctor Public Schools Indoor Turf Facility, Lake Superior Radio-Controlled Club, and the Lakehead Racing Association (Proctor Speedway.) Fencing and gates throughout the facility are needed to secure the facility and add to the aesthetics.

Project Timeline

Remove old fencing May 2025
Install new fencing June 2025

Other Considerations**Impact on State Operating Subsidies**

The City of Proctor will not be applying for additional state funding to pay for any operational or maintenance costs of this project.

Who will own the facility?

The City of Proctor will own the fencing.

Who will operate the facility?

The City of Proctor will see to the removal and installation of fencing.

Who will use or occupy the facility?

The City of Proctor

Public Purpose

The fairgrounds in a multi-use facility that serves the region with high-quality recreational activities.

Description of Previous Appropriations**Project Contact Person**

Jess Rich
City Administrator
218-628-6261
jrich@proctormn.gov

(\$ in thousands)

South St. Louis County Fairgrounds Upgrade

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$57	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$58	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$115	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$115	\$0	\$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	\$115	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Rice Creek Commons Public Infrastructure	1	GO	25,000	0	0	0	0	0
Park at RiversEdge	2	GO	20,000	0	0	0	0	0
Aldrich Arena & Community Event Center	3	GO	12,835	0	0	0	0	0
Saint Paul-Ramsey County Public Health Facility	4	GO	10,500	0	0	0	0	0
Rice Creek North Regional Trail	5	GO	5,000	0	0	0	0	0
Youth Detention Facility	6	GO	16,000	0	0	0	0	0
Total Project Requests			89,335	0	0	0	0	0
General Obligation Bonds (GO) Total			89,335	0	0	0	0	0

Rice Creek Commons Public Infrastructure

AT A GLANCE

2024 Request Amount: \$25,000

Priority Ranking: 1

Project Summary: Ramsey County will construct and maintain a stormwater system and public roadway, currently known as the Spine Road/Future County State Aid Highway 4, that will connect County Road H and Highway 96 through the Rice Creek Commons development, at the former Twin Cities Army Ammunition Plant (TCAAP) site in Arden Hills. This infrastructure is key to unlocking the development of the 427-acre Rice Creek Commons site, which will include housing, office, retail, public buildings, and public parks.

Project Description

Ramsey County will construct and maintain a stormwater system and public roadway, currently known as the Spine Road/Future County State Aid Highway 4, that will connect County Road H and Highway 96 through the Rice Creek Commons development, at the former Twin Cities Army Ammunition Plant (TCAAP) site in Arden Hills. This infrastructure is key to unlocking the development of the 427-acre Rice Creek Commons site, which will include housing, office, retail, public buildings, and public parks and trails. State funding is necessary to expedite the construction of this road and regional storm water infrastructure, as there are currently few other local funding sources available for the project.

Project Rationale

The infrastructure investment in the regional stormwater system and Spine Road at Rice Creek Commons is critical to unlocking hundreds of millions of dollars’ worth of private investment in the development of the 427-acre site. Without this public road, the private development cannot move forward. The Spine Road runs through the center of the site and is essential to access the various planned development areas. Private parties will construct additional roads and other infrastructure off of the Spine Road that will enable access to the various developments planned for the site. The road will add improved circulation and connectivity in the area for all modes of transportation – pedestrian, bicycle, transit, and automobile.

TCAAP was constructed during World War II to manufacture munitions for the U.S. Army. In 2013, Ramsey County purchased a 427-acre parcel of the property from the U.S. Government and invested \$40 million in environmental remediation of the site – formerly the largest contaminated site in Minnesota. Cleanup of the site to residential development standards is now complete: the site received a Certificate of Completion from the Minnesota Pollution Control Agency (MPCA) in 2016. The Environmental Protection Agency (EPA) and MPCA have also removed the site’s soil and surface water from the state and federal Superfund lists. After this significant public investment in acquisition and remediation, the site is now primed for development, and state funding in the Spine Road and

stormwater infrastructure would expedite this regionally significant project.

When fully developed, Rice Creek Commons will provide housing, jobs, and public amenities for residents and visitors of the City of Arden Hills, Ramsey County, and the broader region. The development will include thousands of units of housing, including apartments, townhomes, and single-family homes. There will be rental units, both market rate and affordable, and homeownership units, including opportunities for first-time homebuyers. Rice Creek Commons will also be a job and amenity center, with thousands of square feet of office and retail planned.

The site will also include additional public spaces, including over 200 acres of public park land for trails, parks, and open space. A 50-acre natural resources corridor will wind through the interior of the site, providing a natural amenity, as well as regional stormwater treatment. A regional waterway, Rice Creek, runs through the site and provides access to area lakes and the Mississippi River by canoe and kayak. There is also a public building planned for the site, exact use to be determined.

–

Project Timeline

Ramsey County purchased the Rice Creek Commons site in 2013, and environmental remediation was complete by 2016. Infrastructure plans for the Spine Road and stormwater system are well underway, and final construction documents are expected by or before early 2024. Site preparation could begin as early as 2024, with project completion as early as the end of 2026.

Other Considerations

Ramsey County is working closely with the City of Arden Hills on this project. The development of the Rice Creek Commons site is overseen by the TCAAP Joint Development Authority, consisting of two Ramsey County commissioners, two Arden Hills city council members, and one Arden Hills resident as chair.

Impact on State Operating Subsidies

None

Who will own the facility?

Ramsey County will own the stormwater system, road and right-of-way.

Who will operate the facility?

Ramsey County Public Works will maintain the stormwater system and road as a new segment of County State Aid Highway.

Who will use or occupy the facility?

The public road will be used by residents and visitors of the Rice Creek Commons development. The road is the critical access point for the development, which will include housing, office, retail, public buildings, public parks, and public trails. This development is expected to be a regional draw, with housing, jobs, and amenities that will attract people from throughout the metro area. The stormwater system will function as regional public infrastructure for stormwater management.

Public Purpose

This will be a public road, owned and maintained by Ramsey County as part of the county's road network. It will enable residents and visitors to access public amenities including parks, trails, and natural resource areas, as well as a public building. The stormwater system will function as regional public infrastructure for stormwater management.

Description of Previous Appropriations

None

Project Contact Person

Jennifer ORourke
Director of Government Relations
651-724-3461
Jennifer.orourke@ramseycounty.us

(\$ in thousands)

Rice Creek Commons Public Infrastructure

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$25,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$40,000	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$40,000	\$25,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$40,000	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$23,500	\$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	\$40,000	\$25,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Park at RiversEdge

AT A GLANCE

2024 Request Amount: \$20,000

Priority Ranking: 2

Project Summary: \$20 million in state funds is requested for the acquisition, design, furnishing and construction of a nine-acre urban park that will dramatically expand public access to the Mississippi River; create a new and vibrant front door to downtown Saint Paul and the Mississippi riverfront; and offer a dynamic community gathering place for public events, dedicated retail and restaurant space, and trails that connect people to the Mississippi.

Project Description

The Park at RiversEdge is a unique extension of public realm space cascading from the river bluff over Shepard Road and the adjacent railway, extending downtown Saint Paul directly to the Mississippi River.

The \$84 million land lid extends the existing site’s usable space from five to 12 acres, physically surrounding and supporting a proposed \$788 million private development that would include four towers with residential, hotel, retail, and Class A office space. Despite the economic challenges resulting from the pandemic, a project like this is likely to be supported within the marketplace and is critical to the state’s economic recovery.

The lid will serve as an integral facet of a larger public realm network, including city and regional parks and trails; streets, plazas and skyways; the Capital City Bikeway; and the City of Saint Paul’s River Balcony. For residents, employees, and visitors, the project provides a unique public connection on a signature site that showcases the natural beauty of the Mississippi National River and Recreation Area and the river’s relationship with the capital city.

The Park at RiversEdge enhances an innovative public-private project adjacent to the site that creates jobs, revitalizes our capital city’s historic riverfront and expands public access to one of Minnesota’s greatest natural resources – the Mississippi River.

Project Rationale

Not only will the Park at RiversEdge create a signature attraction along the Mississippi National River and Recreation Area, facilitate hundreds of millions of dollars in vibrant private development, and support the creation of more than 5,000 jobs, but the park is also part of a deliberate strategy to ensure that everyone has access to the benefits that parks provide. The desire to engage with outdoor spaces has never been more apparent than during the pandemic. Residents and visitors have

sought more options for exploring the outdoor recreation amenities in downtown Saint Paul and along the Mississippi River, one of two national parks in the state of Minnesota.

As an anchoring and transformative physical amenity within this long-vacant hardscape, the land lid would support an exciting new residential, hotel, office, and retail development connected by public space to the Mississippi River and downtown Saint Paul that will attract residents, workers, and visitors for decades to come. The Park at RiversEdge facilitates greater integration of public realm and private redevelopment projects and unlocks new opportunities to increase tax base generation and job creation that is befitting of this unique regional development site.

Minnesota has a history of investing in public infrastructure that drives private development, from outdoor trails to arts and cultural centers to major road infrastructure. A state investment of \$26 million dedicated to the design and construction of the Park at RiversEdge, along with Ramsey County's match, is how we can make this premier yet challenging location work to its highest and best use by encouraging private development that boosts jobs, tax base, and access to the park space and regional amenities. The public park space and the private development are intrinsically linked. We are confident that if this park is funded, hundreds of millions of dollars of private development will follow.

As our communities begin to heal from COVID-19 and last summer's civil unrest, we know very well that we must not just rebuild the assets lost, but also rebuild our communities' connections to each other. Our long-term vision must deliver on projects that not only build the future tax base to fund our community needs, but also build the spaces and places required to bring us together again as we heal and move forward.

Project Timeline

August 2023 - September 2024 - Final Design and Engineering
Early 2025– Construction Start

Other Considerations

This land parcel is owned by the county and was previously the site of the county jail. Prior to that it was the Thomson Reuters - West Publishing building.

Impact on State Operating Subsidies

No additional state funding will be required for project operating costs.

Who will own the facility?

Ramsey County

Who will operate the facility?

Ramsey County is prepared to operate the Park at RiversEdge. However, given the nature of this unique public-private partnership of the larger RiversEdge project, the final negotiations of a development agreement will have bearing on the total operations of the full RiversEdge project.

Who will use or occupy the facility?

The Park at RiversEdge is intended to be safe, welcoming and accessible to all. Amenities will serve diverse communities in the region and downtown Saint Paul, which is 30% people of color and 16% people with disabilities.

Public Purpose

The Park at RiversEdge will be a new, vibrant public space on one of Minnesota’s greatest natural resources– the Mississippi River. This park will be a statewide asset, attracting residents, workers, and visitors, including those who visit downtown Saint Paul’s other statewide assets, including the Science Museum of Minnesota, the Ordway Center for the Performing Arts, the Saint Paul RiverCentre, and the Xcel Energy Center.

Description of Previous Appropriations

Received \$6.22M in 2023 capital appropriations bill.

Project Contact Person

Jennifer ORourke
Director of Government Relations
651-724-3461
Jennifer.orourke@ramseycounty.us

(\$ in thousands)

Park at RiversEdge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$20,000	\$0	\$0
General Fund Cash	\$6,220	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Funding	\$0	\$58,189	\$0	\$0
Non-State Funds Pending				
TOTAL	\$6,220	\$78,189	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$4,190	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$2,030	\$0	\$0	\$0
Project Management	\$0	\$3,880	\$0	\$0
Construction	\$0	\$73,509	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$800	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$6,220	\$78,189	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

Aldrich Arena & Community Event Center

AT A GLANCE

2024 Request Amount: \$12,835

Priority Ranking: 3

Project Summary: In an effort to better serve community the Aldrich Arena is being transformed from an Ice Arena into a multi-purpose Community Event Center as the facility has seating for 3,500 people and with modifications can host a broad variety of regional and statewide events. The facility already has hosted the Suni Lee Olympic gold medalist celebration and other regional events including ice events. Further investments will make this facility an asset for Minnesotans from across the state to enjoy.

Project Description

Ramsey County's Parks & Recreation staff operate the Aldrich Arena which was built in 1962. Staff have worked with community to broaden the variety of uses as it is a uniquely sized facility with convenient access and is affordable. In order to accommodate the growing diversity of use, future growth, funding is needed to make this facility a state-wide asset for generations to come.

Several facility improvements will be accomplished through this work including:

- 1) Improved building amenities to support a broad variety of uses including rest room and locker room remodeling and expansions.
- 2) The creation of a new entrance to better manage traffic flow and facilitate smooth entry and exit from the building for attendees.
- 3) Creating a new loading dock that will accommodate large trucks and equipment needed for a large variety of events including concerts, regional ice tournaments, artistic performances, trade shows, and more.
- 4) Installing new and additional lighting and security features to ensure a safe experience for all attendees.
- 5) ADA upgrades to make sure that the facility is equipped to be accessible and meet the needs of all users.
- 6) Making several energy efficiency upgrades including the replacement of the refrigeration system, installation a building automation system, installation of LED lighting and other energy saving technologies.
- 7) Installation of a dehumidification system - needed to preserve building infrastructure.
- 8) Other site facility upgrades including but not limited to interior painting, upgraded seating, improved staging area, and more.

Project Rationale

Renovation of the facility will not only enhance the ability to support the growing variety of facility rentals, but also tackle projects necessary to run the facility more efficiently and to improve accessibility. Through community engagement conducted in 2022, we heard that the current users

support improvements and people who haven't yet used the Arena and Event Center would like access to hold their events.

Project Timeline

Procurement, design, budgeting, permitting, and other pre-construction activities would commence upon receipt of funding. Construction would begin spring/summer of 2025 with a targeted completion by the end of the year.

Other Considerations

N/A

Impact on State Operating Subsidies

None.

Who will own the facility?

Ramsey County

Who will operate the facility?

Ramsey County

Who will use or occupy the facility?

Ramsey County will operate the facility but members of the public will be able to rent the facility for a broad variety of uses.

Public Purpose

In 2022 and 2023 rentals included the St. Paul Farmer's Market, trade shows, union meetings, a dog show, Asian night markets, high school band concerts, community college and high school graduations, Latinx concerts, Oromo concert, R & B showcase, Thai boxing event, quinceañera celebrations, wedding reception, electric vehicle show, paper shredding and household hazardous waste clean up, and bicycle safety events. In addition to these events, the arena rents ice for hockey practice, games and sectionals plus open skating and figure skating. Whether on the ice, on the floor without the ice or in the parking lot, Aldrich Arena has evolved into an event center that serves many communities.

Description of Previous Appropriations

Project Contact Person

Jennifer ORourke
Director of Government Relations
651-724-3461
Jennifer.orourke@ramseycounty.us

(\$ in thousands)

Aldrich Arena & Community Event Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,835	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$12,835	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$25	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,859	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$87	\$0	\$0
Inflationary Adjustment	\$0	\$1,364	\$0	\$0
TOTAL	\$0	\$12,835	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Saint Paul-Ramsey County Public Health Facility

AT A GLANCE

2024 Request Amount:	\$10,500
Priority Ranking:	4
Project Summary:	\$10.5 million in state funds is requested for renovation of an alternate site or construction of a new Public Health Building and Hub in Ramsey County.

Project Description

This project requests \$10.5 million in state funds to renovate an existing building at an alternate location, or construct a building as a new site, for current public health clinical services. Public Health services for Ramsey County and MN residents have been provided out of the Public Health Center, 555 Cedar St. building in downtown Saint Paul for over 65 years.

The new location of the Public Health Building and Hub for clinical and supportive services will create social and physical environments that promote equity, good health and overall wellbeing, building on Ramsey County's Residents First approach to service delivery. It is envisioned that the new clinical services and hub location will be located in the community where the residents live and work, in a location that provides easy access to these services through parking and public transportation.

The project has completed initial programming in order to determine the necessary sizing of the program space. The final programming identified a required 45,000 square feet of clinic space plus 15,000 square feet of hub or partner space. Clinic space will be occupied by Saint Paul-Ramsey County Public Health department clinical programs. The hub space will be available to provide related client services, including services provided by other Ramsey County departments such as Financial Assistance Services, as well as community agencies that would align with improving the health and well-being needs of residents.

Project Rationale

Ramsey County is seeking a new location for Public Health's clinical services which are currently located at 555 Cedar St., Saint Paul, MN. It has been determined that the 555 Cedar building no longer meets the needs of clinical services and would require a large renovation, requiring a significant investment. The existing building is in need of extensive renovation for basic infrastructure and to meet clinical space requirements to accommodate current use of equipment and to facilitate efficient flow of medical and laboratory services. Obtaining additional years of use of the 555 Cedar building would necessitate the requirement to fund multiple renovation projects at the existing building in order to keep it serviceable, and would add significant cost and challenges to relocate services during any renovation. Given renovation costs and the complexity of operating through a renovation, choosing a new location with a building that can be renovated, or new construction at a different site is preferred.

Project Timeline

The search for a new location has been underway and is expected to be completed in 2023. For the new location, it is anticipated that the project should begin design work in 2024 in order to support construction beginning in 2024/2025.

Other Considerations

The cost estimate has been provided by Ramsey County Property Management staff based on overall square footage numbers and benchmarking with construction and architectural/engineering consultants. Site/land purchase costs are unknown at this time as a location has not been determined. It is also possible that a leased location could be found and no land/facility purchase would be required. It is also not known if the project will be new construction or a remodel. The construction cost numbers shown in this request are reflective of a leased, renovation scenario, and do not include land and site costs. If it is determined that land purchase and new construction is preferred, additional funding will be needed for costs associated with land purchase and site work, as well as an increase in the construction cost per square foot.

Impact on State Operating Subsidies

None

Who will own the facility?

This project will be owned by Ramsey County.

Who will operate the facility?

This project will be operated by Ramsey County.

Who will use or occupy the facility?

The building will be used by Ramsey County and Minnesota residents seeking available services. Some anticipated services such as tuberculosis control, refugee screening coordination and financial assistance services are primarily focused on Ramsey County residents, while other services such as sexual health, related laboratory services, syringe services, immunization services are broadly available to Minnesota residents in need of services.

The majority of current users of Saint Paul-Ramsey County Public Health clinical program services at 555 Cedar St. are below 250% of the Federal Poverty Level, are underinsured or uninsured; experience language barriers, are at high risk for infectious disease including vaccine preventable disease, tuberculosis, HIV and other STIs, and have other needs, such as housing, food, clothing, mental health services, and substance use disorder treatment options. Approximately 67% of current clients are from racial/ethnically diverse communities.

Public Purpose

The purpose of this proposal is to provide critical public health and supportive services to the public in a client focused, modern, accessible facility. The public health services are focused on controlling infectious disease such as tuberculosis, HIV, sexually transmitted infections, and vaccine preventable diseases.

Description of Previous Appropriations

None

Project Contact Person

Jennifer ORourke

651-724-3461

Jennifer.orourke@ramseycounty.us

(\$ in thousands)

Saint Paul-Ramsey County Public Health Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$10,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$10,500	\$0	\$0
TOTAL	\$0	\$21,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$40	\$0	\$0
Design Fees	\$0	\$1,310	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$17,550	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,100	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$21,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Rice Creek North Regional Trail

AT A GLANCE

2024 Request Amount: \$5,000

Priority Ranking: 5

Project Summary: Ramsey County is seeking \$5 million in state funding to implement high priority items from the Rice Creek North Regional Trail long range plan. The project scope includes the implementation of a .85-mile trail extension, trail head and parking lot expansion, site amenities, and wayfinding within the northern section of the regional trail corridor.

Project Description

As is previously stated, Ramsey County is seeking \$5 million in state funding to implement high priority items from the Rice Creek North Regional Trail long range plan. The project scope includes the implementation of a .85-mile trail extension consisting of bituminous trail and boardwalk development, trail head parking lot expansion, site amenities, and wayfinding within the northern section of the regional trail corridor. This is a highly sought-after trail connection by the community, this will complete the last trail gap within the north section and will provide multiple trail loops ranging from 2.7 miles to 4 miles in length for the public to enjoy.

Project Rationale

Completing the trail loop as described will complete the vision and implementation of the long range plan project was identified in the master plan and supported by the community engagement process.

Project Timeline

Upon receipt of the funds, the project schematic design will begin fall of 2024, with design development, agency approvals and final design, and bidding through Spring, 2025. Construction would begin mid to late summer, 2025 and go into spring early summer 2026.

Other Considerations

None.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Ramsey County.

Who will operate the facility?

Ramsey County Parks and Recreation.

Who will use or occupy the facility?

Residents from across the State of Minnesota.

Public Purpose

To provide and maintain public recreation amenities available to all for the enjoyment and recreation purposes.

Description of Previous Appropriations

None.

Project Contact Person

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651-724-3461
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(\$ in thousands)

Rice Creek North Regional Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$5,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$4,600	\$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	\$5,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

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

Has the predesign been approved by the Department of Administration?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Youth Detention Facility

AT A GLANCE

2024 Request Amount:	\$16,000
Priority Ranking:	6
Project Summary:	\$16 million in state funds is requested to design, construct/renovate, furnish and equip an unoccupied space of 25,000 sq. ft. within the Ramsey County Correctional Facility to co-locate the Ramsey County Juvenile Detention Center (JDC) as a unique and separate institution adjacent to the Ramsey County Correctional Facility.

Project Description

Community Corrections seeks to use the unoccupied space at 297 Century Ave, reconfiguring it to co-locate two unique and separate institutions: the Ramsey County Correctional Facility and the Juvenile Detention Center (JDC). The major cost elements for this project include architect and engineering; construction; and furniture, fixtures and equipment. The estimated square footage available for the Juvenile Detention Center at 297 Century (25,000) is approximately equal to the existing space at the JDC.

The current Juvenile Detention Center is housed at the Juvenile and Family Justice Center (JFJC) in downtown St Paul. The structure is old, difficult to maintain and reflects an outdated detention modality. The physical structure makes it challenging to use best practices for juvenile detention and to recruit and retain staff. The Ramsey County Correctional Facility (RCCF) located in Maplewood, MN currently has unoccupied space due to successful efforts to reduce the population over the last several years. The available space in what is currently the Women's Unit is newer and in better condition. Having a more therapeutic and child friendly space would align with the county's Residents First Strategic Priority and would provide a safer environment for the youth and staff.

Project Rationale

The Ramsey County Juvenile Detention Center (JDC) is a 44-bed facility that provides secure detention for youth. The JDC provides a safe, secure, and structured setting for males and females aged 10 through 17 who are charged with committing offenses, are arrested on warrants, or are in violation of their probation for a previous offense.

The current facility is outdated, does not meet the best practices for youth in detention and does not align with the county's Residents First strategic priority. The structure is old, difficult to maintain and reflects an outdated detention modality. The rooms are dark and dungeon-like with little natural light and no green space for youth to recreate. Additionally, the disjointed layout and location of the existing facility contributes to difficulty recruiting and retaining staff. The facility is spread out over four different floors, requiring additional staff to ensure client safety and building security; parking for staff and families is challenging and staff do not feel safe- there have been assaults and shots fired outside the facility and theft from staff vehicles.

Additionally, there is no formal admissions area. A formal admissions center would allow staff to

keep incoming youth separate, determine if diversion programs are applicable and to assess and determine the proper level custody.

Over the past several years, Ramsey County Community Corrections has been at the forefront of youth justice reform and has drastically reduced the number of youth in confinement, while still holding youth accountable. Unfortunately, racial disparities remain stark. In Ramsey County, black youth represent about 20% of our youth population but in 2022, accounted for 61% of detention admissions.

If this project is not funded, some other potentially more expensive solution to improve the JDC is needed to provide a secure detention for the youth in our custody. The current space is not well configured and remodeling it to meet best practices would be challenging at best. The option outlined in this request allows for a more therapeutic space for our youth, better use of unoccupied space (at 297 Century Avenue, the RCCF) and does not displace the existing program.

Project Timeline

March 2023 - Community Engagement and selection of Pre-design Company

September 2023 - Pre-design completed

October 2023 - Communication and Community Engagement

January- March 2024 - Design/Build Request for Proposal (RFP) and Award

May 2024 - Design

January 2025 - Construction Begins

May 2026 - Facility Ready for Occupancy

Other Considerations

Ramsey County plans to continue partnering closely with community during this process. Community Stakeholders have been part of the discussions around the feasibility of the proposed project and were part of the selection process for the Pre-Design Company. Additional community input will be solicited and used in design decisions and may impact timelines noted above.

Impact on State Operating Subsidies

There will be no impact on State Operating Subsidies. The facility is funded by Ramsey County via property tax levy.

Who will own the facility?

This project will be owned by Ramsey County.

Who will operate the facility?

This project will be operated by Ramsey County Community Corrections, a department of Ramsey County.

Who will use or occupy the facility?

Ramsey county male and female youth aged 10 through 17 who are transported by law enforcement to the Juvenile Detention Center (JDC) for booking who are charged with committing offenses, are arrested on warrants, or are in violation of their probation for a previous offense. Ramsey County Community Corrections will staff the facility.

Public Purpose

This would be a secure facility operated by Ramsey County Community Corrections to house juveniles who have committed offenses and are awaiting adjudication, disposition or placement.

Description of Previous Appropriations

None

Project Contact Person

Jennifer ORourke
Director of Government Relations
651-724-3461
Jennifer.orourke@ramseycounty.us

(\$ in thousands)

Youth Detention Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$16,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$16,025	\$0	\$0
TOTAL	\$0	\$32,025	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$90	\$0	\$0
Design Fees	\$0	\$2,910	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$28,525	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$500	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$32,025	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Ranier Public Works Maintenance Building	1	GO	100	0	0	0	0	0
Total Project Requests			100	0	0	0	0	0
General Obligation Bonds (GO) Total			100	0	0	0	0	0

City of Ranier Public Works Maintenance Building

AT A GLANCE

2024 Request Amount:	\$100
Priority Ranking:	1
Project Summary:	The city of Ranier is requesting \$200,000 in state funds to construct a heated public works maintenance building to store public works vehicles and equipment and house a public works maintenance shop

Project Description

To construct a heated building for public works department to store the city's equipment that include a skidsteer and its attachments, pick-up truck with snow plow attachment, lawn mowers, snow blowers, golf cart, water distribution parts and equipment. The building would have an area for working on wood and lumber projects. The building would include plumbing for a restroom and in floor drain to wash the vehicles and drain melting snow and ice from the vehicles in the winter months.

Project Rationale

In 2010, the city of Ranier annexed surrounding areas increasing its population and area by three times. Since 2010, the city has seen the need to purchase a skid steer with attachments that include a scoop, brush hog and snow plow. The city has also seen the need to purchase another work truck that can utilize a snow plow for street, alley and parking lot plowing. The city has a water distribution system that it manages and must keep supplies and parts on hand. The city has 2 riding lawn mowers for mowing its park and lawn areas. The city has a golf cart to utilize for short distances and efficiency in the summer months.

Currently, the city only has a one stall unheated garage area connected to its Community Hall. It was built in 1939 as a fire hall to store the fire pump truck. The area is approximately 20 feet by 28 feet or 560 square feet. It is not large enough to store all of the city's equipment, leaving the equipment to be stored outside in the elements. For winter snowplowing, the area is not large enough to store the pick-up truck with the snow plow which means the hydraulics will get caked in ice and snow and become unusable.

Project Timeline

- Planning/Design Completed - September 2024
- Project Bid - November 2024
- Construction Start - May 2025
- Project Completion - December 2025

Other Considerations

Ranier is a small city with a small tax base and would not be able to undertake projects like this without funding assistance.

Impact on State Operating Subsidies

The city will not be requesting any funds from the State for annual operations and maintenance costs.

Who will own the facility?

The city of Ranier would own the project.

Who will operate the facility?

The city of Ranier's public works department will operate the project.

Who will use or occupy the facility?

The city of Ranier's public works department will use and occupy the project.

Public Purpose

The public purpose is to construct an adequate public works building that can house the city's vehicles and equipment so that they are properly maintained.

Description of Previous Appropriations

\$3.5M appropriated in 2023 to assist in funding city public pier.

Project Contact Person

Sherril Gautreaux
218-286-3311
cityofranier@frontiernet.net

(\$ in thousands)

City of Ranier Public Works Maintenance Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$100	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$100	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$10	\$0	\$0
Project Management	\$0	\$10	\$0	\$0
Construction	\$0	\$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	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Infrastructure Improvements	1	GO	4,000	0	0	0	0	0
Raymond Community Facility	2	GO	2,000	0	0	0	0	0
Total Project Requests			6,000	0	0	0	0	0
General Obligation Bonds (GO) Total			6,000	0	0	0	0	0

Infrastructure Improvements

AT A GLANCE**2024 Request Amount:** \$4,000**Priority Ranking:** 1

Project Summary: The current drinking water system is failing. Of immediate concern is the City's water treatment plant that is at the end of service life, the existing water tower that is 113 years old and is inadequately sized for the City's current water usage, and the existing water distribution system that contains old cast iron pipe with lead joints, inoperable gate valves and curb stops, and experiences numerous watermain breaks and leaks. Storm sewer upgrades and street restoration are also critical.

Project Description

Infrastructure improvements in this project will include:

Drinking Water Treatment: Construct new water treatment plant, likely using a pressure filtration treatment system, chemical feed to support arsenic removal, and disinfection with chloramines.

Drinking Water Storage: Construct a new 150,000-gallon tower.

Drinking Water Distribution: Replace the CIP water distribution system and add looping watermain locations is the preferred alternative. Approximately 6,000 LF of 8-inch watermain will be installed. This will remove the current portions of the system that are at or over their designed service life with new watermains, gate valves, fire hydrants, and service laterals/curb stops between the mains and the right-of-way. Replacing the failing water distribution system would reduce the city's operation and maintenance costs and increase water reliability and quality.

Lead Service Lines: Replace all lead service lines. This puts the City and effected residents in congruency with the latest drinking water policies and standards.

Storm Sewer: Add and/or replace portions of the storm system (approximately 2,200 LF) as necessary using standard open cut construction methods.

Streets: Complete Street restoration in areas impacted by utility work.

Project Rationale

Most of the water service lines are copper, with some of the newer ones being plastic. Many gate valves are difficult to operate or are not operational in the "older" portions of town. Many times large section of this area need to be shut off to perform routine service and repair.

The town is divided by both the railroad and state highway 23. The watermain system has only one segment connecting the north and south side of the railroad tracks. This reduces circulation within the system and leaves the city more vulnerable to large sections of the city being out of service in the

event of a repair or unexpected system failure. Looping is needed.

The City of Raymond draws its water from three wells that supply the Water Treatment Facility (WTF). Well #5 was drilled in 1995 to a depth of 134 feet, this is a primary well and operates at 285gpm. Well #3 was drilled in 1977 to a depth of 61 feet, this is a primary well and operates at 150gpm. Well #2 was drilled in 1951 to a depth of 204 feet, this is a primary well and operates at 200gpm. The Water Treatment Facility uses aeration and rapid sand filtration in addition to feeding chlorine, fluoride, and zinc orthophosphates for lead/copper stabilization. Its design capacity is 200gpm. The filtration and treatment equipment is past its expected service life and the building itself is undersized.

The existing 33,000-gallon water tower is a lattice-legged cone tower. In the absence of official records, the tower is estimated to have been constructed in the 1950s or earlier. As described in the latest sanitary survey report, the average daily water usage greatly exceeds the guidelines of providing a minimum of one day water storage capacity. City Staff report that they routinely fill the tower 2-3 times per day. The tower also has significant coating failures as evidenced by the corrosion and delamination that is visible. Given the age of the tower, there is good probability that the existing coating contains lead. Lastly, towers of this age and style generally have a rood that cannot support the containment curtain needed.

The City does not have historical records available regarding when its stormwater conveyance system was originally installed. The existing storm sewer does not extend through all areas of the City and parts require replacement.

Project Timeline

12/2024: Prepare Plans & Specs
01/2025: Submit Plans & Specs to MDH and MPCA
01/2025: Submit Plans & Specs to RD 03/2025: Advertise for Bids
04/2025: Award Contract
05/2025: Proposed Start of Construction
07/2026: Proposed End of Construction

Other Considerations

The proposed infrastructure improvements are critical but are not viable unless the City of Raymond receives state funding to leverage local and federal dollars.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project

Who will own the facility?

The City of Raymond will own the proposed utilities.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Raymond will use the utility systems and pay utility fees.

Public Purpose

The public purpose served by this project is to provide clean and safe drinking water along with adequate storm sewer service to Raymond residents. Strategic planning has been incorporated into Raymond's proposed project and has included thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all concerns within the systems in the most efficient and cost-effective timeframe, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

None

Project Contact Person

Trista Rand
City Clerk
320-967-4226
cityofc@frontiernet.net

(\$ in thousands)

Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$14,200	\$0	\$0
City Funds	\$0	\$4,200	\$0	\$0
TOTAL	\$0	\$22,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,600	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$17,800	\$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	\$22,400	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Raymond Community Facility

AT A GLANCE**2024 Request Amount:** \$2,000**Priority Ranking:** 2

Project Summary: Raymond is in need of new space to allow improved emergency and fire services and provide basic and essential community services not available to residents at this time. Currently, Raymond has a joint community meeting center and fire hall building that is inadequate in size to meet the needs of both. This is impeding effective fire and medical services.

Project Description

The proposed facility will consist of a single-story building of wood stud construction, approximately 68 feet x 106 feet (7,050 square feet) in plan. It will include asphalt architectural shingles, prefinished steel siding, and a brick veneer wainscot on the two primary or entrance facades. The interior will be finished in a modest but durable commercial fashion with gypsum board walls, gypsum board or acoustical tile ceilings, and a durable, easy to maintain floor finish such as vinyl composition tile. The building construction will meet Minnesota standards for energy efficiency and handicapped accessibility. Interior amenities will consist of City Offices, Council Chambers, Community Meeting Room, Community Kitchen, ADA accessible restrooms, and all necessary support spaces. An exterior drop box for bill payment will be provided.

The proposed location of the new facility is on Day Street North, between Spicer Avenue North and St. John's Lutheran Church, at the location of the former Raymond School.

Project Rationale

The City of Raymond is in need of a facility would help the City provide basic but essential services to the residents in the rural community, which are not available elsewhere in the area. In addition, relocating and improving the community facility creates opportunities to enhance the effectiveness of the emergency fire and medical service in the Raymond district.

The City's joint community meeting center and fire hall building does not meet the community's needs. Due to its small size, the meeting area is too small for larger groups of people and does not meet the Minnesota Accessibility Code in all ways that are required for a public facility. The new building will be handicapped accessible and provide adequate meeting space, kitchen facilities, council chambers, and city hall access to all members of the public. The parking provided will serve the users of the facility with a smooth and obstruction-free surface travel path which is safe and accessible. The new building will provide a superior area amenity that all the citizens of Raymond can comfortably use for community events as well as personal ones, such as graduations, weddings, or other family get-togethers.

The relocation of the city hall would allow for the current fire hall to utilize the existing community

facility as additional space that creates an opportunity for safer working conditions for firefighters and EMTs and improves response times. The current building exhibits several problematic issues, the greatest of which is the lack of adequate space which directly affects response time during emergencies. Response times are currently slowed when firefighters must wait for vehicles to exit the building to access their own vehicles. Better response times are an obvious priority for any fire department, and this can be improved if the facility they are using has clear circulation and convenient storage of gear and equipment.

The area served by the Raymond Fire Department includes 88 square miles, the largest service area in this region other than that served by the Spicer Fire Department. The department also provides Mutual Aid and First Responder Services for Willmar and the surrounding area in addition to basic Fire Service. To fulfill the regional needs for its services, the fire department needs adequate space to house its equipment and supplies.

Project Timeline

9/2023 – Engineering and Design
02/2024 – Bidding
05/2024 – Start of Construction
12/2024 – End of Construction

Other Considerations

On March 30, 2023 the city of Raymond was significantly impacted by a BNSF train derailment next to its city limits. Twenty-two train cars derailed and caused the need for evacuations with emergency crews knocking on roughly 250 houses resulting in 125 evacuees. The city did not have its own space to take in the evacuees and relied on one of its local churches to volunteer its space for evacuees and 200+ emergency responders. The City of Raymond should have been able to utilize a safe, community facility to host these evacuations and efforts instead. This unfortunate community event was just another reminder that Raymond lacks a specific space to meet this kind of need for its residents.

The proposed project is sensible in terms of its modest design, size, and cost. Financially, the proposed project falls into the fiscal responsibility the City ethically stands upon.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Raymond will own the project.

Who will operate the facility?

City staff will maintain and operate the City Hall/Public Administration building.

Who will use or occupy the facility?

City staff, Residents, and visitors will be its users.

Public Purpose

The proposed facility is needed to increase the City's capacity for community event space, provide essential services to the city and surrounding area by the Raymond Fire Department and Area Emergency Responders, and execute the City's administrative duties. With the proposed facilities in place, the City will be in a position to better serve the health and safety needs of its residents. The proposed project included in this report will re-establish a strong foundation for the City's municipal administration, essential service provision, and pride in its sense of community among residents for many years to come with minimal maintenance or capital improvements.

Description of Previous Appropriations

None

Project Contact Person

Trista Rand
City Clerk
320-967-4226
cityofc@frontiernet.net

(\$ in thousands)

Raymond Community Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$1,170	\$0	\$0
City Funds	\$0	\$1,170	\$0	\$0
TOTAL	\$0	\$4,340	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$930	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,410	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,340	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Red Lake County Courthouse Project	1	GO	2,000	0	0	0	0	0
Total Project Requests			2,000	0	0	0	0	0
General Obligation Bonds (GO) Total			2,000	0	0	0	0	0

Red Lake County Courthouse Project

AT A GLANCE

2024 Request Amount: \$2,000

Priority Ranking: 1

Project Summary: \$2.1 million in state funds is requested to preserve and repair the Red Lake County Courthouse. The courthouse does not have a ventilation or cooling system. The existing concrete stairs and walkways have deteriorated, and it needs new windows installed. The courthouse is of great historical significance and has only had band-aids applied over the years.

Project Description

The courthouse in Red Lake Falls does not have a cooling or ventilation system. Our courtroom is served by two ductless min-split air conditioners, only one is working and it leaks freon. The sheriff's office is served by a DX fan coil with remote condensing unit. All other offices are using window air conditioning units. There are 69 windows in the courthouse and all of them need to be replaced as the wind blows through and around them. The exterior stairs that lead up to the courthouse from main street are worn with spalling and cracked concrete. There are some areas where cracking and deterioration is evident on the retaining walls surrounding the steps. The South and East concrete walls at the base of the courthouse are cracked and deteriorated. All three of the stone entrance thresholds have deteriorated from normal wear and tear.

Project Rationale

We are not up to code as we do not have a ventilation system. We lose heat in the winter because our windows are old, and we pay more in the summer because our window units are not energy efficient and are damaging the window frames. We do not have the funding to make the repairs unless we increase property taxes in our county.

Project Timeline

Predesign has begun as we have to replace our roof this summer. Once funding is available, we will be able to start the work in April of 2024. The chiller that will be used to cool the building has a 45 week lead time. Once funding is secure we would be able to start the project in the Spring of 2024.

Other Considerations

We are a public entity that relies on the taxpayers money to operate. With only 5000 residents that live in Red Lake County, this project is exactly what the funds are meant to be used for.

Impact on State Operating Subsidies

Who will own the facility?

Red Lake County

Who will operate the facility?

Red Lake County

Who will use or occupy the facility?

Red Lake County

Public Purpose

Red Lake County Courthouse

Description of Previous Appropriations

Project Contact Person

Kelsey Gervais
County Auditor
218-253-2598
kmgervais@co.red-lake.mn.us

(\$ in thousands)

Red Lake County Courthouse Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$375	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,375	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$86	\$0	\$0
Project Management	\$0	\$86	\$0	\$0
Construction	\$0	\$1,961	\$0	\$0
Relocation Expenses	\$0	\$100	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$142	\$0	\$0
TOTAL	\$0	\$2,375	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
2025 Infrastructure Rehabilitation Project	1	GO	7,000	0	0	0	0	0
Total Project Requests			7,000	0	0	0	0	0
General Obligation Bonds (GO) Total			7,000	0	0	0	0	0

2025 Infrastructure Rehabilitation Project**AT A GLANCE****2024 Request Amount:** \$7,000**Priority Ranking:** 1

Project Summary: The City of Red Lake Falls is seeking \$7,000,000 in State Assistance to aid in rehabilitating critical utility infrastructure (watermain, sanitary sewer, and storm sewer) and streets. Due to many years of stagnant tax base the City's infrastructure condition had to take a backseat to other priorities, however the City is now in a position where the aging infrastructure can no longer be ignored.

Project Description

The City owns and maintains more than 16 miles of water main, nearly 11 miles of gravity sanitary sewer, and another 3 miles of sanitary force main. Up until 2019, nearly all the existing underground distribution/collection lines were constructed of materials that were either failing or have exceeded their expected useful life, with some utilities surpassing 70 years of life. These aged utilities have lent to excessive infiltration and inflow into the wastewater collection system, provide undersized and non-redundant water distribution systems, and experience increasing frequencies of pipe failure and the associated repairs.

Unfortunately, due to a stagnant tax base, the City of Red Lake Falls did not have the capacity to fund any sort of infrastructure rehabilitation project for well over a decade. Due to this, the already compromised infrastructure continued to deteriorate, and the amount of rehabilitation needed began to compound.

In 2019 the City of Red Lake Falls was finally able to fund a long overdue project to replace the worst of these areas. This project solved approximately 20% of the City's infrastructure problems, however due to the inability to fund projects for such a long time, there are additional critical areas of town that yet need to be addressed. The 2019 project placed a large burden on local taxpayers through the levying of special assessments and increasing of the general tax levy to pay for a project that had very little outside assistance. Since this time, the City has developed a Capital Improvement Plan to take a more holistic look at the infrastructure needs of the community to ensure that reinvestments into the infrastructure is being done at the right time and right place. The City submitted a funding application to Rural Development in November of 2021. That proposed project includes approximately 28 blocks of utility replacement throughout the City. To date the City is still waiting on Rural Development for determination of funding for this project. In 2023 the City decided to proceed with a much-needed water tower rehabilitation to bring the tower into OSHA and AWWA compliance. The City will have to take \$1,100,000 out of reserves for this project, which will really deplete our water fund reserves.

This 2025 proposed project encompasses 54 blocks of utility replacements throughout the City. The

improvements consist of the following rehabilitation elements:

1. Watermain Rehabilitation - The deteriorating water distribution system within the project area will be rehabilitated with plastic pipe. It is proposed to rehabilitate the water distribution system using a combination of trenchless methods and traditional open trench methods, depending on the situation. Related appurtenances (gate valves, fire hydrants, etc) will be replaced as well. All watermain will be evaluated for appropriate size and increased to meet the domestic demand requirements and fire flow requirements. All dead end watermain will be looped in order to provide multiple supply paths for watermain in the case of a shutdown, and to eliminate stagnant water that tends to build up in dead ends.
2. Water Service Replacement - The deteriorating water services within the project area, are suspected to be primarily lead, will be replaced with plastic pipe from the watermain to the right-of-way, including new curb stops. This will ensure that all water utilities within the City right-of-way are consistent in age and condition and will address water service breaks that occur from time to time.
3. Sanitary Sewer Rehabilitation - The deteriorating sewer collection system within the project area will be rehabilitated to decreased breakages, infiltration, and inflow. It is proposed to rehabilitate the sewer collection system using a combination of Cast-in-place-pipe (CIPP) and traditional open cut methods, depending on the situation and the severity of the pipe deterioration.
4. Sanitary Sewer Service Replacement - All sanitary sewer services within the project area will be replaced with PVC from the property line to the sewer main. This will ensure that all sewer utilities within the City right-of-way are consistent in age and condition. This will also solve the issues that are commonly present in the VCP service lines such as collapsing due to age, root intrusion, and substantial infiltration.
5. Grinder Stations Rehabilitation – In addition to the Sewer collection rehabilitation, the City owns approximately 20 sewer grinder pumps that are located directly adjacent to private residences. These grinder stations have expanded their design life and are beginning to fail. The City intends to change these failing grinder stations to gravity system as part of this project to reduce ongoing maintenance costs.
6. Street Rehabilitation – All streets within the project area will be rehabilitated by some manner. In areas where utilities will be replaced using trenchless methods the streets will be milled and overlaid. In areas where utilities will be replaced using traditional open cut methods the streets will be fully reconstructed, including curb and gutter replacement.
7. Storm Sewer - With the increasing climate changes and storm intensity the City's storm sewer collection system is not adequately sized but so far has been operational. The collection systems are typically as old as the water and sewer utilities. In areas where a street will be fully reconstructed due to condition of the water/sewer/street infrastructure, the storm sewer will also be replaced in order to provide a street with consistent infrastructure age and quality.
8. Sidewalks - In areas where underground utilities (Water and/or Sewer), including service laterals, are rehabilitated utilizing a traditional open trench method, disturbed sidewalks will be replaced in a manner consistent with pre-existing improvements. At the present time the City has only a few ADA compliant sidewalks. Where the streets are to be fully reconstructed the sidewalk will be improved to meet ADA requirements as well.

The total cost of the project is projected to be \$18,000,000 and will be funded through a combination of funding sources including local funding, special assessments, USDA Rural Development Funding,

and MN PFA. The levels of each funding source is yet to be determined based on results of ongoing applications.

The City of Red Lake Falls is requesting \$7,000,000 to help offset the cost of the project to lessen the burden of the project costs on the local taxpayers. Fulfillment of this request would also help the City accelerate the completion of future phases of the rehabilitation work that needs to be completed to continue providing essential services to the residents.

Project Rationale

This project is required in order to continue providing essential services to the residents of the City of Red Lake Falls. Due to the aged condition of the infrastructure, the utilities experience periodic failures that result in loss of service to residents, and increased costs to the residents.

Specifically related to the water distribution system, there is the potential for contamination issues due to introduction of groundwater into the water distribution system.

Additionally, a completed Capital Improvement plan has been completed for the proposed project to ensure that the project addresses the needs of the community in the most financially responsible way.

Project Timeline

This project is scheduled to take place following the subsequent timeline:

1. Predesign: April 2024-June 2024
2. Design: July 2024-December 2024
3. Construction Start: May 2024
4. Construction Substantial Completion: October 2025
5. Construction Final Completion: November 2025

Other Considerations

The City of Red Lake Falls is annually increasing utility rates to help pay for these infrastructure rehabilitation costs, however like many small communities the aged infrastructure needs significant attention, and these costs easily overshadow the City's revenue generation capabilities.

Approximately 30% of the project total cost will be assessed directly to residents as was done in 2019, however in 2019 the City was able to cover the remaining 70% with bonding. This additional bonding offset some older bonding that was dropping off, but it was still needed to supplement further with general tax dollars. This proposed project will not have the benefit of additional bonding dropping off so the general tax levy may need to be further increased to account for these costs.

Impact on State Operating Subsidies

Who will own the facility?

The City of Red Lake Falls

Who will operate the facility?

The City of Red Lake Falls

Who will use or occupy the facility?

City of Red Lake Falls businesses and residents.

Public Purpose

The utility and street work needed as part of this project address the basic life, safety, and welfare responsibilities of the City in providing essential services to citizens and businesses of the community.

Description of Previous Appropriations

NONE

Project Contact Person

Kathleen Schmitz
City Administrator
218-253-2684
rdlkfals@gvtel.com

(\$ in thousands)

2025 Infrastructure Rehabilitation Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$2,987	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$8,013	\$0	\$0
TOTAL	\$0	\$18,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$60	\$0	\$0
Design Fees	\$0	\$2,700	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$15,240	\$0	\$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	\$18,000	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Upper Harbor-Bay Point Phase II	1	GO	5,095	0	0	0	0	0
Drinking Water System Improvements	2	GO	1,750	0	0	0	0	0
Total Project Requests			6,845	0	0	0	0	0
General Obligation Bonds (GO) Total			6,845	0	0	0	0	0

Upper Harbor-Bay Point Phase II

AT A GLANCE

2024 Request Amount:	\$5,095
Priority Ranking:	1
Project Summary:	\$5.095 million in State funds are needed and requested for design, engineering and construction to fund Red Wing's Phase II project on the Mississippi River riverfront, the renewal of the Upper Harbor - Bay Point. The state bonding ask is to complete the final phase of a two phased project.

Project Description

Red Wing's \$5.095 million in requested state funds will be used for engineering, environmental review, final design, engineering construction management and the capital construction costs for the project.

The project will realign about 1,700 feet of Levee Road from the existing round-a-bout adjacent to the railroad right-of-way. This will allow for a new dual use parking lot/semi-truck fleeting/staging area to be constructed on a portion of an existing brownfield. The constructed design of the roadway and parking/truck fleeting area will alleviate parking pressure, redirect, and realign the grain truck traffic movements which will improve efficiencies of grain truck fleeting operations during the harvest season.

In addition, the roadway realignment will move vehicle traffic away from the riverfront increasing the safety of movement for pedestrians and bicyclist at the riverfront. At other times the space is needed for overflow parking for the boat launchers using the DNR's Mississippi River boat ramp and for park visitors, especially during city festivals.

Approximately 650 feet of the abandoned Levee Road surface adjacent to the Upper Harbor will be re-purposed as a linear parking area for Marina users and other park visitors with a riverfront promenade being built adjacent to the riverfront. To fully utilize the entire area, the balance of the impermeable gravel and hard pan brownfield acreage will be used for storm water treatment, connecting trails, paths, green space, and a festival lawn area.

Two other project components are the rehabilitation of the city's two Mississippi River Upper Harbor barge bulkheads and the construction necessary for the implementation of a riverfront Railroad Quiet Zone.

The riverfront barge bulkheads are primarily used by the Army Corps of Engineers (USACE) for barge fleeting and mooring. The USACE offloads dredge spoil from barges during Mississippi River dredging operations. The dredging is necessary to maintain the Mississippi River's nine-foot channel for commercial shipping navigation. The storage pad for the dredge spoil is located less than ¼ mile west

on Levee Road from the bulkheads. Portions of the bulkhead steel sheet piling, steel cap and mooring fenders need repair and replacements.

Over the past two decades, city staff and City Council members have fielded multiple complaints from residents and businesses concerning the noise pollution created by train horns at the Broad Street and Jackson Street at grade railroad crossings. The city initiated a Railroad Quiet Zone Study in 2020 with the Canadian Pacific Railway for the city's two riverfront railroad crossings to determine the feasibility and improvements necessary to quiet the train horn warnings.

The study determined that curbs and quad railroad crossing safety gates will be required on both sides of the tracks at the Jackson Street crossing. Jackson Street is the roadway access to the Upper Harbor riverfront and project area from the West End Business District. As part of the Phase I project (2021-2023), the city made the capital investment to reconstruct one city block of Jackson Street in anticipation and preparation for the implementation of the quiet zone project. The city expects the application for, and the processing of a Railroad Quiet Zone through the Federal Railroad Administration will occur in late 2024 or early 2025.

Project Rationale

The project is a continuation of the city's decade's long ongoing effort to revitalize Red Wing's riverfront. As a regional trade center, Red Wing's economic activity, area businesses and industry rely on reliable utilities, efficient and well-maintained transportation systems; and recreational, active living opportunities for citizens and visitors with accessible access by persons of all abilities.

The project will add efficiency to the grain supply chain by helping to export or move millions of dollars' worth of locally grown grain commodities to international markets. The new overflow parking for semi-trucks waiting to unload grain will be designed for ease of access and exit. The local grain elevator, Red Wing Grain, LLC, provides a point of export sale service to farmers within a 70-mile radius of the city. Red Wing Grain, LLC is one of the leading corn and soybean exporters, by river barge, in Minnesota. Increasing the efficiency of movement and the volume for grain truck fleetings supports not only the local economy but Minnesota's Farm economy as well.

The renewal of the underutilized, blighted public lands, realigning the roadway, the newly enhanced pedestrian-bicycling connectivity to the West End Business District, and adding green space with recreational opportunities will stimulate additional visitor visits/use and support healthy lifestyles.

The project will enhance the Mississippi River Trail (MRT) in Red Wing. The MRT is a designated bicycle and pedestrian trail that traverses the banks of the Mississippi River from Itasca to New Orleans. The MRT corridor is within the project area.

Red Wing is a Minnesota micropolitan regional center and relies on trade and tourism for much of the city's economy. The city's Mississippi River riverfront is a prime attraction and plays a key role in the region's tourism and economic development. Businesses adjoining Red Wing's riverfront have developed into a mixed use of entertainment, destination shopping, hospitality and recreation areas with residential, commercial businesses and employment opportunities all near the riverfront and downtown core. The project betterments on the riverfront will enhance the city's standing as a visitor destination. The city and the West End Business District and the riverfront will benefit from added regional tourism visits.

Reuse and determining the highest and best use of underutilized and blighted public lands is a goal of Red Wing's 2040 Community Plan. The project is the highest and best use for this land. The project will renew and redeveloped a brownfield and underutilized public lands into desirable green space and public use space enhancing active living opportunities for everyone.

Project Timeline

Project Design, Engineering and Construction timeline.

Tentative project schedule:

July - August 2024: Engineering/Design Consultant Procurement

September: December 2024: Public Engagement, Preliminary Engineering

January- May 2025: Environmental Review, Engineering Design Final Plans and Specifications, Bid Documents

May 2025: Bid Project

Summer 2025: Construction

September 2026: Completion

Other Considerations

Red Wing's state bonding ask of \$5.095 million is to complete Phase II, the final phase of a two phased construction project. The city is proposing that the city's contribution of non-state funds to complete the prior project (Phase I) be considered as an adequate match towards the entire (Phase I and Phase II combined) \$14.1 million project cost.

Phase I construction of the plan is completed, and the project is built. Phase I included the rebuilding of 4 city blocks of Old West Main Street (the West End Business District), one city block of Jackson Street and the construction of the Riverview Skyway pedestrian-bicycle bridge over the Canadian Pacific Railway's main track. This connection links the West End Business District into the Upper Harbor - Bay Point riverfront project area. The project bid cost of Phase I was \$7.9 million. The Phase I project was funded with \$981,308 in state funding versus \$6,936,462 in non-state funds.

The total estimated cost for Phase II is \$6.175 million. The \$6.17 5 million project would be supported with \$5.095 million in State Bonding, and \$1.080 million in non-state funds for the balance of the funding.

The combined project costs of Phase I and Phase II, \$14.093 million, will be supported by 43% (\$6,076,308) of state funding versus 57% (\$8,016,462) of costs in non-state funding.

Please feel free to visit the project website:

<https://www.red-wing.org/881/Old-West-Main---Upper-Harbor-Renewal>

Impact on State Operating Subsidies

Who will own the facility?

The City of Red Wing.

Who will operate the facility?

The City of Red Wing.

Who will use or occupy the facility?

The project is the renewal, improvement and betterment of blighted public lands and the construction of a public roadway. The public will use the project improvements.

Public Purpose

The project will have an economic development stimulus effect and create an economic benefit for the regional trade, tourism, and farm to market area. The project is the rebuilding, renewal, betterment, and enhancement of public infrastructure.

The project will be completed for the benefit of the public-on-public lands and could only be reasonably undertaken by the public entity.

Description of Previous Appropriations

For Phase I, the city received a competitive DNR Local Trails Connections grant of \$150,000 and a competitive Local Road Improvement (LRIP) Grant of \$831,308.

Project Contact Person

Ron Seymour
Capital Investment Program Manager
651-385-5193
ron.seymour@ci.red-wing.mn.us

(\$ in thousands)

Upper Harbor-Bay Point Phase II

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,095	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$480	\$0	\$0
Other Local Government Funds	\$0	\$205	\$0	\$0
Non-State Funds Pending				
Other Funding	\$0	\$395	\$0	\$0
TOTAL	\$0	\$6,175	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$992	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,727	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$456	\$0	\$0
TOTAL	\$0	\$6,175	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Drinking Water System Improvements

AT A GLANCE

2024 Request Amount: \$1,750

Priority Ranking: 2

Project Summary: Red Wing's \$1.750 million ask is for capital construction costs for the rehabilitation of the Sorin's Bluff Water Storage Reservoir, and the removal and replacement of the 10th street Drinking Water Booster Station (Station #4), including the replacement of the station's ancillary equipment.

Project Description

Red Wing's drinking water system consists of five municipal wells, two treatment plants that filter radionuclides, iron and manganese, six storage tanks and two hillside reservoirs, five booster stations with a distribution system that serves all developed properties within the corporate city limits.

Red Wing is situated in the Blufflands topography of the Driftless Area. The unique Driftless Area bluff land geography of Red Wing in Southeast Minnesota is visually stunning, but it results in a much higher-than-normal operating, maintenance, and repair (O, M & R) costs for the city's water and sewer utilities.

The city drinking water system is divided into six water pressure zones serviced by three water service systems: high, intermediate, and low. This complicated water system, as stated, results in higher-than-normal O,M & R.

Red Wing's \$1.750 million ask is for capital construction costs for the Sorin's Bluff Reservoir Rehab project and the removal and replacement of Drinking Water Booster Station #4 including new ancillary equipment. Providing State Bond funding, leveraged with water utility enterprise funds and a federal EPA STAG grant, will maintain the affordability of Red Wing's drinking water costs for residential households.

The water reservoir was built as an in-ground concrete storage facility located in the side of a bluff in 1927. The reservoir has a 1.2-million-gallon storage capacity. To prevent a catastrophic failure, the concrete roof requires extensive repairs and the interior needs repairs, re-coating and sealing.

Installed and re-built in 1940, the reservoir's current concrete roof is at the end of its service life. This water reservoir provides drinking water storage to large portion of Red Wing's residential area as well as multiple schools. The Intermediate system is also the sole supplier of water to the High System, which supplies water to the highest elevation areas of Red Wing. The total estimated cost of the water reservoir rehab project is about \$2.1 million.

Drinking water Booster Station #4 was built one year before the water reservoir in 1926. This station has the pumping capacity to pump 1,000 gpm of water into the distribution system. The building is past it's life cycle, and its footprint size is incompatible with current equipment needs. It is such a

large building that it would cost more to renovate and operate at current standards than a replacement building. We expect to downsize the footprint considerably and build an aesthetically pleasing structure. Also, we will replace all piping, valves, controls, pumps and other necessary ancillary equipment.

Not the largest water booster station in the system, it is a very important piece of the Intermediate drinking water distribution system. The city's Intermediate water system has no direct water source (water wells). Station #4's pumping maintains proper pressure to the Intermediate water system by pumping water from the Low water system into the Intermediate system storage tanks. Although another water booster station provides water to the Intermediate system, loss of Station #4's water pumping ability, would eliminate the needed redundancy and necessary quantity of water for the drinking system's supply of potable water. The estimated cost for the removal and replacement of Booster Station #4 is about \$1.4 million.

The city of Red Wing has over \$11.4 million in funding requests for Clean Water SRF projects listed within Minnesota's Drinking Water Project Priority List (PPL). The \$1.750 million ask for capital construction costs for the city's water systems improvements will help to keep Red Wing's drinking water rates affordable for households as the city implements a multi-year, multi-million dollar drinking water system improvement program.

Red Wing's median household income (MHI) is \$61,040 (2021 ACS), thousands of dollars less than Minnesota's MHI of \$77,706 (2021 ACS). Currently, a Red Wing residential household using 6,000 gallons of drinking water would pay about \$64.40 per month, almost 1.3% of the monthly median household income for their drinking water. The city has future capital investment projects that will require millions of dollars of local funding. The \$1.750 million funding ask will help the city maintain affordable water rates for its residents.

The project is listed and ranked on the Minnesota Drinking Water FY23-24 PPL and the FY24 Intended Use Plan (IUP).

Project Rationale

Red Wing's median household income (MHI) is \$61,040 (2021 ACS). The Federal (EPA) and State (MN PFA) agencies have predetermined that an 'affordable' drinking water cost per household should not exceed 1.2% of the Water Utilities service areas MHI. The affordability MHI percentage factors, for both drinking water (1.2%) and sanitary sewer service (1.4%), have been in effect for decades. The percentage factors determine eligibility for federal and state grant and loan programs to reduce capital costs, therefor lowering costs to residential rate payers maintaining affordability.

Currently, a Red Wing residential household using 6,000 gallons of drinking water would pay about \$64.40 per month. That is almost 1.3% of the monthly median household income for their drinking water. This exceeds the affordability cost standard.

The city has future drinking water capital investment projects that will require millions of dollars of local funding. The \$1.750 million State Bonding ask will help the city maintain affordable water rates for its residents. The funding will help the city's ability to pay and finance future multi-million dollar drinking water system improvements and will limit the financial impact to residential households.

The two drinking water improvement projects are interconnected, significant and regional in nature. As a regional center, Red Wing needs a reliable source of drinking water. Any failure to repair or

replace equipment/facilities would result in a loss of potable water availability in the community. In addition, the state funding for the project will maintain affordable drinking water costs for the city's residential households.

Project Timeline

Submittal of plans and specifications to MDH: June 2024

Bid Project: October 2024

Award Contract: November 2024

Begin Construction: December 2024

Substantial Completion: September 2025

Final Completion: November 2025

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

City of Red Wing

Who will operate the facility?

City of Red Wing

Who will use or occupy the facility?

The public using the city's municipal water supply

Public Purpose

The project will maintain a potable public drinking water supply storage and distribution for a regional center. The project aligns with the federal and state Drinking Water Revolving Fund's objective to help ensure safe drinking water is available and accessible for every citizen.

Description of Previous Appropriations

Project Contact Person

Ron Seymour
Capital Investment Program Manager
651-385-5193
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(\$ in thousands)

Drinking Water System Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,250	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$500	\$0	\$0
TOTAL	\$0	\$3,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$615	\$0	\$0
Project Management	\$0	\$40	\$0	\$0
Construction	\$0	\$2,523	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$322	\$0	\$0
TOTAL	\$0	\$3,500	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Redwood Falls Public Library Expansion	1	GO	1,000	0	0	0	0	0
Redwood Falls Municipal Airport Runway and Lighting Replacement	2	GO	3,386	0	0	0	0	0
Total Project Requests			4,386	0	0	0	0	0
General Obligation Bonds (GO) Total			4,386	0	0	0	0	0

Redwood Falls Public Library Expansion

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	1
Project Summary:	\$1 million in state funds is requested to design, construct, furnish and equip the renovation and expansion of the Redwood Falls Public Library located in the City of Redwood Falls.

Project Description

The Redwood Falls Public Library expansion project will enhance and expand our current library space due to the steadily increasing demand for library services by citizens of all ages. The project is estimated to add 7,000 square feet to the existing library to meet these needs. The project will add expanded play and activity spaces for children, addition of teen space, more meeting space to accommodate more than one group, drive-up drop off platform for patron convenience, and more efficient workspace and delivery options. In addition, there will be added materials and a more comfortable environment for the free services we offer.

The following is a list of program spaces for this project:

- Expanded play and activity spaces for children
- Designated story-time room for family programs
- Nursing room for mothers to be used by the general public at any time the library is open
- Improvements to the existing adult meeting room
- Addition of small meeting rooms for 6-8 participants
- Comfortable and inviting space designated for teens (including upgrades to technology)
- Expanded space for books and other circulated materials
- Drive-through drop off for library materials
- Socializing space with a variety of seating and tables for reading and other activities
- Expanded workspace
- Designated area for loading / unloading delivery trucks

The predesign architectural plan and cost estimate were approved by Redwood Falls City Council in January of 2023. The estimated cost of the project came in at \$3.2 million. The project cost has been updated for this budget request to July 2023 dollars and also to include prevailing wages. The updated estimated cost with inflation is \$3,660,000.

The funding sources of this project include \$1,000,000 in 2024 State General Obligation Bond Funds, \$824,000 from the State Library Construction Grant (will apply when grant opens), and \$1,824,000 private donations.

Project Rationale

The public library is a place where all citizens of all ages and ethnicities can gather, be exposed to a variety of informative programs, entertain themselves, take time to read, access technology, and share quality time as a family - All without any type of fee or payment. In many small communities, the library is the only free resource and space available. Our library is considered a safe space and safe environment for all.

A survey of the community was done, and we strongly believe the community wants, and will support, expansion of our library space. Young parents were the primary survey respondents, requesting more activities and play space for children. The second largest respondents were senior citizens who appreciate author presentations, travel and ag presentations, space to read newspapers and other materials, space for puzzles, and book club.

Our staff would like to do more to excite and work with our young adult population. In the past few years, we have added a large selection of new books that are popular with teens and tweens, requiring additional shelving space to be dedicated to this group. Community members have been donating to the library foundation for many years and two lots have been purchased to prepare for a possible expansion.

Many entities in our community are working to ensure that the Redwood Falls area remains relevant and attractive to newcomers. Enhancing the library is a way that the entire population can play a role in this effort.

Technology use is obviously a growing trend, and the ability to offer internet, wi-fi, printing, and general computer use is an enhancement planned. GED programs, job applications, resume building, and job searches in addition to self-help guidance through computer use will also help those in our community. Students are able to do projects, homework, and entertain themselves while using the library technology.

Project Timeline

Pre-design: Completed in fall of 2022
Design: Fall 2023
Construction: Spring 2024
Completion: Summer 2025

Other Considerations

This project is strongly supported by the community which was shown through a community survey and support from the City Council, Library Commission, and Redwood Area Library Foundation.

A fifty percent match will be provided through local donations.

The council has already approved the pre-design plans and will pass a local resolution of support at an upcoming council meeting.

Citizens of all ages rely on public libraries for lifelong learning and enhancement of digital literacy.

Collaboration with our school systems and medical facilities to offer additional programs and outreach.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Redwood Falls

Who will operate the facility?

City of Redwood Falls

Who will use or occupy the facility?

Members of the Public

Public Purpose

Public Library

Description of Previous Appropriations

None

Project Contact Person

Connie Lechner
Library Director
507-616-7421
clechner@ci.redwood-falls.mn.us

(\$ in thousands)

Redwood Falls Public Library Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$824	\$0	\$0
Non-State Funds Already Committed				
Other Funding	\$12	\$1,000	\$0	\$0
Non-State Funds Pending				
Other Funding	\$0	\$824	\$0	\$0
TOTAL	\$12	\$3,648	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$12	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,935	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$171	\$0	\$0
Inflationary Adjustment	\$0	\$242	\$0	\$0
TOTAL	\$12	\$3,648	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Redwood Falls Municipal Airport Runway and Lighting Replacement

AT A GLANCE

2024 Request Amount: \$3,386

Priority Ranking: 2

Project Summary: The project involves the full depth reclamation of bituminous Runway 12/30, taxi lanes, apron, replacement of the runway lighting system and installation of a storm water management system for future projects outlined on the Airport Layout Plan (ALP). The runway lighting system replacement includes edge lights, runway end identifier lights (REILS), and precision approach path indicator lights (PAPIS). See attached project maps.

Project Description

Full depth reclamation of bituminous Runway 12/30, taxi lanes, apron, replacement of the runway lighting system and installation of a storm water management system for future projects outlined on the Airport Layout Plan (ALP). The runway lighting system replacement includes edge lights, runway end identifier lights (REILS), and precision approach path indicator lights (PAPIS). See attached project maps.

The intent is to leverage \$3,890,000.00 of Federal discretionary/ airport improvement plan (AIP) funding with \$3,386,000.00 in State Bonding funds. The total project cost is estimated at \$7,276,000.00.

The drainage enhancement portion of the project will effectively manage storm water issues that are being experienced the past years due to high intensity/quantity rainfall events exceeding the 1,000 year intervals causing flooding and attraction of waterfowl. Waterfowl and subsequent shore birds present a safety risk to aircraft. This project will prevent bird strikes along with meeting future storm water needs outlined in the Airport Layout Plan(ALP).

Project Rationale

ELIGIBILITY AND JUSTIFICATION:

Runway 12/30 was originally constructed in 1986. The last pavement rehabilitation project was a mill and overlay completed in 2009. The current pavement distresses include longitudinal and transverse cracking, raveling, cupping, alligator cracking, and weathering. The pavement has exceeded its useful life and needs to be reconstructed. Similarly, the runway lighting system is old incandescent and should be upgraded. The City is finding it more difficult to find replacement parts for the antiquated system and many times recycling parts from other airports.. Reconstructing Runway 12/30 will greatly increase the operational safety of aircraft operating at the airport due to the current pavement distresses. Since the project is full depth reclamation of existing pavement, an environmental assessment or categorical exclusion, will not be required.

LONG-TERM ECONOMIC SUSTAINABILITY:

The reconstruction of Runway 12/30 would increase operational safety for aircraft currently utilizing the Airport and allow the Airport to attract transient aircraft to the airfield. Increased aviation activity would also increase fuel sales and hangar rentals providing more revenue for the City to operate the airport.

PRIOR TRACK RECORD IN PROJECT DELIVERY AND GRANT ADMINISTRATION:

The City of Redwood Falls has an excellent record of accountability with regard to FAA grants. The City consistently remains compliant with FAA Grant Assurances and promptly completes FAA Grant Administration tasks.

PROPOSED PROJECT SCHEDULE:

The Runway 12/30 Rehabilitation project will be let for bids in August of 2024 after the State contracts are signed, with earliest construction starting in October 2024. The City of Redwood Falls has requested discretionary or state apportionment funds for reconstruction of Runway 12/30 in Federal FY 2024 (October 1, 2023)

Project Timeline

- June 2023 Preliminary State Bonding Request to MMB
- October 2023 confirm Federal Discretionary funding for Federal Fiscal Year 2024
- 2024 Session State Bonding Request Presentations to Committees
- June-July 2024 Secure Grant Agreements from MNDOT Aeronautics and FAA
- August-September 2024 Bidding and Award
- October 2024 Construction Start: lighting and Storm Water
- November 2024 Construction pause for frozen conditions
- May 2025 Construction Resumes with full depth reclamation of pavement surfacing
- November 2025 project reaches substantial completion
- June 2026 Final Completion and project closeout

Other Considerations

Applicant intends to leverage 53% in Federal funding by utilizing 47% of State Bonding dollars to complete the project.

This project was previously submitted in bonding year 2022.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Redwood Falls

Who will operate the facility?

City of Redwood Falls

Who will use or occupy the facility?

City of Redwood Falls for the benefit of its residents and aviation public.

The Redwood Falls Municipal Airport affects 68 FTEs, 4.4 million in payroll which yields 3.7 million in spending with an overall impact of \$8 million in economic activity as reported in the MNDOT Aeronautics statewide airport economic study.

Public Purpose**AIR-SIDE FACILITIES**

The air-side facilities include the primary airport infrastructure to accommodate airport operations including the runway, taxiway, and apron facilities. The Redwood Falls Municipal Airport (RWF) was activated as a public facility in 1942. Major airfield improvements were made in 1961, 1962, 1974, 1981, 1996 and 2009.

Description of Previous Appropriations

No previous funding has been allotted to the project to date.

Project Contact Person

James Doering
Public Works Project Coordinator
507-616-7400
jdoering@ci.redwood-falls.mn.us

(\$ in thousands)

Redwood Falls Municipal Airport Runway and Lighting Replacement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,386	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,890	\$0	\$0
TOTAL	\$0	\$7,276	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,310	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,966	\$0	\$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	\$7,276	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wellness Center	1	GO	12,000	0	0	0	0	0
Total Project Requests			12,000	0	0	0	0	0
General Obligation Bonds (GO) Total			12,000	0	0	0	0	0

Wellness Center

AT A GLANCE

2024 Request Amount: \$12,000

Priority Ranking: 1

Project Summary: Project Wellness is a community wellness center project aimed at improving the overall wellness of Renville County residents, created after extensive community interviews and involvement of various stakeholders in the area.

Project Description

The project is guided by the voices of a diverse community and is supported by project teams consisting of action, design, and advocacy teams, representing the 10 cities in Renville County. Olivia Hospital & Clinic is a core partner dedicated to designing and facilitating solutions to enhance community wellness, drawing inspiration from regional and local health data as well as community interviews. The project envisions a facility that offers various services and outreach related to nutrition and eating, movement and exercise, lifestyle change, integrative therapies, and unbiased resources. The wellness center aims to connect and provide access to these services throughout the 10 cities in Renville County, with a focus on improving community health, vitality, and interconnectedness.

THE VISION, THE VOICE OF THE COMMUNITY- The wellness center should be an expansive space that naturally facilitates the following experiences:

1. Nutrition and Eating: meal preparation, cooking demonstrations, access to healthy food in community, access to healthy food in the wellness center
2. Movement and Exercise: walking track, studio space, exercise machines, functional movement space, therapy pool, yoga, dance, quality trainers and teachers
3. Lifestyle Change: hands-on experiences for education to learn nutrition, movement, mindfulness, cultural understanding, parenting, finances, worksite and employee wellness
4. Integrative Therapies: rehabilitation, physical therapy, support for mental health, emotional therapy, meditation, mindfulness, massage, acupuncture, aromatherapy, sound therapy, reflexology
5. Unbiased Resources: physical hub and meeting space, insurance navigator, advance directives, healthcare navigator, local directory, community screenings, free clinics, immunizations

Project Rationale

We understand that to effectively manage the health of a population, healthcare organizations must continue to move upstream within the healthcare continuum to affect patient lifestyle changes and address the social determinants of health in concert with providing quality clinical care. Olivia Hospital & Clinic conducted a series of community conversations to help define wellness, identify motivation and barriers to wellness, and determine opportunities to improve wellness. Our work gave rise to "Revolution Wellness" as a conceptual model for strategic thinking to improve community wellness in Renville County through collective impact. Central to the "Revolution Wellness" concept is

the community-defined need for a Wellness Center to act as a hub of wellness and social activity, unbiased information, and coordinated lifestyle programming to connect our community.

Project Timeline

Spring / Summer 2023: Olivia Hospital & Clinic Foundation initiated work with Engan & Associates to redesign the wellness center to fit on a smaller property on the west side of the Olivia Hospital & Clinic campus. This also allows the partners for this project an opportunity to have a voice in the design. The partners include: Renville County, Kandiyohi County Family Area YMCA, and Olivia Hospital & Clinic Foundation. It is important to use the community conversation report along with our partner information to help design this facility.

Summer 2023: Goal is to be on the summer tour for bonding bill request.

Spring 2024: Decision regarding the potential award of a successful bonding bill.

Summer / Fall 2024: Groundbreaking

Summer 2025: Grand Opening

Other Considerations

The concept for Revolution Wellness began during a series of community conversations (2019) conducted by Olivia Hospital & Clinic that were held to help define wellness, identify motivation and barriers to wellness, and determine opportunities to improve wellness. "Revolution Wellness" was created from these conversations. A concept the community defined was a need for a Wellness Center to act as a hub of wellness and social activity, unbiased information, and coordinated lifestyle programming to connect our communities. Then in 2021 Olivia Hospital & Clinic heard similar themes thought their Community Health Needs Assessment.

The Kandiyohi County Family Area YMCA has opened a "branch" office in our community to enhance programming opportunities for all ages utilizing existing facilities throughout the area. This partnership is helping build out the operations for the potential wellness center project in our County. Our teams have done a lot of work to get to this point of the project, we have a great plan, and we are excited to continue the exploration of operations and partnerships to bring this community vision to life.

Impact on State Operating Subsidies

None. We do not plan to seek additional State operating funds for this project.

Who will own the facility?

Renville County - Owner
Kandiyohi County YMCA - Long term lessor of the wellness center as the "operator"
Olivia Hospital & Clinic - Sub-lessor of space for their therapy services in the wellness center. Due to the location of the center, OHC would be able to provide billable services at this new location.

Who will operate the facility?

As we continue to define our plan, this is our draft outline for ownership and operations.

Renville County - Owner

Kandiyohi County YMCA - Long term lessor of the wellness center as the "operator"

Olivia Hospital & Clinic - Sub-lessor of space to for their therapy services in the wellness center. Due to the location of the center, OHC would be able to provide billable services at this new location.

Who will use or occupy the facility?

The Wellness Center will be open and available to our Renville County residents as well as residents from neighboring communities, etc. It would be a membership-based facility to use the public spaces. However, the therapy services would be patients of that service line and not need a membership to use therapy services.

Public Purpose

The wellness center aims to connect and provide access to these services throughout the 10 cities in Renville County, with a focus on improving community health, vitality, and interconnectedness.

Description of Previous Appropriations

N/A

Project Contact Person

Lisa Herges
County Administrator
320-522-2920
lisah@renvillecountymn.com

(\$ in thousands)

Wellness Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$12,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Funding	\$0	\$3,750	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$15,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$18	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$15,732	\$0	\$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	\$15,750	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Revere Storm Water Infrastructure Repair and Street Reconstruction	1	GO	4,650	0	0	0	0	0
Total Project Requests			4,650	0	0	0	0	0
General Obligation Bonds (GO) Total			4,650	0	0	0	0	0

Revere Storm Water Infrastructure Repair and Street Reconstruction

AT A GLANCE

2024 Request Amount: \$4,650

Priority Ranking: 1

Project Summary: The current age and condition of the City of Revere's streets and storm water infrastructure is causing numerous health and safety issues and these issues will continue to increase until the City updates and/or replaces this system. The proposed project includes replacing deteriorated and undersized components of the storm water conveyance system that is causing localized flooding. Street pavement, curb, and sidewalk (1950's era) are also in poor condition and require improvements.

Project Description

Proposed storm water improvements include replacing the deteriorated storm sewer conveyance system and installing approximately 7,700 LF of storm sewer, manholes, and catch basins, as well as an outfall to Pell Creek. Storm sewer pipe sizing will be corrected based on industry standard design criteria such as the 10-year storm event. Storm service laterals will be maintained by installing wye pipe fittings and 4-inch pipe to the Right of Way (ROW). Catch basins will be relocated and/or added to correct existing design issues. All improvements to the storm sewer will coincide with street reconstruction improvements. All bituminous street pavement, curb, and sidewalk within the City will be regraded and fully reconstructed.

Project Rationale

The City of Revere's storm water conveyance system consists of 7,400 feet of 8-inch to 12-inch vitrified clay pipe constructed at an unknown time. At one time the system was used as a combined sanitary sewer and storm sewer system, so it contains wye and service laterals, most of which are still in use and carry sump pump and foundation tile discharge. A separate sanitary sewer collection system was installed in 2004. The existing storm sewer system is vastly undersized, has deteriorated past its service life, and is in poor condition with multiple collapses and backups. The system's catch basins are composed of an assortment of concrete and modular block structures that are deteriorating. Many locations throughout the City experience localized flooding after moderate-to-heavy rain events due to the lack of catch basins or improper catch basin placement. The bituminous street pavement, curb, and sidewalk within the City are in poor condition. These structures were most likely constructed in the 1950's and have not received rehabilitation commensurate with their age since that time. The bituminous pavement contains many areas of severe alligator cracking, potholes, and general deterioration. During installation of the sanitary sewer collection system in 2004, the trenches were not properly compacted and, as a result, significant trench settlements are present at most sewer main and service lateral locations causing uneven pavement.

Project Timeline

10/2023 - Engineering and Design

02/2024 - Bidding

04/2024 - Start of Construction

07/2025 - End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the City receives financial support through grants. There is a great need for support to address the City's infrastructure needs in their entirety which will support the health and safety of Revere's residents and sustainability of the City for future generations.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Revere will own the project.

Who will operate the facility?

The City of Revere's staff will operate the proposed infrastructure project.

Who will use or occupy the facility?

Residents and visitors of the City of Revere will use the infrastructure and pay utility fees.

Public Purpose

Improving Revere's failing storm water system by installing the proper size and material will alleviate flooding issues, increase public safety, and reduce the risk of health hazards and property damage. Storm water system improvements will coincide with street reconstruction improvements. All bituminous street pavement, curb, and sidewalk within the City will be regraded and fully reconstructed.

Description of Previous Appropriations

Project Contact Person

Kristi Butler

Clerk/Treasurer

507-829-6003

cityclerkrevere@gmail.com

(\$ in thousands)

Revere Storm Water Infrastructure Repair and Street Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,650	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,651	\$0	\$0
Other Funding	\$0	\$1,005	\$0	\$0
TOTAL	\$0	\$9,306	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,034	\$0	\$0
Project Management	\$0	\$290	\$0	\$0
Construction	\$0	\$7,982	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,306	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Rice & Steele 911 Center Expansion Project	1	GO	2,000	0	0	0	0	0
Total Project Requests			2,000	0	0	0	0	0
General Obligation Bonds (GO) Total			2,000	0	0	0	0	0

Rice & Steele 911 Center Expansion Project

AT A GLANCE

2024 Request Amount: \$2,000

Priority Ranking: 1

Project Summary: The Rice & Steele 911 Center has outgrown its current space. Studies were completed to identify current and projected future needs. Multiple options to address the needs were presented and reviewed by Rice County, Steele County and the Rice & Steele 911 Center Joint Powers Board. This proposed expansion project will not only address our current needs, but position us to be able to make needed adjustments for future growth and collaborations. Total project cost is approximately \$4Million.

Project Description

Rice & Steele 911 Center is a consolidated dispatch center serving Rice and Steele Counties and all of the municipalities within. Voting members of the Rice & Steele 911 Center Joint Powers Board include representatives from Rice and Steele Counties along with the cities of Faribault, Northfield and Owatonna. As the result of growth and changing technology and facility needs, the Joint Powers Board conducted two space needs assessments in 2021 and 2022. Through these studies, a current space shortage was identified of approximately 1,230SF and a future space shortage of approximately 1,870 SF with our current membership and a shortage of 2,520 if another County is added. The space needs projected were based upon maintaining existing operations and service levels.

The Rice & Steele 911 Center is currently located in the City of Owatonna in a building that is owned by the City and shared with other City and County departments. The studies conducted evaluated the option of staying at this location and remodeling our existing space as well as the possibility of expanding our existing footprint at this location. A remodel using our existing space, while creating room for more call center stations, created many concessions that do not improve the overall current operating capacity of the 911 center and did not provide for the needed space to address future growth. Discussions occurred regarding the possibility of expanding to an additional floor of the building, however that would be dependent upon another department giving up space. Additional options of relocating to other sites were also evaluated. One of these sites was the Rice County Law Enforcement Center located in Faribault.

Rice County is currently constructing a new combined County Jail and Public Safety Center. This provides for the opportunity for reuse of the current law enforcement center space. It is anticipated that this space will become available for reuse fall of 2024 when the existing law enforcement operations move to the new facility. The square footage available at this location is enough to provide for the current needs as well as an expansion area for future growth. A more thorough evaluation of this option was conducted as part of the second study in 2022. The estimated project cost, including technology, was \$2.9M. In preparation of this Capital Budget Request, we had this estimate reviewed

to account for the energy and other building related requirements that are connected with the state bond funds and the estimate increased to approximately \$4M. The new estimate includes \$300,000 for the addition of geothermal to assist with long term energy expenses and goals. The completed fall 2022 study that describes in detail the space, facility and technology needs is attached to this application.

Public presentations of both studies as well as updates from the 911 Center Expansion Group occurred at multiple meetings throughout 2021, 2022 and 2023 at the Rice & Steele 911 Center Joint Powers Board Meetings, Rice County Board of Commissioner Meetings and Steele County Board of Commissioner Meetings.

Consideration of the 2024 Capital Budget Request submission to support the expansion needs of the 911 center was discussed at the June 7, 2023, Rice & Steele 911 Center Joint Powers Board. The JPB voted unanimously to recommend submission of the 911 Center Expansion Project and for the local match to be provided. At the June 13, 2023, Rice County Board of Commissioners meeting. The County Board considered this request and voted unanimously to approve submission of this project ranking it as their first-choice project and providing for the local match. Rice County is the project sponsor, the building will be owned and operated by Rice County and the Rice & Steele 911 Center, a public entity, will be using the space.

Project Rationale

Current space for the efficient and effective operations of our Joint 911 Center is inadequate. The Joint Powers Board has explored options to remedy this challenge that included remodeling at the current location as well as a variety of expansion options. While expanding the 911 Center at the Faribault location has been identified as the more expensive up-front option, this location provides the most opportunity to meet both the current and projected future needs of the 911 center making it a better long-term investment of public funds. It is also a good reuse of an existing publicly owned building.

Project Timeline

Preliminary studies and concept designs have been completed. The location of this proposed expansion will become available fall of 2024 and the construction timeline is 9 months. Estimated project completion is first half of 2025.

Other Considerations

Impact on State Operating Subsidies

This is not applicable to this project.

Who will own the facility?

Rice County is the owner of the location of this proposed expansion project.

Who will operate the facility?

The building will be operated by Rice County.

Who will use or occupy the facility?

The Rice & Steele 911 Center will occupy and use the space provided by this project.

Public Purpose

The Rice & Steele 911 Center is a regional, consolidated 911 center serving all of Rice and Steele Counties as well as all of the municipalities within the counties. Interstate 35 runs through the center of our counties. This project serves the public safety needs of our region as it relates to the effective and efficient screening and dispatch of public safety services.

Description of Previous Appropriations

No previous State appropriations have been provided for this project.

Project Contact Person

Sara Folsted
County Administrator
507-332-6121
sfolsted@co.rice.mn.us

(\$ in thousands)

Rice & Steele 911 Center Expansion Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$2,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$4,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$70	\$0	\$0
Project Management	\$0	\$120	\$0	\$0
Construction	\$0	\$1,352	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,335	\$0	\$0
Inflationary Adjustment	\$0	\$123	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Public Safety Building	1	GO	5,792	0	0	0	0	0
Total Project Requests			5,792	0	0	0	0	0
General Obligation Bonds (GO) Total			5,792	0	0	0	0	0

Public Safety Building

AT A GLANCE

2024 Request Amount: \$5,792

Priority Ranking: 1

Project Summary: The City of Rice Lake is seeking \$5.842 million in state funds to plan and construct a public safety building including an emergency shelter.

Project Description

Rice Lake is proposing to plan and construct a 60' x 50' addition on our fire hall to house a larger ladder fire truck along with a 90' x 90' training room and emergency shelter. The 60' x 50' addition will be capable of holding a longer fire truck and would include two stalls, as well as a hose tower. The 90' x 90' addition would be constructed to allow for a large training room, which could also be used as an emergency shelter to house and/or feed people when our next natural disaster strikes. This portion of the building would also contain office space for our fire department and may contain sleeping quarters for fire fighters that could also be used during the emergencies for housing the public. With this addition, we would also be repairing a foundation problem we have in the current hall that keeps allowing water to infiltrate the building.

Project Rationale

Rice Lake is a growing community and we want to be able to keep up with fire protection services for the new larger and taller buildings that are being proposed in our community. Our current fire hall does not have enough room for us to store a ladder truck, which is necessary for providing fire protection services to taller buildings. This addition would provide that extra height and length for these bigger trucks. We are also planning on incorporating a hose tower, which is used to dry the hoses after use. This would help lengthen the useful life of the hoses by several years. Our Fire Department works a lot with the surrounding communities when it comes to responding to calls and training the volunteer fire fighters and EMS personnel. This addition would allow for a large training room that we could hold various training events for our volunteers and the volunteers from the surrounding communities that don't have facilities or personnel to do the training. This facility would also function as an Emergency Shelter for our community and the surrounding communities. We would equip the facility with a backup generator that could help supply drinking water, food, and a place to stay warm or cool depending on the season. In 2016, we had a major windstorm that took out power in our community for over a week. We did provide drinking water to our residents through a hose from our Public Works Building but our residents did not have a place where they could go to bathe or cool off during the warm weather. The Emergency Shelter would allow us a place to provide these services to our community in their time of need. Our Fire Department hosts several events throughout the year that could also benefit from this facility. In October, they host a Halloween Carnival that is open to everyone. Currently they have to move all the fire trucks out of the facility to make room for the carnival and with the large training room, they could hold the carnival there. They

also host a 5k in July that starts at the fire hall and most of the events are held outside, but this addition would provide space for events inside as well as additional bathrooms for the event. They also invite the kids from our elementary school to the hall to learn about fire safety and to look at the fire trucks. This event could also be hosted in the training room and allows more room for more kids and activities during this event.

Project Timeline

We would plan on starting this project in June of 2024 with final completion in December of 2024.

Other Considerations

Impact on State Operating Subsidies

The operating costs for the addition will increase our utility bills (heat, water, electric...) and there will be ongoing maintenance needed for upkeep on the building. City Council feels these are minimal expenses compared to the impact this building can have on our community and surrounding area.

Who will own the facility?

The City of Rice Lake

Who will operate the facility?

The City of Rice Lake

Who will use or occupy the facility?

The Rice Lake Fire Department will occupy the space. The space will be used by the whole community in an emergency or for community events as well as the surrounding townships and their Fire Departments for training purposes.

Public Purpose

This facility would be an addition to our current fire hall, which serves the whole community and the additional training room/emergency shelter would serve all the public in our area.

Description of Previous Appropriations

Project Contact Person

Toni Blomdahl
Clerk-Treasurer
218-249-0733
tblomdahl@ricelakecitymn.com

(\$ in thousands)

Public Safety Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,792	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$50	\$0	\$0
TOTAL	\$0	\$5,842	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$342	\$0	\$0
TOTAL	\$0	\$5,842	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Nicollet Avenue Reconstruction	1	GO	10,000	0	0	0	0	0
73rd Street Pedestrian Bridge	2	GO	5,250	0	0	0	0	0
Total Project Requests			15,250	0	0	0	0	0
General Obligation Bonds (GO) Total			15,250	0	0	0	0	0

Nicollet Avenue Reconstruction**AT A GLANCE**

2024 Request Amount:	\$10,000
Priority Ranking:	1
Project Summary:	\$10 Million in State funds is requested for the City of Richfield's Public Works Department to participate in the design and construction of 1.4 miles of roadway, active transportation, and public utility infrastructure on Nicollet Ave (Hennepin County CSAH 52) from 77th Street to 66th Street (CSAH 53) in Richfield.

Project Description

CSAH 52 (Nicollet Avenue) will be reconstructed and modernized between 77th Street and 66th Street within the City of Richfield, providing the opportunity to include enhanced pedestrian facilities, the potential for improved transit stops, safer vehicle movements, and a dedicated bicycle facility along the entire length of the corridor. The project is being led by Hennepin County, in partnership with the City of Richfield, and is programmed for construction in 2026-2027.

The project will reconstruct existing assets, including pavement, curb, storm water structures, sidewalk facilities, and traffic signals. Complete streets design strategies such as curb extensions, raised medians, crossing beacons, bikeway accommodations, and streetscaping features will also be considered to benefit multimodal users. Improvements to the existing bikeway accommodations will be considered during the project development process to enhance bikeway connections to the nearby Nine Mile Creek Regional Trail and 66th Street (CSAH 53). It is anticipated that this project will complement MnDOT's upcoming I-494 Corridors of Commerce Project that will make improvements to Nicollet Avenue (CSAH 52) between American Boulevard and 77th Street.

City-owned sanitary sewer and watermain along the corridor are also reaching end of life and will be rehabilitated or replaced as part of the roadway reconstruction project.

Current project cost estimates program a total project cost of approximately \$26 million. Hennepin County cost participation policies designate approximately \$4.7 million as City of Richfield cost for the roadway reconstruction portion of the project. Additionally, the city estimates that rehabilitation or replacement of the sanitary sewer and watermain utilities will cost approximately \$5.3 million. The remaining \$15.7 million is identified by Hennepin County as \$200,000 in property taxes and \$15.5 million in County State Aid.

Project Rationale

The Nicollet Ave corridor is a key regional economic and social corridor for the City of Richfield and Hennepin County. Between I-494 and Highway 62, there are 3 schools, a library, the Richfield Community Center, two city parks, 2 churches, and 6 retail blocks including multiple regional and national retail and dining chains. It serves as a key connection into Minneapolis and Bloomington for

all modes of transportation, carrying pedestrians, Metro Transit's Route 18 and approximately 10000 vehicles daily in 2022. Nicollet has been identified by the Metropolitan Council for future arterial bus rapid transit service. Nicollet also serves as a bicycle connection into Minneapolis north of 66th Street, and the corridor has been identified by Three Rivers Park District as a future regional trail corridor, which would extend that connection along the length of the project, connecting with the I-494 Corridors of Commerce project to create a bike connection between Minneapolis and Bloomington through Richfield.

There have been 226 crashes on Nicollet or an intersection with Nicollet since 2018, which is approximately 12% of the total non-freeway or freeway ramp vehicle crashes in Richfield during that time (1829, per MnCMAT2 as of 6/16/23). This included 5 crashes with a pedestrian or bicyclist (8% of city total), 71 crashes with minor or possible injuries (16% of city total), 5 with serious injuries (19% of city total), and 2 crashes with fatalities (50% of city total).

The existing roadway (last reconstructed in 1961) has reached the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The roadway was originally constructed as concrete pavement, however, has since been overlaid with bituminous pavement, resulting in premature surface cracking at joints. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking and making snow removal near impossible in the winter months. The curb has experienced settling, greatly diminishing its ability to collect water and define the roadway edge. Many intersections do not meet current standards for ADA accommodations, presenting challenges for people with limited mobility.

In 2014, Hennepin County completed an overlay project along this section of Nicollet Avenue (CSAH 52). As part of the project, the four-lane undivided configuration was converted to a three-lane design to better facilitate turning movements for people driving and provide traffic calming. Given the age and condition of roadway assets, the timing of this capital project will coincide with the service life extension provided by the overlay project.

Project Timeline

Pre-design: December 2022 through June 2024
Design: June 2024 through November 2025
Letting: November 2025
Construction: March 2026 through November 2027

Construction currently aligns with planned construction schedule for Nicollet Ave bridge over I-494, work to be done in 2026 with I-494 Corridors of Commerce Design-Build project.

Other Considerations

Impact on State Operating Subsidies

No Impact

Who will own the facility?

Hennepin County and City of Richfield, with specific ownership detailed in a future construction and maintenance agreement.

Who will operate the facility?

Hennepin County and City of Richfield, with specific operational responsibilities detailed in a future construction and maintenance agreement.

Who will use or occupy the facility?

Project will be a public road facility used by the general public for transportation, recreation, and economic purposes.

Public Purpose

Project will create improved safety and mobility conditions for active transportation (walking, rolling, and bicycling) within the corridor, while increasing safety conditions for vehicles on the roadway in Richfield with the most fatalities in the past 5 years. This project will create enhanced active transportation connections throughout the region, creating a more direct bicycle connection between Minneapolis and Bloomington, and creating additional connections between Regional Trails. This project will additionally replace critical public utility infrastructure that has reached the end of its useful life.

Description of Previous Appropriations

None

Project Contact Person

Katie Rodriguez
City Manager
612-861-9702
krodriguez@richfieldmn.gov

(\$ in thousands)

Nicollet Avenue Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$152	\$0	\$0	\$0
County Funds	\$608	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$1,350	\$0	\$0
County Funds	\$0	\$15,070	\$0	\$0
TOTAL	\$760	\$26,420	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$1,950	\$0	\$0
Predesign Fees	\$760	\$300	\$0	\$0
Design Fees	\$0	\$1,570	\$0	\$0
Project Management	\$0	\$500	\$0	\$0
Construction	\$0	\$17,565	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$200	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$4,335	\$0	\$0
TOTAL	\$760	\$26,420	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

73rd Street Pedestrian Bridge

AT A GLANCE

2024 Request Amount:	\$5,250
Priority Ranking:	2
Project Summary:	\$5 Million in State funds is requested for the City of Richfield's Public Works Department to design and construct a new pedestrian bridge over 35W on 73rd Street, including a trail connection from 35W to Lyndale Avenue in Richfield.

Project Description

The 73rd St corridor is an important route connecting the Augsburg Park/South Wood Lake with west Richfield neighborhoods. The corridor will form a key access point for students at Richfield Middle School and High School, transit riders of Route 4 on Lyndale and Penn Aves, Orange Line BRT on Knox Ave, and Route 540 on 76th St. However, several deficiencies make the segment poorly suited for serving a large and diverse volume of pedestrian and bicycle travel today.

From 2012 to 2021, 73rd St and Humboldt Ave on the project had 12 total crashes, which do not include any pedestrian or bicycle crashes, and 4 crashes that resulted in a possible or minor injury. While this segment sees few crashes, the alternative route along 76th St between Girard Ave and Humboldt Ave is often avoided as it's seen as unsafe. That parallel route (76th St) from 2012 to 2021 had 41 total crashes, three of which involve pedestrians or bicyclists. 20 of these crashes resulted in serious, minor, or possible injury, and 8 vehicle crashes impeded on the trail path or infrastructure that protects the trail (signal poles, APS poles, etc.).

Existing bicycle or pedestrian deficiencies along the 73rd St corridor include:

- Lack of bicycle or pedestrian facilities on 73rd St from Lyndale Ave to I-35W and W Humboldt Ave from 75th St to 73rd St -- bicyclists and pedestrians share the stret with vehicles
- Lack of accessible crossing of I-35W -- existing pedestrian bridge does not have ramps
- Existing bridge deck is narrow (7 feet wide) -- The MnDOT Bicycle Facility manual states the preferred minimum width for an exclusive pedestrian/bicycle bridge is 14 feet (pg 7-9)

73rd St is already a busy non-vehicular travel corridor, especially for trips involving the middle and high schools. Self-reported comments in our biannual Safe Routes to School parent surveys point to the corridor's frequent use. 73rd St is also posted at 30 mph, carries 590 vehicles per day, and is 36 feet wide. Installing a sidewalk will remove pedestrians from walking on the street and between parked vehicles. On-street bicycle striping and signage will guide bicyclists along the low-volume neighborhood road towards the new accessible bridge.

A new accessible crossing of I-35W at 73rd St will decrease the distance for residents to cross the highway by foot or wheel. The nearest accessible crossings are 0.4 miles south at 76th St and 0.9

miles north at 66th St. An accessible crossing will make the the third east-west citywide mobility corridor possible (in addition to 66th St and 76th/75th Sts) as visioned in the Bike and Pedestrian Master Plans.

Project Rationale

The existing pedestrian bridge at 73rd Street over I-35W is not an ADA-accessible facility, and has a deck width that is half of the MnDOT-recommended width for similar facilities. This crossing improvement is identified in the city's Pedestrian Master Plan and Bicycle Master Plan to create a 3rd east-west corridor for non-motorized travel across I-35W.

This facility will also be identified in the city's forthcoming Active Transportation Action Plan as a key facility due to its direct connection between Richfield High School and Richfield Middle School, as well as facilitating connections to Wood Lake Nature Center, Donaldson Park, and the Nine Mile Creek Regional Trail. This facility would also fill a significant gap in a Tier 2 RBTN corridor.

The proposed project will support safe and efficient travel to the middle school, high school, Best Buy Headquarters, the METRO Orange Line, and other nearby commercial businesses. The project will also provide residents with the economic, social, and academic benefits resulting from increased connectedness to the main arterials and their existing public transit: 76th St, Penn Ave, and Lyndale Ave. Physical barriers have resulted in a challenging landscape where traveling by bike or foot between the Augsburg Park area and west Richfield is difficult. These difficulties in travel are underscored by economic disparities and demographic differences on the different sides of I-35W. By closing this RBTN gap, the proposed project will forge greater access for local residents to economic, social, and academic benefits.

Project Timeline

Predesign and Design: September 2024-November 2025

Letting: November 2025

Construction: April 2026 - December 2026

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

Ownership of the constructed infrastructure will be governed by a future construction and maintenance agreement between MnDOT and the City of Richfield

Who will operate the facility?

Operation of the constructed infrastructure will be governed by a future construction and maintenance agreement between MnDOT and the City of Richfield

Who will use or occupy the facility?

Facility will be an ADA-accessible bridge and trail available for free public use by non-motorized travelers and will be connected to other regional and local trail facilities in the city.

Public Purpose

Replaces a currently non-ADA-compliant pedestrian bridge over I-35W, creating a more accessible access point over the 35W barrier and a more welcoming environment for active transportation users in the city and region.

Description of Previous Appropriations

None

Project Contact Person

Katie Rodriguez
City Manager
612-861-9702
krodriguez@richfieldmn.gov

(\$ in thousands)

73rd Street Pedestrian Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,250	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$5,480	\$0	\$0
TOTAL	\$0	\$10,730	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,990	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,210	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,530	\$0	\$0
TOTAL	\$0	\$10,730	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Regional Park and Ride Parking Facility	1	GO	6,000	0	0	0	0	0
Airport Solar Array Parking and Electric Vehicle Charging Station	2	GO	3,000	0	0	0	0	0
Riverfront Public Realm and Redevelopment	3	GO	20,531	0	0	0	0	0
Total Project Requests			29,531	0	0	0	0	0
General Obligation Bonds (GO) Total			29,531	0	0	0	0	0

Regional Park and Ride Parking Facility

AT A GLANCE

2024 Request Amount: \$6,000

Priority Ranking: 1

Project Summary: The City of Rochester requests construction funding for a regional park-and-ride 200-stall parking deck along Broadway Avenue N. As Rochester’s transit network increases, providing park and ride facilities and additional parking is of increasing need. North Broadway Avenue is a main thoroughfare for the city and region to access downtown Rochester and many small businesses along the corridor. Investment will create a key transportation facility on Broadway Avenue N.

Project Description

This project is a 200-stall parking deck on municipal property along Broadway Avenue N (formerly US HWY 63 that was turned back to the city). In addition to providing needed park-and-ride for the region, the facility is adjacent to a regional recreation center and senior active living center. The Rochester Recreation Center is one of the three 50 meter indoor pools in the state of Minnesota and as such, hosts many state and regional swimming events drawing hundreds of visitors to the facility. The Recreation Center also shares a parking lot with the 125 LIVE, a facility for senior and active living that has over 4,000 members. This project received design funds in the 2023 bonding bill.

Project Rationale

The parking deck will help support the City’s goal of increasing transit ridership, reducing single occupancy vehicle use, and curbing greenhouse gas emissions through transportation mode shifts. This critical funding will help to provide greater opportunities for workers and visitors to travel to downtown Rochester by bus, eliminating vehicle miles traveled. The project also aligns with the City’s adopted goal to reduce greenhouse gas emissions by 30% by 2025 and an 80% reduction by 2050. The proposed transit parking deck will make bus use a more attractive transportation option.

Project Timeline

- Design: September 1, 2023
- Start of Construction: October 1, 2024
- Complete Construction: October 31, 2025
- Operational Park and Ride: November 30, 2025

Other Considerations

N/A

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Rochester

Who will operate the facility?

The City of Rochester

Who will use or occupy the facility?

General Public

Public Purpose

This project will increase the access to transit systems for the region. In addition, this project will provide increased parking opportunities for residents and commuters of the region.

Description of Previous Appropriations

\$800,000 for design from 2023 State Bonding Bill.

Project Contact Person

Noloan Schild
Parking Systems Manager
507-328-2458
nschild@rochestermn.gov

(\$ in thousands)

Regional Park and Ride Parking Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$800	\$6,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$6,000	\$0	\$0
TOTAL	\$800	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$100	\$0	\$0	\$0
Design Fees	\$700	\$0	\$0	\$0
Project Management	\$0	\$150	\$0	\$0
Construction	\$0	\$11,850	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$800	\$12,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Airport Solar Array Parking and Electric Vehicle Charging Station

AT A GLANCE

2024 Request Amount: \$3,000

Priority Ranking: 2

Project Summary: The proposed project involves the reconstruction of the Rochester International Airport’s passenger terminal parking lot as well as the addition of electric vehicle (EV) charging stations and covered parking stalls topped with solar panel arrays. The project includes predesign, design and construction with a total estimated project cost of approximately \$6 million.

Project Description

The approximately \$6 million project will involve the reconstruction of 14,000 square yards of the passenger terminal and rental car parking lots as well as the addition of solar panel arrays and EV charging stations. The solar panel arrays will create 45,000 square feet of covered parking, providing shelter for approximately 150 vehicles. The new 720kW photovoltaic system is expected to generate approximately 810,000 kWh of electricity annually, enough to meet the power needs of the passenger terminal building.

Project Rationale

In support of its foundational principles of environmental stewardship and sustainability, the City of Rochester is incorporating renewable energy into its proposed passenger terminal parking lot reconstruction project at the Rochester International Airport (RST). The proposed project will help the City to meet its 100% renewable energy target by 2030 by reducing energy use, curbing greenhouse gas emissions, and saving money.

Project Timeline

Design: Fall 2023: Summer 2024
 Start of Construction: Spring 2025
 Complete Construction: Fall 2025
 Operational Date: October 31, 2025

Other Considerations

The City of Rochester is seeking Congressional Directed Spending federal funds from the United States Department of Energy to cover some of the costs related to the renewable energy components of the project.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Rochester

Who will operate the facility?

The City of Rochester

Who will use or occupy the facility?

General public

Public Purpose

The development of renewable energy resources will reduce our dependence on fossil fuels and reduce greenhouse gas emissions. This project will also provide an increase in user experience and all-season accessibility.

Description of Previous Appropriations

The passenger terminal parking lot is planned to be reconstructed in three phases, with the renewable energy components being included in Phase 1. There have been no prior State appropriations for this project.

Project Contact Person

Heather Corcoran
Legislative Policy Analyst
507-269-9893
hcorcoran@rochestermn.gov

(\$ in thousands)

Airport Solar Array Parking and Electric Vehicle Charging Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$40	\$0	\$0
Design Fees	\$0	\$960	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$4,800	\$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	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	N/A
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Riverfront Public Realm and Redevelopment

AT A GLANCE

2024 Request Amount: \$20,531

Priority Ranking: 3

Project Summary: This project is redevelopment of a three-acre site including adaptive reuse of historic buildings along the Zumbro River, a site for a publicly accessible education and exhibit space, a regional health care simulation training center, critical improvements to part of a regionally-connected trail system, and improved access to regional parks and recreation space along the 250 square miles of the Zumbro watershed.

Project Description

This project is located at the “origin point” where the City of Rochester was founded and ties directly to the community-based 2022 Riverfront Plan, which was unanimously adopted by the city council. The Plan anticipates the adaptive reuse of two historic buildings on an underutilized redevelopment site. The Plan envisions the stabilization, selective demolition and adaptive reuse of the buildings to stimulate the regional economic activity, support education and training for the nursing profession with regional education and healthcare facilities. The buildings are adjacent to an opportunity for a new riverfront public park, improved ADA accessibility for visitors, and connection downtown to the river.

Rochester’s riverfront is one of the greatest assets for the city and region. However, the overall identity of the riverfront is currently lacking. This area is part of a 100+ mile regional trail network that provides recreational opportunities for pedestrians and cyclists to regional public spaces. However, long stretches of the continuous eight to twelve-foot right-of-way trail along the river has little shade and pedestrian-scaled lighting. The surface of the trail is a combination of concrete and blacktop. Many stretches lack sufficient tree canopy to address heat island effect and adjacent impervious surfaces drain towards the watershed. There are few places to sit. This area of the trail network is neglected and results in a diminished experience for all ages and cultures because of accessibility issues and aging infrastructure. The improvements to this site will facilitate much better connectivity to the regional trail system, used by visitors and residents of the community and region. Riverfront improvements along this nearly mile-long corridor will include new tree planting, native drought-resistant planting, new energy efficient lighting and contemporary street furniture. An expanded signage and wayfinding program will augment existing signage along the Rochester Trail System, reinforce linkages with adjoining neighborhoods and connect to regional open spaces.

The two buildings that will be reused are 20,000 gross square feet. They are publicly owned, vacant, and in need of significant repair. The simulation center (laboratory) space would be a adaptive reuse of the existing buildings with historical context. The state of the art simulation center would provide high demand training that is both high-tech and high-touch for nursing healthcare. This training will fill a critical need for regional partners seeking to recruit and retain nursing workforce and will

provide publicly-accessible exhibit and education space showcasing nursing care of the past, present and future.

Project Rationale

This project would provide improved access to the riverfront for the region’s three million visitors and community members along with providing needed connections to regional public park assets where there are currently missing links within the 100+ mile regional trail system. The proposed project will activate a three-acre campus that includes vacant historic buildings and repurpose them into a simulation center for nursing healthcare workforce recruitment, retention and readiness for the regional healthcare system providers.

Project Timeline

Design: 2024-2025
Start of Construction: September 2025
Complete Construction: January 2028
Operational Date: October 2027

Other Considerations

Impact on State Operating Subsidies

n/a

Who will own the facility?

The City of Rochester

Who will operate the facility?

The City of Rochester

Who will use or occupy the facility?

General public

Public Purpose

Development of a regional health care education and training facility to support workforce readiness, recruitment and retention for the nursing profession. Development of public spaces, including public trail connections to regional parks along for the benefit and use by visitors, residents, and the region.

Description of Previous Appropriations

None

Project Contact Person

Cindy Steinhauser
Deputy City Administrator
507-328-2015

csteinhauser@rochestermn.gov

(\$ in thousands)

Riverfront Public Realm and Redevelopment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$20,531	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$20,531	\$0	\$0
TOTAL	\$0	\$41,062	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,762	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$35,800	\$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	\$41,062	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Public Safety Training Wellness Emergency Operations Facility	1	GO	8,000	0	0	0	0	0
Main Street (CSAH 150) Reconstruction	2	GO	4,500	0	0	0	0	0
Total Project Requests			12,500	0	0	0	0	0
General Obligation Bonds (GO) Total			12,500	0	0	0	0	0

Public Safety Training | Wellness | Emergency Operations Facility

AT A GLANCE

2024 Request Amount: \$8,000

Priority Ranking: 1

Project Summary: The \$8M Capital Budget Request is for the construction of a new Training Facility and Emergency Operations Center within the planned Rogers Police Department, a 36,000 square foot Public Safety Facility. Funding will be directed toward training, emergency operations/safety, officer wellness and embedded social worker spaces.

Project Description

The proposed \$21.26M project is to house a growing Rogers Police Department/Public Safety Facility that has outgrown their current 22,000 sq. ft. facility that includes an indoor garage space for only 7 police vehicles and a sally port. The proposed facility would be 36,000 sq. ft. including secure parking for patrol vehicles and administrative areas. Rogers current population is 14,430 and is expected to grow to 22,800 in the next 15 years which will bring with it additional demands for Public Safety services.

Requested funding will be used to build spaces specific to officer training, officer wellness, emergency operations, safety (parking/fencing), and offices for an embedded social worker.

Project Rationale

This project is needed as demands for Public Safety Services continue to grow. Feasibility Studies have been prepared to determine the feasibility of expanding the current Police Department. The site is too small and the building, a former wholesale tile shop/warehouse that had undergone renovation, is not well-suited for expansion. Cost estimates for a modest expansion to accommodate short-term growth is \$6.5M which is not efficient or practicable for a \$3M building.

In merging with the surrounding township - Hassan Township, which previously received no-cost policing service from the Hennepin County Sheriff - in 2012, the Rogers Police Department has expanded its service area by nearly 300%, with substantial annual increases in calls for service, especially given the City's location at the conflux of Interstate 94, State Trunk Highway 101, and County State-Aid Highways 81/150/116/159.

If approved, the \$8 million bonding request will fund construction of the the Training and Emergency Operations Center portions of the facility, as well as for officer wellness/safety areas and offices for an embedded social worker. The Rogers Police Department places a high priority on officer training as evidenced by a 3-fold increase in department de-escalation/use of force training hours over the past two years. Given the cost and limited availability of regional training facilities, on-site training capability is critical (Note: this project will not include a firing range).

The community pfelt the impact and saw the need for a functioning Emergency Operations Center (EOC) during a previous critical tornado event. There is currently no dedicated EOC in Rogers beyond a multi-purpose community gathering room that serves in that dual role. The new Public Safety Facility is planned to include a functioning EOC.

The Department is also working toward inclusion of an on-staff/embedded social worker, given the complexities of the services needed by those we serve, which goes well beyond the strict historical definitions of law enforcement. This is a new addition to the department (currently part-time contractual, but planned as a full-time staff member in the future) and the current Public Safety building would be unable to house the full-time social worker function along with the remainder of the current/future Department given the growth of the community.

Project Timeline

Site Selection - 7/2023 to 9/2023
Preliminary Design - 10/2023 to 12/2023
Detailed Design - 2/2024 to 8/2024
Bidding - 9/2024
Begin Construction - 10/2024
Complete Construction - 11/2025

Other Considerations

Impact on State Operating Subsidies

There will be no new or additional state operating dollars requested for this project.

Who will own the facility?

City of Rogers

Who will operate the facility?

City of Rogers

Who will use or occupy the facility?

Rogers Police Department, Information Systems and Social Services

Public Purpose

The public purpose is to provide Public Safety Services for the City of Rogers.

Description of Previous Appropriations

Project Contact Person

Doran M. Cote, PE
Public Works Director/City Engineer
763-428-0906

dcote@rogersmn.gov

(\$ in thousands)

Public Safety Training | Wellness | Emergency Operations Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$13,260	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$21,260	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$4,000	\$0	\$0
Predesign Fees	\$0	\$120	\$0	\$0
Design Fees	\$0	\$1,140	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$16,000	\$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	\$21,260	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	No
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Main Street (CSAH 150) Reconstruction

AT A GLANCE

2024 Request Amount: \$4,500

Priority Ranking: 2

Project Summary: The \$4.5M Capital Budget Request is for the reconstruction of Main Street (CSAH 150) from Territorial Road (CSAH 116) to John Deere Lane in Rogers Minnesota including utility replacement. This roadway is a turn-back/jurisdictional transfer from Hennepin County to the City as part of a cooperative intergovernmental project.

Project Description

This \$9M project reflects full roadway reconstruction and utility replacement on Main Street (CSAH 150) from Territorial Road (CSAH 116) to John Deere Lane. The proposed project will also include pedestrian-oriented safety/streetscaping elements, traffic calming and Safe Routes to School improvements at Rogers Elementary School.

Project Rationale

Hennepin County intends to turn Main Street back to the city of Rogers upon the completion of the Fletcher Bypass, a future north-south County road bypass route connecting County State-Aid Highway 116 to County State-Aid Highway 81. The proposed \$1.5M in turn-back funding from Hennepin County is not adequate for the total project costs and only reflects the cost of a minor mill-and-overlay even though complete reconstruction is required at this time. Main Street carries a significant amount of regional commuter and truck traffic. The City of Rogers has worked with Hennepin County to plan and construct the Fletcher Bypass, which will necessitate this turn-back to the City of Rogers, but will require significant investment by the City in the Bypass project as well. This project includes important pedestrian safety improvements, traffic calming, as well as Safe Routes to Schools improvements for Rogers Elementary School.

The City has partnered to contribute millions in funding toward regional roadway improvements (State and County roadways) that primarily serve a broader constituency of motorists. We are committed to continuing those relationships in the future, with Main Street serving as the hub/conflux for Interstate 94, State Trunk Highway 101, County State-Aid Highway 81, County State-Aid Highway 81, County State-Aid Highway 150, and County State-Aid Highway 116/152. While being committed to these various future projects, Rogers is a City of only 14,000 people, divided by a web of State and regional roadways. The City has limited resources to participate in such improvements, while also facing other significant infrastructure/facility growth needs.

If approved, State bonding dollars will allow the City of Rogers to complete necessary reconstruction of Main Street - historically and currently a County asset - while continuing to partner on projects like the Fletcher Bypass and the upcoming diverging diamond intersection at I-94/TH-101 (MnDOT

project) which will also include City funding participation.

Project Timeline

Preliminary Design - 12/2023
Detailed Design - 2/2024 to 7/2024
Bidding - 7/2024
Begin Construction - 9/2024
Complete Construction - 11/2025

Other Considerations

Impact on State Operating Subsidies

Municipal State Aid dollars will be used for operating costs. Impacts on Operating Budgets will be minimal for the first 20 years of service life.

Who will own the facility?

City of Rogers

Who will operate the facility?

City of Rogers

Who will use or occupy the facility?

Travelers on Main Street include regional commuters, truckers, residents and local traffic. Main Street (currently designated as County Road 150, until turnback is complete) serves downtown Rogers which is undergoing revitalization and redevelopment, but also provides an important regional connections between Interstate 94, State Trunk Highway 101, County State-Aid Highway 81, County State-Aid 116, and County Road 159.

Public Purpose

Main Street serves the traveling public at a regional and local level.

Description of Previous Appropriations

Project Contact Person

Doran M. Cote, PE
Public Works Director/City Engineer
763-428-0906
dcote@rogersmn.gov

(\$ in thousands)

Main Street (CSAH 150) Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$3,000	\$0	\$0
Non-State Funds Pending				
County Funds	\$0	\$1,500	\$0	\$0
TOTAL	\$0	\$9,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$200	\$0	\$0
Design Fees	\$0	\$1,300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,500	\$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	\$9,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Roseau Community & Wellness Center	1	GO	5,750	0	0	0	0	0
Total Project Requests			5,750	0	0	0	0	0
General Obligation Bonds (GO) Total			5,750	0	0	0	0	0

Roseau Community & Wellness Center

AT A GLANCE**2024 Request Amount:** \$5,750**Priority Ranking:** 1**Project Summary:** The City is seeking assistance to construct a community recreation and wellness center. The proposed facility provides our community with a central gathering place for social, physical, and mental wellness.**Project Description**

The proposed project involves the construction of a new 27,000 SF recreation and wellness center adjacent to the existing Roseau Community Pool located on the grounds of the Roseau Community School. The project also involves the renovation of the existing community pool equipment to increase its useful life as well as adding equipment capacity to allow for the expansion of the existing lap pool facility to include a leisure pool component. The new recreation and wellness center provides spaces for various activities for community members to improve their well-being socially, mentally, and physically. The space provides a central meeting place for the community to come together to socialize, play and be physically active. Spaces planned for the facility include a lap and leisure pool, sports court, cardio and weight rooms, walking track, fitness classroom, indoor playground, meeting room, game and simulator rooms, and climbing wall along with support spaces.

The new facility will be constructed on land leased by the City of Roseau from the Roseau School District #682 adjacent to the existing Roseau Community Pool owned by the Roseau School District. The city will enter into minimum 50 year land lease for the facility. The Roseau Wellness Center will operate both the new leisure pool features as well as the adjacent renovated Roseau IDS #682 lap pool facility under a contractual arrangement where the school maintains priority scheduling for its programming, but the lap pool is also available for public activities. The Roseau Wellness Center will be operated by a nonprofit organization that will not only operate the facility but will also contract with the City of Roseau for all community recreational programming including summers camps, youth baseball, softball and soccer activities. The project is expected to serve a regional population of nearly 15,000 people within Roseau County from Greenbush to Warroad. The estimated project cost for the facility is \$11.5 million.

Project Rationale

In the City of Roseau's recent comprehensive planning process, residents identified as one of the top two community issues, a need for an indoor recreation, community, and wellness center. The Roseau community endures long, cold winters that make it difficult for residents to recreate and congregate. This takes a toll on our community's mental and physical health. Historically, the Roseau Community School has been the de facto community and wellness center for the area. However, to meet the needs for increased student security, the availability of the school proper for general community recreational needs has been greatly curtailed. This became especially true during COVID when the

school facilities became completely shut off from the community. Community leaders now realize this is a genuine problem for maintaining a healthy community and attracting and retaining residents. Informal discussions on the need for a community health and recreation facility have been on-going for years as changes in school security have been phased in, but there had not been resources to move the project beyond the idea stage. A \$40,000 grant from the Blandin Foundation provided a boost to the effort and the city assembled a core team of community stakeholders from the city, parks and recreation, healthcare, school district, and our major employers to participate in a planning effort to create a new indoor community recreation and wellness center for the Roseau community. This steering committee worked closely with JLG Architects in developing a project that meets the community's overall needs and budget by seeking input from community advocates in fitness, education, recreation, social services, health and other related fields in formulating an overall project plan. The city has completed three community-wide surveys related to the development of this indoor recreational facility to seek community priorities. In addition, the steering committee has investigated different organizational structures for the operation and management of the facility as well as a financing plan for its construction and operation.

The goal of this project is to restore the central community gathering place that brought the Roseau community together for many years - the Roseau Community School. Roseau is a very special place that has been very successful in creating a strong social fabric through its community school concept. The Roseau School was unique in its design in that it was where the entire community came together to play, socialize, exercise, recreate, learn and provide for the wellbeing of our entire community. However, the world encroached on this unique central gathering place in Roseau when school safety and security became a top priority for our school district, as it has across the nation. Today, the school district must severely restrict public access to school facilities because these facilities were not designed to provide both school security and public access. Over the past five years our "community togetherness" has eroded because we do not have that unifying place to come together and get to know each other. It is the mission of our steering committee, and this project to restore what made Roseau great and welcoming to all. We must restore the mixing pot where young and old, newcomer and long-time resident, and people of various backgrounds can freely come together and get to know each other through common interest and activity. This is where community is developed and where barriers are broken down. It is believed that through creative planning and good architectural design we were able to redesign portions of the existing Roseau School to restore the community gathering aspect in a safe and secure manner, without duplicating facilities. We also hope to expand on the school's existing assets by augmenting community offerings including areas for indoor children's play, engaging activities and areas for teens, and resources for adults to learn and engage in physical activity. Roseau is a small community, and it can ill afford to maintain separate facilities for students and adults, and to the extent we can create multi-use spaces that meet the security aspects of the school, while at the same time maintaining openness for the entire community, we all win.

Due to Roseau's size and isolation, we depend on significant in-migration to keep our local industry fully staffed. However, to be able to attract and retain residents it is critical for our community to provide the quality-of-life amenities prospective residents are seeking in a community. Roseau has a great number of assets that make it a great place to live, but it does have a glaring hole of not having any indoor gathering space where the community can come together for recreation, socialization, and wellness. This becomes particularly acute in the winter months, which are long in northern Minnesota. This also becomes very difficult for new residents who become isolated and have few options for breaking into the social fabric of our small community. We believe this community center

will provide not only the wellness and recreational needs of our community, but it will also provide a positive social and mental health boost to the community, particularly for our newest community members who may come from anywhere across the world. Without outside funding resources from the State our small community of 2,700 could not move this project forward.

As mentioned above, the city has through its most recent comprehensive planning effort conducted a community survey which identified the most important issues facing our community in the next 10 years. The top two issues identified in our survey were the need to increase the amount of housing and to provide an indoor recreation and wellness center for the community. When asked if Roseau's recreational facilities were adequate, 62% of respondents stated "no" and the top response for what the community was missing was an indoor public recreation center and the second was having more options for special events, classes and physical activities. This proposed facility is critical for meeting the social, physical, and mental needs of our youth, families and senior populations.

The City of Roseau has major employers like Polaris Industries, Karl Manufacturing, BBDiversified, Intercept Industries, and LifeCare Medical Center that are continually seeking new employees to fill vital positions within their operations. In order to meet the needs to these new prospective residents and employees our community has had to invest heavily into housing and other community amenities as part of being a well-rounded community. However, as a small community our resources are extremely limited. The city has committed resources in excess of \$10 million into housing projects in the last five years and is investing similar amounts of funding into quality of place amenities like the proposed wellness center. Without State support, our city could not deliver all of the needed infrastructure, housing and amenities to keep these large employers growing and prospering in our community and in Minnesota.

Project Timeline

- June 2023 - Develop a preliminary plan and budget for facility, develop an organizational structure for the management and operation of the facility & evaluate Local Option Sales Tax feasibility
- September 2023 - City Council authorize resolution proposing to establish a Local Option Sales Tax, finalize preliminary project plans and identify facility operator. Begin local capital campaign.
- January 2024 - Submit Local Option Sales Tax request to legislature for consideration.
- November 2024 - Local referendum on Local Option Sales Tax
- December 2024 - City Council authorize Local Option Sales Tax, complete final construction plans and bidding documents, secure land agreement with Roseau School District. Formalize non-profit organizational structure and select board members.
- February 2025 - Advertise for facility for bids.
- April 2025 - Open bids and award contract
- June 2025 - Initiate construction and hire facility director
- October 2026 - Construction complete, open facility

Other Considerations

Impact on State Operating Subsidies

This project would have no impact on State operating subsidies.

Who will own the facility?

City of Roseau will be the owner of the facility and is seeking to contract with an outside non-profit agency to manage and operate the facility.

Who will operate the facility?

The project operator has not been identified at this time. The stakeholder committee is evaluating options of contracting with an outside non-profit organization such as an affiliate YMCA or contracting with a newly created non-profit organization whose sole mission would be to manage the facility and associated recreational and social activities.

Who will use or occupy the facility?

The project will be available to all members of the greater Roseau community encompassing most of Roseau County. The facility would have a membership fee structure but would be accessible by day users and members alike.

Public Purpose

The Roseau Community does not currently have a community, recreation and wellness facility that is available and open to the public on a daily basis. This facility would fill this pressing need for our community which encompasses the city of Roseau and much of Roseau County.

Description of Previous Appropriations

No state appropriations have been made to this project.

Project Contact Person

Todd Peterson
Community Development Coordinator
218-463-5003
todd.peterson@city.roseau.mn.us

(\$ in thousands)

Roseau Community & Wellness Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Funding	\$40	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$5,750	\$0	\$0
TOTAL	\$40	\$11,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$75	\$0	\$0
Design Fees	\$40	\$698	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,949	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$400	\$0	\$0
Inflationary Adjustment	\$0	\$1,378	\$0	\$0
TOTAL	\$40	\$11,500	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Guidant John Rose Minnesota OVAL	1	GO	967	0	0	0	0	0
Total Project Requests			967	0	0	0	0	0
General Obligation Bonds (GO) Total			967	0	0	0	0	0

Guidant John Rose Minnesota OVAL

AT A GLANCE

2024 Request Amount: \$967

Priority Ranking: 1

Project Summary: \$967,000 in state funds is requested to complete the remaining important upgrades to the Guidant John Rose Minnesota OVAL in Roseville including predesign, design, construction and equipment installation.

This project includes the building, building systems and support facilities. This request is for the remaining work that was not included in the \$5 million 2020 Capital Funding request (\$3.9 million was granted) to update important operational components of this regional facility.

Project Description

The project is a \$5,000,000 renovation of the Guidant John Rose Minnesota OVAL mechanical components, safety system and support areas. \$3,900,000 million was funded in 2020 Capital Investment Bonding Bill and is nearing completion. This request is for the remaining \$967,000 in necessary upgrades (\$880,000 in 2023 dollars).

The following is a specific project and cost list based on the City Capital Improvement Program

- Update rooftop geothermal HVAC units for the Minnesota OVAL Support Facilities and Banquet Center \$231,000
- Replace lobby and mechanical room rooftops and make solar ready \$369,000
- Renovate restrooms to improve access from the Minnesota OVAL and improve accessibility for persons with disabilities \$155,000

Subtotal before Contingency \$755,000

- Contingency, design, planning, and management \$125,000

2023 TOTAL WITH CONTINGENCY: \$880,000

MMB System Generated Inflation: \$87,000

PROJECT TOTAL: \$967,000

Project Rationale

The Guidant John Rose MN OVAL (Minnesota OVAL) opened in December 1993 with primary funding by the State of Minnesota. The facility is aging at 30 years old and significant capital improvements are necessary in the next few years. The funding is necessary to make much-needed health, safety, and facility improvements to maintain the structural integrity of the Minnesota OVAL.

In 2020 a request was made for \$5,000,000 to the State of Minnesota and \$3,900,000 of that was graciously granted. The grant was very much appreciated. It was understood that there were many requests made at that time necessitating the need to grant a lesser amount. This specific request for 2024 is for the remaining projects that were not funded in 2020, including additional funds to make the Guidant John Rose Minnesota OVAL support facility roofs solar-ready for the future. The total grant amount requested is for \$967,000.

The Minnesota OVAL:

- Serves the entire state - the majority of users are from outside of the City of Roseville
- Is a training venue for amateur and professional athletes
- Frequently hosts national and international competitions, each drawing hundreds of international athletes and visitors to the state
- Provides a family-friendly venue for residents to experience winter outdoor recreation

This world-class facility has established itself as one of Minnesota's most visible venues for regional, national, and international events. At 110,000 square feet of ice, it is the largest refrigerated sheet of ice in North America and has offered thousands of Minnesotans a one-of-kind skating experience.

The OVAL is home to numerous affiliate user groups including local hockey organizations, Greater MN Speedskating, Midway Speedskating, USA and MN Bandy.

The City of Roseville is committed to ensuring that the OVAL provides opportunities to historically underrepresented populations by prioritizing equity in its operations. One example is serving as the host facility for the Matt Dumba Hockey Without Limits Camp each of the past three years: a hockey camp targeted toward children of color, low incomes, and individuals with physical disabilities.

Because of the metropolitan, regional, and state significance of the Minnesota OVAL, the city has received financial assistance from the State of Minnesota on a number of occasions for expansion of facilities and general capital improvement needs specifically in 1998, 2006, 2008 and 2020.

This funding is critical for the Minnesota OVAL to continue to provide these benefits to the State of Minnesota. This money will pay for capital improvements in areas and components ending their useful life, and ensure that the Minnesota OVAL continues to be as sustainable as possible through its geothermal building heating/cooling system and readiness for the eventual installation of solar panels.

The city has been responsible for the operating costs and deficits but has relied on the State of Minnesota for capital costs.

Project Timeline

To coordinate with the previously funded portion of the project, which is nearing completion, and address assets that are operating beyond their useful life, we would begin the design and implementation process of this phase of the project as soon as possible. It is anticipated that design could occur in the fall/winter of 2024 and implementation would likely occur in summer/fall of 2025.

Other Considerations

\$3,900,000 of the \$5,000,000 requested was granted in 2020. This is for the remainder of the project

that could not be funded at that time.

Impact on State Operating Subsidies

Not applicable. The City of Roseville will continue to own and operate the Guidant John Rose Minnesota OVAL.

Who will own the facility?

The City of Roseville will continue to own the facility.

Who will operate the facility?

The City of Roseville will continue to operate the facility.

Who will use or occupy the facility?

The Guidant John Rose Minnesota OVAL serves the entire State of Minnesota with the majority of users coming from outside the City of Roseville. It provides a training venue for amateur and professional athletes, frequently hosts national and international competitions, draws hundreds of international athletes and visitors to the state for each event and provides a safe environment for families from throughout the state.

Public Purpose

The Guidant John Rose Minnesota OVAL provides a safe environment for families and individuals from throughout the state to experience winter outdoor recreation, including training and competition for amateur and professional athletes. The facility brings visitors to the region and State of Minnesota and has an overall economic impact to the State of Minnesota.

Description of Previous Appropriations

- 1991/92 - \$1,900,000 appropriation for the design and construction of the Guidant John Rose Minnesota OVAL
- 1998 - \$500,000 appropriation to construct banquet/meeting room and locker room facilities at the Guidant John Rose Minnesota OVAL
- 2006 - \$500,000 appropriation to add restrooms and to improve efficiency and safety of the Guidant John Rose Minnesota OVAL
- 2008 - \$600,000 appropriation for multiple improvements and enhancements to the Guidant John Rose Minnesota OVAL
- 2020 - \$3,900,000 of the \$5,000,000 requested was graciously granted. The grant was very much appreciated. It was understood that there were many requests made at that time necessitating the need to grant a lesser amount. This specific request for 2024 is for the remaining projects that were not funded in 2020, including additional funds to make the Guidant John Rose Minnesota OVAL support facility roofs solar-ready for the future.

Project Contact Person

Pat Trudgeon
City Manager
651-792-7021
pat.trudgeon@cityofroseville.com

(\$ in thousands)

Guidant John Rose Minnesota OVAL

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$967	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$967	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$60	\$0	\$0
Project Management	\$0	\$23	\$0	\$0
Construction	\$0	\$792	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$92	\$0	\$0
TOTAL	\$0	\$967	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Phase 2 Utilites Project	1	GO	4,000	0	0	0	0	0
Total Project Requests			4,000	0	0	0	0	0
General Obligation Bonds (GO) Total			4,000	0	0	0	0	0

Phase 2 Utilities Project

AT A GLANCE**2024 Request Amount:** \$4,000**Priority Ranking:** 1

Project Summary: Russell has significant utility system deficiencies in all utilities including watermain breaks, asbestos piping, sewer backups, and more. Each of these systems require significant capital investment which is out of reach to the City on its own. Est. total project costs are \$22M and will be phased. Phase 1 has been funded at \$9.7M with USDA RD and city funds. An add'l \$13.1M is needed for Phase 2 which will also compliment planned industrial park & housing developments.

Project Description

Phase 1 Project Scope (FYI):

Phase 1 improvements (\$9.7M) for the City of Russell included a new sanitary main lift station and the rehabilitation of three others. Other improvements included installing a PVC watermain, gate valves, hydrants, and a new storm sewer pipe. Street restoration will be included on all streets that are affected by utility replacement. Phase 1 has been funded and is currently in design.

Proposed Phase 2 Project Scope:

Proposed Phase 2 improvements (\$13.1M) include upgrades to drinking water, wastewater, and storm water systems as follow:

Drinking Water - A looping water main is being added to help eliminate stagnant water within the distribution system, and new valves are being added to allow for easier shutdowns during maintenance sessions (currently the City does not have an easy way of repairing sections of watermain because many of the main gate valves do not work). The City will also be extending the watermain out to new developments that will provide housing opportunities for people looking to move to Russell. PPL Score 10 Rank 353.

Wastewater – Improvements include extending the Sanitary Sewer Collection system to include the two new housing developments and repairing sections of the collection system that are failing and allowing high levels of Infiltration and Inflow. PPL Score 63 Rank 73.

Stormwater – A storm pond by the new water tower will be used for an industrial park area and allow for stormwater storage and detention time. Other ponding issues around Russell will also be addressed.

Project Rationale

The City of Russell has had ongoing drinking water and wastewater issues over numerous previous years. Some current examples include: The City has had several watermain breaks over the past year causing them to shut down entire city blocks and streets of their community in order to repair the watermain break. Since their watermain is asbestos pipe, this poses health and safety risks to

residents when it breaks or leaks. Likewise, sanitary sewer backups in homes throughout the entire city over the years have resulted in some homeowners having wastewater in their basements which is a major health threat. The city's main sewer lift station is an open-pit and experienced an overflow discharge in 2017 where 13,000 gallons of wastewater overflowed and soaked into the ground. Again, a major health safety concern.

Another consideration for this capital budget request surrounds the City's current active work in establishing an industrial park area and a new 16-lot residential housing development in order to meet business development interest and increased area housing needs. Likewise, the proposed storm sewer infrastructure will mitigate flooding events from Clear Lake and prevent further damage to public and private properties.

Project Timeline

06/2023 – Engineering and Design

02/2024 – Bidding

05/2024 – Start of Construction

11/2025 – End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless Russell receives some grant funding. Although there has been some success in funding portions and phases of the overall project, there is still significant need for state funding support to leverage federal funding and address all of the City's needs which include the health and safety of its residents.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Russell will own the proposed utilities.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Russell will use the utility systems and pay utility fees.

Public Purpose

The public purpose served by this project is to provide clean and safe drinking water to MN residents living in Russell, address flooding and sewer backups to restore health and sanitary condition of resident homes and public/private structures, and to provide the necessary infrastructure improvements for efficient and effective wastewater and stormwater management. Strategic planning has been incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns

within the systems in the most efficient and cost-effective timeframe, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future. In addition, these utilities will aid in industrial and housing development in Russell.

Description of Previous Appropriations

None

Project Contact Person

Laurie Millner

City Clerk

507-823-4366

cityofrussell@woodstocktel.net

(\$ in thousands)

Phase 2 Utilites Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$6,825	\$0	\$0
City Funds	\$0	\$2,275	\$0	\$0
TOTAL	\$0	\$13,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,828	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,272	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$13,100	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Utilities Project	1	GO	2,500	0	0	0	0	0
Total Project Requests			2,500	0	0	0	0	0
General Obligation Bonds (GO) Total			2,500	0	0	0	0	0

Utilities Project

AT A GLANCE

2024 Request Amount: \$2,500

Priority Ranking: 1

Project Summary: Ruthton has significant utility system deficiencies including a water tower that needs to be replaced, water treatment filtration plant that is at the end of its service life, lack of watermain looping, lack of auxiliary valves on hydrants, and service lines with excessive debris build up. Each of these systems require significant capital investment which is out of reach to the City on its own. Estimated total project costs are \$5.1M.

Project Description

The proposed improvements include the following:

- (1) Demolish the existing water tower and install a new water tower.
- (2) Remove the existing water treatment facility which is contained in the back room of the City maintenance garage.
- (3) Install watermain looping to eliminate dead ends.
- (4) Install auxiliary gate valves at all hydrant leads.
- (5) Replace water service lines that have excessive debris or build-up.

Project Rationale

- (1) The existing water tower was built in the 1930's and is at the end of its service life. The existing coatings also contain lead-based paint and the style of the water tower and its structure will not support the containment materials needed to do re-coating.
- (2) The existing water treatment facility was constructed in the 1970's and is at the end of its service life, Minnesota Department of Health (MDH) inspection staff have commented that it is time to make plans for replacing the system in the near future. The treatment facility is also located in the City maintenance garage, which is not ideal due to the fuels, lubricants, solvents, paints, fertilizers, herbicides, etc that are stored in the garage. Similarly, the water treatment chemicals such as fluoride and hydrochloride that are contained with the water treatment facility are not conducive for staff and operations related to the maintenance garage, i.e., a separate building for the water treatment facility is recommended.
- (3) The water distribution system contains several dead ends. The MDH inspection report recommends installing looping to connect these dead ends to provide more uniform water quality.
- (4) The hydrant leads do not have auxiliary gate valves at, this is recommended as standard by the 10-

state Water distribution standards and the proposed project includes installing them at all hydrant leads.

(5) The majority of the water services lines have excessive debris or build-up. This is evidenced by the fact that whenever a meter or curb stop is replaced, much debris must be flushed by the plumber after work is done. Also, many homes seem to have restricted flow and that is believed to be due to this.

Project Timeline

Submit Plans & Specs - January 2025
Advertisement for Bids - March 2025
Award Contract - April 2025
Begin Construction - May 2025
Complete Construction - July 2026

Other Considerations

The proposed infrastructure improvements are not viable unless Ruthton receives some grant funding. Although there has been some success in funding portions and phases of the overall project, there is still significant need for state funding support to leverage federal funding and address all of the City's needs which include the health and safety of its residents.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Ruthton will own the proposed utilities.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Ruthton will use the utility systems and pay utility fees.

Public Purpose

The public purpose served by this project is to provide clean and safe drinking water to MN residents living in Ruthton. Strategic planning has been incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective time-frame, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

Project Contact Person

Rochelle VanderWoude
City Clerk/Treasurer
507-658-3902
cityofruthton@woodstocktel.net

(\$ in thousands)

Utilities Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$2,000	\$0	\$0
City Funds	\$0	\$554	\$0	\$0
TOTAL	\$0	\$5,054	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,215	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,839	\$0	\$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	\$5,054	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Phase 3 Infrastructure Improvements	1	GO	1,500	0	0	0	0	0
Total Project Requests			1,500	0	0	0	0	0
General Obligation Bonds (GO) Total			1,500	0	0	0	0	0

(\$ in thousands)

Phase 3 Infrastructure Improvements**AT A GLANCE****2024 Request Amount:** \$1,500**Priority Ranking:** 1**Project Summary:** Since 2012, Sacred Heart has spent \$19.3 million in two phases of citywide improvements to replace failing water, sewer, storm, and street infrastructure. Further deficiencies have led to Phase 3 project needs.**Project Description**

DRINKING WATER: A new Reverse Osmosis softening system will be installed on the existing Water Treatment Plant, that will remove introduction of Chloride to the system and eliminate the NPDES violation.

WASTEWATER STORAGE: A second 90,000 gallon Sludge Tank will accommodate the City's projected sludge generation with the addition of the Reverse Osmosis treatment system.

WATER STORAGE: The water tower will be rehabilitated to meet OSHA standards including installing coatings compliant with current drinking water standards.

HWY 212 RECONSTRUCTION: The City's recent infrastructure projects have included underground utility replacement along Hwy 212. This work has been highly coordinated amongst state and local agencies in accordance with MnDOT permits. Mn DOT now plans to reconstruct Hwy 212 and regrettably, is requiring the City to lower the recently replaced infrastructure at additional cost to the City.

Project Rationale

HWY 212 RECONSTRUCTION: The City's recent infrastructure projects have included underground utility replacement along Hwy 212. This work has been highly coordinated amongst state and local agencies in accordance with Mn DOT permits. MnDOT now plans to reconstruct Hwy 212 and regrettably, is requiring the City to lower the recently replaced infrastructure at additional cost to the City.

DRINKING WATER: Due to its citywide drinking water softening system, the City is in severe violation of its chloride NPDES permit's discharge limit and has been introducing significant chlorides into the wastewater system, and eventually polluting the Minnesota River each year. (DWRF PPL Score 36; Rank 252)

WASTEWATER STORAGE: With the implementation of the City's RO solution along with recent, stricter wastewater NPDES permit limits being imposed, the City's current wastewater treatment plant's sludge storage will also be stressed. The City needs to double this capacity from 90,000 to 180,000 gallons.

Project Timeline

01/2023 - Engineering and Design

02/2024 - Bidding

05/2024 - Start of Construction

10/2025 - End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the city receives some grant funding. Although there has been some success in funding portions of the overall project, there is still a great need for funding support to address all of the City's needs which include the health and safety of its residents.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of Sacred Heart will own the project.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of Sacred Heart will use the utility systems and pay utility fees.

Public Purpose

This project will address the severe violation of several NPDES permit limits and provide the necessary infrastructure improvements for efficient and effective utility systems. Strategic planning has been incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective time frame, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

N.A.

Project Contact Person

Amy Hubbard

Administrator-Clerk-Treasurer

320-765-2559

amy.hubbard@cityofsacredheart.com

(\$ in thousands)

Phase 3 Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
State Funds Pending				
Other State Funds		\$2,460	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$5,940	\$0	\$0
City Funds	\$0	\$3,300	\$0	\$0
TOTAL	\$0	\$13,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,640	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,560	\$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	\$13,200	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Sandstone History and Art Center	1	GO	1,123	0	0	0	0	0
Total Project Requests			1,123	0	0	0	0	0
General Obligation Bonds (GO) Total			1,123	0	0	0	0	0

Sandstone History and Art Center

AT A GLANCE

2024 Request Amount:	\$1,123
Priority Ranking:	1
Project Summary:	\$1,123,000 in state funds is requested for the predesign, design, construction, furnishing and equipment for the renovation of a vacant historic building in Sandstone, Minnesota for use by the Sandstone History and Art Center.

Project Description

The scope of the project is to redevelop an existing building for use by the Sandstone History and Art Center. The Sandstone History and Art Center was established in 1990 with the mission to hold historic events and displays and to acquire photos and artifacts of significance to the Sandstone area. The building to be redeveloped is the "auditorium" portion of the Historic Sandstone School located at 501 Court Avenue North, downtown, Sandstone. The historic school building, which was built in 1901, and rebuilt and expanded in 1910 after being destroyed by fire, is listed on the National Register of Historic Places. The school was expanded in 1937 with an auditorium and gymnasium addition. The Sandstone Economic Development Authority is currently working with developer Meghan Elliott (Jillpine, LLC) to redevelop the classroom portion of the building into workforce housing. The auditorium addition will be retained by the Sandstone Economic Development Authority as the new location for the Sandstone History and Art Center.

The auditorium is approximately 6,000 square feet. The main floor consists of a large, open, column-free, double-height space that served as the gym and the auditorium for the historic school. The building height is approximately 20 feet. There is a balcony that was used for audience viewing. There are two ticket booths located in the front entrance of the building. The auditorium has its own entrances, pedestrian access, and potential for on site parking.

The project scope includes replacing the roof, strengthening the structural roof framing, removing and replacing the existing flooring, making repairs to the interior as needed, painting, creating an ADA-accessible restroom, meeting room, classrooms, office space, kitchenette area, storage areas, intake and cataloging collections areas, exhibit space, research kiosk, and gift shop area.

Project Budget:

Predesign Fees: \$60,000

Design Fees: \$120,000

Project Management: \$20,000

Construction Costs: \$1,500,000

Furniture, Fixtures, Equipment: \$300,000

Total Project Budget: \$2,000,000

Key Funding Sources include the State Bonding Request and the Sandstone Economic Development

Authority, and possibly the United States Department of Agriculture (USDA) Rural Development program. A request to the Minnesota Historical Society to support the relocation of the Sandstone History and Art Center's collection will also be submitted.

Project Rationale

The Sandstone History and Art Center currently operates in a City-owned building, located at 402 Main Avenue in downtown Sandstone. This is a two-story building of approximately 2,400 square feet. The History Center operates on the first floor, roughly 1,200 square feet. The building is not ADA-accessible, and does not offer the space needed for exhibits, intake and cataloging collection material, ADA-compliant restroom facilities, storage, offices or community gathering space.

The City completed a feasibility study that began in 2020 to review the possibility of collocating the Sandstone History and Art Center, the Old School Arts Center, and the Sandstone Public Library in this auditorium space, as well as an option for construction of a separate, new facility. Six concept designs were considered for the auditorium and potential new construction. However, it was concluded that adding all three of these entities to the site would conflict with the workforce housing reuse of the historic Sandstone school. The EDA also evaluated the possibility of building a new facility to house these three entities on a separate parcel owned by the Sandstone EDA, and located just north of the historic Sandstone school property. Cost estimates for this option started at \$12,000,000, and quickly increased. The option for new construction was determined to be too expensive for the community of Sandstone.

In the meantime, the City applied for, and was awarded, a \$1,000,000 matching grant from the State Library Construction Grant program, and moved forward with purchasing and redeveloping an existing building in Sandstone for use as the Sandstone Public Library. The City has successfully completed the predesign and design phases for the library project, and the construction is in progress. The anticipated move-in date for the Sandstone Public Library into the renovated facility is July 1, 2023.

Also, during this same time period, the United Church of Christ parishioners voted to decommission their church. They donated it to the Old School Arts Center, now renamed 210 Gallery & Arts Center. The Art Center moved into this new location in the fall of 2022.

With the Library and the Art Center both finding new homes to accommodate their needs, the Sandstone History and Art Center is looking for a place where they can grow, and a place that will accommodate their needs. The proposed project will allow additional space needed by expanding the area available for displays and events, additional space for storage of rotating displays, additional work space to catalog artifacts and items, create a viewing area for patrons to watch DVDs of historic information (such as, the Sandstone Quarry, the past businesses, the historic Sandstone school, the railroad and roundhouse, and more). The current space does not provide these opportunities. The themes and artifacts on display can be expanded to appeal to broader audiences and visitors, including exhibits on geologic origins, native peoples, business and commerce, and recreation. The new facility will be more accessible, more energy efficient, and will serve an expanded base of visitors. The new facility will have both pedestrian access and parking, which are also lacking at the current facility.

Additionally, the re-use of the Auditorium building has been a priority of the Sandstone Economic Development Authority, along with the re-use of the Historic Sandstone School. Plans are underway

for the redevelopment of the Historic Sandstone School for a workforce housing reuse. A grant was received from the MN Historical Society to create plans and specifications to repair and replace the roof structure of the classroom portion of the building. This work will be complete in June, 2023. Another application for funding will be submitted to the MN Historical Society for the construction work required to repair and replace the roof structure. A grant from MN DEED was also received to conduct hazardous materials abatement and to demolish the one-story 1960's-era non-historic addition on the east side of the school building. The Historic Sandstone School will be redeveloped for workforce housing, with construction to start in the Fall of 2024.

The re-use of the Auditorium building for the Sandstone History and Art Center would be an amenity for the Sandstone community, Pine County, as well as housing residents. The new location of the Sandstone History and Art Center is a complementary use for the housing, and will be located in a high-pedestrian area. The completion of the redevelopment of this long-vacated property, which has been a site for vandalism, blight, and deterioration ever since the school district vacated the property in 2004, is a priority for the community.

Project Timeline

Construction for the redevelopment of the long-vacant site will be completed in three phases. Project Phases include:

Phase 1: Hazardous materials abatement of the whole building (including the auditorium addition), roof repair and replacement of the classroom building, demolition of a non-historic one-story addition, and new utility services to the site and building.

Phase 2: Conversion of the classroom building to workforce housing, site work, landscaping, and pedestrian access (including access to the auditorium addition).

Phase 3: Renovation of the auditorium addition for reuse by the Sandstone History and Art Center, and relocation of the existing collections.

The design and construction of Phase 3 will be completed as follows:

Architect Selection: April to May 2024

Predesign: June to August 2024

Engineering/Design: September 2024 to April 2025

Bidding and Contract Negotiation: May to July 2025

Construction: August 2025 to April 2026

Move-in: June 2026

Other Considerations

The Sandstone History and Art Center was established in 1990, and has been registered with the State of Minnesota as a non-profit corporation since 1991. The purpose of the Sandstone History and Art Center is the collection, preservation and dissemination of knowledge about the history of the Sandstone area and to relate it to the history of the State of Minnesota. Objectives of the organization include: (1) to locate, collect, and preserve any material which may help to establish, illustrate or interpret the history of the Sandstone area in such themes as exploration, settlement, development, activities in peace and war, ethnic groups, health, government, wealth, education, arts, science, agriculture, manufacturing, social services, trade, transportation, religion, finance, sports, etc.; (2) to disseminate historical information to interested persons, groups, and institutions and to arouse interest in the past by publishing historical materials, holding meetings featuring addresses,

lectures, papers, conducting historical tours, marking or restoring historic buildings, sites, and trails, and operate a museum; and (3) to accomplish these goals through the establishment of clearly defined collection, conservation, and interpretation policies.

The Board of the Sandstone History and Art Center meet on a monthly basis, holding an annual meeting each year to elect officers. They are open to the public during the summer, and visitors are welcome to call one of the Board members (noted on the door of the building) if they happen to come through town during a time when the History Center is not open. The Board member will meet them at the Center and allow the visitors to enjoy the exhibits and artifacts, answering any questions they have. They average 500 visitors a year, with over 800 hours a year contributed in volunteer hours arranging displays, attending meetings, hosting the Center, conducting building maintenance, record keeping, data entry, research, website updates, etc.

The redevelopment of the site is maximizing opportunities to integrate alternative and renewable energy production. A geothermal feasibility study is in progress. Likewise, energy efficiency will be prioritized in equipment and appliance selection, and electric vehicle (EV) chargers will be located in the parking area. The new location for the Sandstone History and Art Center will be much more energy efficient.

The City has successfully obtained and delivered projects using state funding. Recent projects include the Sandstone Public Library (State Library Construction Grant), Robinson Quarry Park (two Legacy grants, MN Historical Society Grant), Historic Sandstone School (MN Historical Society Grant, MN DEED Redevelopment Grant), Skatepark project (MN Amateur Sports Commission), Water Improvements Project (MN Public Finance Administration Grant), Housing/Commercial Property Rehab (Small Cities Development Program Grant).

Impact on State Operating Subsidies

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

Who will own the facility?

The Sandstone Economic Development Authority will own the facility. The classroom portion of the building and the land will be transferred to a private single-purpose entity for the redevelopment and ownership of the workforce housing portion of the project. The existing single tax parcel will be divided so that the auditorium portion remains in ownership of the Sandstone Economic Development Authority. The Sandstone History and Art Center will be a tenant, with a long-term lease for \$1 annually.

Who will operate the facility?

The Sandstone Economic Development Authority will lead the redevelopment of the auditorium for the Sandstone History and Art Center. The project will be coordinated with the overall site redevelopment, and specifically the conversion to workforce housing. Some project management services may be provided by Jillpine, LLC, in conjunction with the housing design and construction, for efficiency and coordination.

Who will use or occupy the facility?

Sandstone History and Art Center will be the sole tenant of the auditorium addition. 700 to 800 visitors per year are anticipated.

Public Purpose

Several public goals are accomplished with this project. A long-vacant and blighted property in downtown Sandstone will be placed back in service, contributing to the revitalization of the downtown core. Energy efficiency and alternative energy use will also increase. Likewise, the services of the Sandstone History and Art Center will be improved and increased, to accomplish their mission of collecting and preserving the area history and offering exhibits and events that will educate people about the history of Sandstone and the surrounding area, including Pine County and the cities of Finlayson, Askov, Hinckley, Sturgeon Lake, Ruttledge, Willow River, and others.

Description of Previous Appropriations

None

Project Contact Person

Kathy George
City Administrator
320-245-5241
administrator@sandstonemn.com

(\$ in thousands)

Sandstone History and Art Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,123	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,124	\$0	\$0
TOTAL	\$0	\$2,247	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$60	\$0	\$0
Design Fees	\$0	\$120	\$0	\$0
Project Management	\$0	\$20	\$0	\$0
Construction	\$0	\$1,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$300	\$0	\$0
Inflationary Adjustment	\$0	\$247	\$0	\$0
TOTAL	\$0	\$2,247	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Central Minnesota Healthcare Hub (Sartell)	1	GO	22,750	0	0	0	0	0
Total Project Requests			22,750	0	0	0	0	0
General Obligation Bonds (GO) Total			22,750	0	0	0	0	0

Central Minnesota Healthcare Hub (Sartell)**AT A GLANCE****2024 Request Amount:** \$22,750**Priority Ranking:** 1**Project Summary:** The City of Sartell is requesting \$22,750,000 in funding to acquire right-of-way and to design and construct critical roadway and utility connections for the second phase of the Central Minnesota Healthcare Hub.**Project Description**

The Central Minnesota Healthcare Hub (CMHH) is a medical professional healthcare hub located in Sartell. This regional asset benefits the entire Central Minnesota region, allowing people of all ages and abilities access to medical resources closer to home. Phase I of CMHH was completed in 2021 and resulted in four new healthcare businesses that included more than 200 jobs and \$10 million in private investment. State funds are being sought for Phase II, which will include the right-of-way acquisition, design, and construction of five roadways and associated utilities to allow for continued development of the larger CMHH area. This expansion would allow for new businesses and residential opportunities, including three proposed healthcare businesses, a childcare facility, swimming school, and additional senior living facility.

Project Rationale

Healthcare is a growing need in Central Minnesota. Continued investment by the City of Sartell and the State will increase access to medical and healthcare resources for residents of the entire region.

In addition, CentraCare Health System has announced a partnership with the University of Minnesota for the expansion of the Medical School to the Central MN Healthcare Hub, located directly on the CentraCare Health Plaza Campus. This Medical School will serve a critical need for rural doctors and will inevitably involve the expansion of research clinics, labs, and housing within the CMHH. It is vital to the growth and expansion of the CMHH that the City and region is able to complete the final roadway and utility connections to proactively prepare for the expected growth from the addition of the U of MN Medical School.

The funding of this project will complete the necessary roadway and utility connections for the CMHH in totality.

Project Timeline

Design - July 2024

Bid - March 2025

Construction begins - June 2025

Construction completed - November 2026

Other Considerations

This is a Regional effort supported by a strong partnership with neighboring communities and the CentraCare Health System.

Impact on State Operating Subsidies

Not Applicable

Who will own the facility?

City of Sartell

Who will operate the facility?

City of Sartell

Who will use or occupy the facility?

City of Sartell

Public Purpose

Improved public roadways and utilities allowing access to healthcare resources for the entire Central Minnesota region.

Description of Previous Appropriations

The Central MN Healthcare Hub was provided \$5.5M in State Appropriations in 2021.

Project Contact Person

Anna Gruber
City Administrator
320-258-7306
anna.gruber@sartellmn.com

(\$ in thousands)

Central Minnesota Healthcare Hub (Sartell)

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$22,750	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$22,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,413	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$19,337	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$22,750	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
PFAS Abatement and Mitigation	1	GO	3,600	0	0	0	0	0
Mayhew Regional Sports Complex	2	GO	11,000	0	0	0	0	0
Total Project Requests			14,600	0	0	0	0	0
General Obligation Bonds (GO) Total			14,600	0	0	0	0	0

PFAS Abatement and Mitigation

AT A GLANCE

2024 Request Amount: \$3,600

Priority Ranking: 1

Project Summary: The City of Sauk Rapids is seeking \$3,600,000 for design and construction of water improvements for the abatement and mitigation of PFAS contamination in Sauk Rapids. This includes the design and construction of three new drinking water wells, booster station improvements, well house modifications, raw water main, and necessary modifications to the existing Water Treatment Plant.

Project Description

Funds will be used to design and construction of three new drinking water wells, booster station improvements, well house modifications, raw water main, and necessary modifications to the existing Water Treatment Plant.

The City of Sauk Rapids' existing water supply has been routinely tested for polyfluoroalkyl substances (PFAS) by the Minnesota Department of Health and has recently exceeded the recommended health risk-based values in Wells No. 2 and 3, with the detection of multiple PFAS compounds in all the wells, indicating the local aquifer is likely contaminated with PFAS. To address this issue and ensure safe drinking water for residents, the City plans to add three new drinking water wells, construct a combined well house for four of the City wells and additional raw water main to increase supply to the water treatment plant, and modify the existing Water Treatment Plant.

This project will be completed in phases, with the first phase being completed by the City due to the urgency of the project. The first phase includes construction of a new well and booster station improvements at a cost of \$1,000,000. The second phase includes installation of two additional new wells, well house modifications, installation of raw water main, and modifications to the existing Water Treatment Plant at a cost of \$6,200,000.

Project Rationale

Having safe drinking water is of critical importance, making this project a priority for the community. While PFAS is considered an emerging contaminant, the fact that it is a "forever chemical" that never breaks down and bio-accumulates makes this situation extremely concerning. This project will address this issue and ensure safe drinking water for our residents.

Project Timeline

Design - May of 2024

Bid - January of 2025

Construction Begins - April of 2025

Construction Complete - May of 2026

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Sauk Rapids

Who will operate the facility?

City of Sauk Rapids

Who will use or occupy the facility?

City of Sauk Rapids

Public Purpose

The public purpose is providing safe drinking water for Sauk Rapids' residents and visitors.

Description of Previous Appropriations

Project Contact Person

Todd Schultz
Community Development Director
320-258-5315
tschultz@ci.sauk-rapids.mn.us

(\$ in thousands)

PFAS Abatement and Mitigation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$3,600	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,200	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,080	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,120	\$0	\$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	\$7,200	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

Mayhew Regional Sports Complex

AT A GLANCE

2024 Request Amount:	\$11,000
Priority Ranking:	2
Project Summary:	The City of Sauk Rapids is requesting \$11,000,000 in funding for the design and construction of infrastructure for the Mayhew Regional Sports Complex.

Project Description

Funding would be used for the design and construction of improvements to Mayhew Creek Regional Sports Complex in Sauk Rapids. The 120-acre park is already owned by the City of Sauk Rapids and upon ultimate buildout the improvements would add ten ball and multipurpose fields, batting cages, an outdoor ice skating rink and loop, an outdoor aquatic center, and roads/parking/utilities for the park. The City of Sartell and their partners intend to undertake the first phase of the project, including the initial road, stormwater ponding, and ballfields, as part of the match. State bond funds are sought to complete the remaining infrastructure as part of Phase 2.

The project will result in increased recreational opportunities for residents and visitors of all ages and interests. The planned improvements are being co-located next to the Sauk Rapids-Rice High School, which creates an opportunity to cost-effectively increase recreational access for students. This project will serve as the catalyst for additional investment in recreational amenities by the Sauk Rapids-Rice School District. This partnership between the City of Sauk Rapids and the Sauk Rapids-Rice School District is of great benefit to the students and residents of the St. Cloud region, as well as visitors that will come during tournaments and events.

Project Rationale

Local and regional benefits include increased access to recreation opportunities, the aquatic center in particular. This would be the only outdoor aquatic center in the St. Cloud region. Having this amenity be open to the public increases access for all, including families that may not otherwise be able to afford membership to a privately owned facility. Swimming lessons would be available at the facility, which is an important life skill for everyone. Additionally, the proposed park will host youth tournaments, which will positively impact the local hospitality-related businesses.

Project Timeline

- Phase 1 Design (matching portion)- Summer 2023
- Phase 1 Bid (matching portion) - January 2024
- Phase 1 Construction starts - May 2024
- Phase 2 Design - July 2024
- Phase 2 Bid - January 2025
- Phase 2 Construction starts - May 2025

Construction completed - November 2026

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Sauk Rapids

Who will operate the facility?

City of Sauk Rapids

Who will use or occupy the facility?

City of Sauk Rapids

Public Purpose

Public infrastructure to support regional recreational facilities.

Description of Previous Appropriations

Project Contact Person

Todd Schultz
Community Development Director
320-258-5315
tschultz@ci.sauk-rapids.mn.us

(\$ in thousands)

Mayhew Regional Sports Complex

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$11,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$11,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$22,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$18,700	\$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	\$22,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Quentin Avenue Railroad Bridge Replacements and Roadway Expansion	1	GO	6,638	0	0	0	0	0
Total Project Requests			6,638	0	0	0	0	0
General Obligation Bonds (GO) Total			6,638	0	0	0	0	0

Quentin Avenue Railroad Bridge Replacements and Roadway Expansion

AT A GLANCE

2024 Request Amount: \$6,638

Priority Ranking: 1

Project Summary: The proposed project would replace two railroad bridges and reconstruct Quentin Avenue to meet standards. The bridge over Quentin Avenue would be constructed to eliminate the one-lane roadway, provide vertical clearance of 14'6" and allow for efficient movement of traffic. Quentin Avenue would be reconstructed to an urban street section with trail section for pedestrian mobility. This project needs to be completed before MNDOT improves the intersection at Highway 13 and Quentin Avenue.

Project Description

Quentin Avenue is a collector street that connects Highway 13 and County Road 16. The roadway vertical clearance is 10'6" due to a railroad bridge that is located over Quentin Avenue. The required vertical clearance for urban areas is 14'6". The horizontal clearance at the railroad bridge is 23' and is skewed as to only provide one lane of traffic at a time. Quentin Avenue in other sections of roadway is a two-lane rural roadway with a gravel shoulder.

The project proposes to replace the two existing railroad bridges over Quentin Avenue (one over Quentin Avenue and the other over Credit River just west of Quentin Avenue) to meet minimum vertical clearance requirements that will allow truck and emergency vehicle access. Quentin Avenue would be improved to an urban section of roadway with curb and gutter and construction of dedicated turn lanes. The one lane roadway under the railroad bridge would also be removed for traffic mobility. Pedestrian facility will be constructed to allow multi-modal use of the roadway. Improvements to the intersections of CR 16 and Quentin will also be made for access and safety issues.

Project Rationale

In 2021, MnDOT in partnership with cities and counties completed a corridor study for Highway 13 from TH 101 to Nicollet Avenue in Burnsville. The TH 13 Corridor study evaluated improvements along TH 13. The intersection of Quentin Avenue and TH 13 was identified for improvement in the next 5-10 years. As access along TH 13 continues to be restricted, the Quentin Avenue intersection is and will continue to be a vital link within the City's transportation network. The average daily traffic for TH 13 is estimated to be 50,000-60,000 vehicles per day and is a major transport route for access to the Ports of Savage. Quentin Avenue is a vital link that provides access to TH 13 and continues to I-35 to the east and TH 169 to the west with an estimated daily traffic of 7,000-8,000 vehicles. The

limited vertical and horizontal clearance creates challenges for larger trucks and emergency vehicles. The restriction at Quentin Avenue and the railroad bridge causes accidents and impedes traffic; causing stoppage and maneuvers at the bridge that are unsafe and time consuming. This project needs to be completed before MNDOT improves the intersection at Highway 13 and Quentin Avenue. Unfortunately improvement projects are expensive and funding this project would be five times the City's normal annual General Obligation total. There are no State or Federal grant programs the City of Savage is aware of to assist a municipality replace a railroad bridge over a roadway or a river. Since this project would benefit Highway 13 and County Road 16, as well as Savage residents, it is appropriate to seek the State's and County's assistance.

Project Timeline

Proposed Schedule if funding is available:

Preliminary and Final Design: August 2023-November 2024
Project bidding: Dec. 2024-Jan. 2025
Bid Letting: Feb. 2025
Construction Starts: April 2025
Project Completion: October 2026

Other Considerations

The City of Savage did a local roadway study in anticipation of MNDOT's plan to improve the Highway 13 Corridor in Savage. The study showed MNDOT's plan to remove traffic signals and improvement to the intersection would see an increase of demand on Quentin Avenue. If the two bridges are not replaced, Quentin Avenue will not be able to handle the amount of demand predicted due to the one lane bridge. Therefore, to make the investments into Highway 13 to work the best, the railroad bridges should be replaced and Quentin Avenue.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Savage would own the roadway and railroad bridges. The railroad company would still own rights to the rail right of way.

Who will operate the facility?

The City of Savage would maintain the roadway and railroad bridges.

Who will use or occupy the facility?

As Quentin Avenue is a collector street and a major network connection between Highway 13 and County Road 16, it is anticipated that the roadway would serve a regional need and would be used by commuters from all areas.

Public Purpose

The one lane roadway restricts traffic and is not efficient for transportation, causing significant delays during peak hours. Quentin Avenue is forecasted to be the main connection between County Road 16 and Highway 13 after MNDOT's investment in Highway 13. When improvements are complete on TH 13, Quentin Avenue will serve regional needs for those accessing 169 and I-35 via TH 13.

Description of Previous Appropriations

The State approved \$800,000 of General Fund cash to the City of Savage to use for pre-construction design.

Project Contact Person

Seng Thongvanh
City Engineer
952-224-3419
sthongvanh@cityofsavage.com

(\$ in thousands)

Quentin Avenue Railroad Bridge Replacements and Roadway Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,638	\$0	\$0
General Fund Cash	\$800	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$2,162	\$0	\$0
County Funds	\$0	\$2,500	\$0	\$0
Other Local Government Funds	\$0	\$1,737	\$0	\$0
Other Funding	\$0	\$2,300	\$0	\$0
TOTAL	\$800	\$15,337	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$800	\$1,000	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$12,400	\$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	\$1,737	\$0	\$0
TOTAL	\$800	\$15,337	\$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
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STATUTORY REQUIREMENTS

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

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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Bliss Collector Wastewater Treatment Facility Improvements	1	GO	1,600	0	0	0	0	0
Total Project Requests			1,600	0	0	0	0	0
General Obligation Bonds (GO) Total			1,600	0	0	0	0	0

Bliss Collector Wastewater Treatment Facility Improvements**AT A GLANCE****2024 Request Amount:** \$1,600**Priority Ranking:** 1

Project Summary: Over the past 10 years, one of the four-ground monitoring wells surrounding the treatment system has consistently detected high nitrate + nitrite levels exceeding the Minnesota Department of Health (MDH) nitrate limit of 10 mg/L. Multiple minor modifications and repairs were made to try to address the issues, but ultimately none have been successful. This project will implement the required WWTF improvements as required by the NPDES permit to address the nitrate limit.

Project Description

The current system provides wastewater treatment for 79 residential homes in Scandia, MN, the number of residential homes is not expected to increase, and there will be no additional flow to this treatment site. The existing wastewater treatment is below grade and consists of three septic tanks in series followed by three sand filters. The effluent water from the sand filters is then pumped into a large drainfield. The existing treatment system has been unable to remove nitrate nitrogen to levels below the 10 mg/L limit set by both the facility's discharge permits (NPDES Permit No. MN0054119) and the Minnesota Department of Health (MDH). In order to lower nitrate nitrogen levels to below the permitted 10 mg/L, new treatment processes will be constructed upstream of the existing treatment system. The proposed treatment steps include the construction of a settling tank, equalization basin, aerobic nitrification reactor, anaerobic denitrification reactor, polishing tank, and a drainfield dosing tank. These processes will also be subsurface. These system additions, when combined with the existing treatment system, will be capable of reducing the total nitrogen in the effluent wastewater below 10 mg/L as required by the NPDES permit.

Project Rationale

In the past 10 years, one of the four-groundwater monitoring wells surrounding the treatment system has had an average nitrate concentration of 28.34 mg/L and a maximum concentration of 52.10 mg/L. These nitrate concentrations exceed the nitrate limit of 10 mg/L set by the Minnesota Department of Health (MDH). Multiple minor modifications and repairs have been made to try to address the issues, but ultimately none have been successful. This project will implement the required WWTF improvements necessary to address the issue of nitrate in the groundwater surrounding the facility and meet the NPDES permit requirements.

Project Timeline

Plans and specifications for the project are expected to be completed in Summer/Fall 2023. Depending on funding, the project would be bid in Fall 2023 or Fall 2024. Construction would take

place the following spring, either in 2024 or 2025.

Other Considerations

The Bliss Collector WWTF was constructed in 1986 and sits on a 7.3-acre lot. It is a soil-based subsurface sewage treatment system (SSTS). It consists of a gravity and pressure sewer collection system with two lift stations, three primary settling septic tanks in series totaling 7,500 gallons, one lift station for sand filter dosing, three 15,000-square foot sand filters, one lift station for infiltration trench dosing, and three infiltration trenches with 1,210 feet of trench each. In general, the Bliss WWTF is in fair condition. The expected lifespan of a treatment system like this is only 20-25 years; however, this system is over 35 years old.

A series of new restrictor plates were added to the splitter boxes of the drainfield in 2020 to try and force the incoming flow to be more evenly spread throughout the drainfield laterals. This was done because an investigation revealed that the ground was accepting flow at a faster rate than was likely anticipated by the system designers. In addition, the city replaced the old, non-functional flow meters on the effluent lines directed towards each of the three infiltration trenches in order to record the proportion of treated wastewater distributed to each trench.

Impact on State Operating Subsidies

This project will have no impact on State Operating Subsidies.

Who will own the facility?

The City of Scandia will continue to own Bliss Wastewater Treatment Facility.

Who will operate the facility?

The City of Scandia will continue to operate the Bliss Wastewater Treatment Facility.

Who will use or occupy the facility?

The Bliss Collector Wastewater Treatment Facility currently treats wastewater from approximately 79 residential homes. No additional services are being connected to this facility. The proposed treatment improvements will not affect the system's existing usage.

Public Purpose

The City of Scandia is doing this project to provide the adequate ability to treat the municipal sewage to the requirements set by the NPDES Permit No. MN0054119. Groundwater is Minnesota's most common drinking water source, and this project will benefit all areas and townships with groundwater downgradient of the Bliss WWTF.

Description of Previous Appropriations

None.

Project Contact Person

Kyle Morell
City Administrator

651-433-2274

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(\$ in thousands)

Bliss Collector Wastewater Treatment Facility Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$1,600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$173	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$1,427	\$0	\$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	\$1,600	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Louisville Regional Trail Corridor	1	GO	7,267	0	0	0	0	0
Total Project Requests			7,267	0	0	0	0	0
General Obligation Bonds (GO) Total			7,267	0	0	0	0	0

Louisville Regional Trail Corridor

AT A GLANCE

2024 Request Amount: \$7,267

Priority Ranking: 1

Project Summary: Scott County requests \$7.2 Million in state funds to design and construct 4.3 miles of multi-use trail, including elevated boardwalks over wetland and lake areas, to close the existing gap in the regional trail system in northern Scott County. This project will link the Merriam Junction Regional Trail (connecting Scott and Carver Counties) to the Big Woods Regional Trail in Scott County and connect the communities of Shakopee, Prior Lake, and Louisville Township.

Project Description

The Louisville Regional Trail Corridor project is located in Scott County in Louisville Township, about 30 miles southwest of downtown Minneapolis. The trail project completes an initiative to build a multi-use, accessible destination trail connecting the Merriam Junction Regional Trail to the Big Woods Regional Trail. The project builds on the planning of a regional trail master plan and the completion of a segment of trail over Highway 169, a significant barrier in Scott County. The trail corridor initiative was identified as a need in both the 2030 and 2040 Scott County Comprehensive Plans. The trail will close a gap to create a 20-mile regional trail network loop that traverses both Scott and Carver Counties (with access to Hennepin County) and will build on existing opportunities created by the Merriam Junction and Big Woods Regional Trails to link the communities of Shakopee, Prior Lake, Chaska, Chanhassen, Carver, and Louisville Township. There are limited bike and pedestrian connections in this part of the southwest metropolitan area due to the barrier presented by the Minnesota River. The proposed trail project builds upon these critical existing river crossing connections by expanding access to these crossings and completing a continuous loop between them on both sides of the river, which greatly enhances recreational (and transportation) opportunities and connections along and across the Minnesota River Valley.

This section of trail is the final regional trail connection in northern Scott County, closing the gap between the Merriam Junction and Big Woods Regional Trails which anticipates between 129,000 and 250,000 annual user visits. Both of these regional trails provide a connection to and across the Minnesota River Valley and to the rest of the regional trail system. These key connections, along with Louisville Township’s proximity to the Twin Cities Metro area to the northeast and the regional center of Mankato to the south, make this proposed trail of regional and statewide significance.

The trail project supports bike and pedestrian access from across the western metropolitan area to public and private outdoor recreation venues that have a statewide draw. Scott County is home to some of the Midwest’s largest and most vibrant attractions and festivals. Major entertainment, historical, and scenic destinations include Canterbury Park (horse racing), Severs Fall Festival, Scott County Fair, Mystic Lake Resort and Casino, Shakopee Mdewakanton Sioux Community Hockokata Ti

Cultural Center, Minnesota Renaissance Festival, Minnesota River Valley National Wildlife Refuge, Valleyfair Amusement Park, and The Landing-Minnesota River Heritage Park. Each year more than 10 million visitors come to the unique attractions and world-class festivals located in Scott County. All these major attractions are located near the Louisville Regional Trail Corridor. The proposed trail will support bicycle day trips to these destinations as well as the public wildlife and recreational lands and historic downtowns along the Minnesota River, enhancing economic development and tourism opportunities.

The local share of the project will be funded with county and other funds (may include funding from the Metropolitan Transportation Advancement Account (HF 2287) which was passed in the 2023 legislative session to support the remaining cost of the project).

Project Rationale

By connecting the Minnesota River Bluffs Regional Trail in Carver County via the Merriam Junction Regional Trail to the Scott County Regional Trail Network, the project will eliminate a gap in the Regional Bicycle Trail Network. Eliminating this barrier would create significant travel time savings and creates a safer corridor for bicyclists and pedestrians. This project will develop the final 4.3 miles of multi-use trail, including a boardwalk over wetland and lake areas in a 20-mile loop connecting to Carver and Hennepin Counties. The proposed trail is also a vital corridor connecting the communities of Shakopee, Prior Lake, and Savage to greater Scott, Carver, and Hennepin Counties.

Housing in Louisville Township and neighborhoods north of the project area in the City of Shakopee and Prior Lake will gain access to the trail once constructed. Manufactured home communities are located north of the project area which has a higher concentration of minority populations, low-income, and senior residents. The trail will provide access to recreational opportunities and a connection to goods, services, jobs, entertainment venues, and other amenities in the City of Shakopee, Prior Lake, and the Shakopee Mdewakanton Sioux Community. Louisville Township is above the regional average and growing in the percentage of the population in poverty and population of color. Approximately 13.14% of the residents identify as Black, Indigenous, and/or people of color, a 12% increase since 1990. 8% of the population identifies as Hispanic or Latino, which is higher than the regional average. 15.2% of the population lives below the poverty level. Additionally, 20.8% of the population is over the age of 62, almost double the rate for Scott County. All of these population groups would benefit from safe bicycle and pedestrian infrastructure, enhanced connections to other communities and job centers, and nearby recreational opportunities. By 2040 Scott County is expected to see continued growth, adding 22,030 households between 2020 and 2040 according to a Commercial/Industrial Analysis for Scott County which was conducted by an independent research company in 2016. Constructing the trail now will be an added local, regional, and state benefit to future developers, residents, and employers.

With the construction of the Louisville Regional Trail connecting to the greater regional trail network, the project will support local businesses and will provide a non-motorized transportation alternative for residents living in the area. Visitors utilizing the trail would contribute to the economic growth of Scott County. With the increase in trail use, there is an economic gain from increased visits to local businesses and the dollars spent will go directly back into the local economy.

The Shakopee Mdewakanton Sioux Community (SMSC) has been extensively involved in the planning and implementation of trails in Scott County and is a supporter of the County's regional trail efforts. As a majority landowner of the trail right of way, it is anticipated that will be working cooperatively

with the County on the Louisville Regional Trail project.

Project Timeline

Preliminary Design/ Environmental: July 2024- September 2025
Final Design: October 2025- September 2026
Right of Way Acquisition: October 2025- August 2026
Bidding and Award: Fall 2026
Construction 2027-2028

Other Considerations

Quality of Life is a primary purpose of the project. A goal of Scott County’s 2020-2025 Strategic Plan is to provide Safe, Healthy, and Livable Communities and these values will be supported by the Louisville Regional Trail Project. According to the 2040 Scott County Resident Survey, “25% of respondents felt the biggest barrier to active living in Scott County is the lack of trails.” The project will reduce the barrier to active living and will support a safe, accessible, healthy, free, and active transportation alternative for all residents.

Impact on State Operating Subsidies

None

Who will own the facility?

Scott County

Who will operate the facility?

Scott County

Who will use or occupy the facility?

This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers access to many populations. With relatively flat grades, there is ample opportunity for trail visitors of all abilities to use the trail. The project will provide paved ADA access which does not exist today, benefiting people with disabilities and the elderly with access to something that they did not have access to before. This project also provides a healthy alternative to vehicle use in Scott County. Ensuring recreational opportunities are affordable and accessible (by various modes of transportation) to all citizens is an existing Scott County initiative. Scott County is committed to providing trail access to all uses therefore there will be no fee charged for utilizing the trail. The proposed trail will serve regional and statewide recreational users by supporting bicycle day trips to several entertainment destinations as well as the public wildlife and recreational lands and historic downtowns along the Minnesota River.

Public Purpose

The regional trail development will provide recreational and transportation opportunities for residents and visitors in Scott County and beyond. Completing the existing gap in the regional network will allow visitors to come to Scott County without having to utilize vehicular transportation.

Description of Previous Appropriations

None

Project Contact Person

Lisa Freese
Transportation Services Director
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lfreese@co.scott.mn.us

(\$ in thousands)

Louisville Regional Trail Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,267	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$7,266	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$14,533	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$1,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,020	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,513	\$0	\$0
TOTAL	\$0	\$14,533	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
U.S. Highway 169 CR 4 Rural Safety and Mobility Interchange Project	1	THB	15,000	0	0	0	0	0
Total Project Requests			15,000	0	0	0	0	0
Trunk Highway Bonds (THB) Total			15,000	0	0	0	0	0

U.S. Highway 169 | CR 4 Rural Safety and Mobility Interchange Project

AT A GLANCE

2024 Request Amount: \$15,000

Priority Ranking: 1

Project Summary: Sherburne County requests \$15 million in state funds for the US 169 Rural Safety and Mobility Interchange Project for construction, engineering and land acquisition. The project will eliminate the last signal along a 75-mile stretch of US 169 and will reconstruct approximately one mile of US 169, from a rural four-lane undivided highway to a four-lane divided expressway and construct a grade-separated interchange with roundabouts at County State Aid Highway (CSAH) 4 ramps.

Project Description

With a total cost of \$57 million, the proposed project will focus on safety and operational improvements that will improve reliability, accommodate planned long-term growth, improve bicycle and pedestrian connectivity, and connect rural communities in the Greater Central Minnesota Region to economic opportunities in the Twin Cities Metropolitan Area. The project will minimize right-of-way impacts to residences along US 169 and impacts to wetland resource. The interchange includes a tight ramp configuration along US 169. The interchange includes a multimodal trail facility that improves pedestrian and bicyclist safety by constructing a dedicated trail facility allowing for navigation of the existing highway barrier.

This project will improve accessibility and mobility to rural Minnesota, areas of recreation, BIPOC communities, disadvantaged areas and farm to market freight. 63% of trips thru this intersection begin or end in the Twin Cities, proving the critical connection. It will also improve safety and provide consistent expectations for drivers by removing the last existing signal along this 75-mile stretch of US169. This should be the last major remaining project, completing decades of work beginning with the construction of the TH101 expressway between I-94 and US10 starting in the early 1990s.

This intersection has the 2nd highest crash costs in the entire state and 5 times the crash rate and 6 times the crash severity. By separating the high-speed, regional trips from the other local trips and ped./bike movements with an interchange, this will eliminate virtually all major crashes and drastically improve safety. This project will also improve travel-time reliability for freight, commuters and recreational traffic to/from Central MN.

The interchange will improve local connectivity for all modes, including the non-vehicular modes, along with improved access to promote job growth specifically with the construction of this project and future area commercial/industrial developments. This project will separate the 70+ mph traffic and the pedestrian conflicts that currently exist while also allowing better access for non-vehicle owning individuals.

It will also improve the local and state economy. As previously state, this is a major freight corridor with 76 of the 87 counties traveling this route every day. Additionally, we expect an immediate boost by creating nearly 500 construction-related positions, while many local developers provide support letters for the new interchange. Reduced congestion at the existing signal will improve air quality in the area estimated to be a direct saving of \$570,101 directly related to improved emissions and air quality.

US169 is a divide for Zimmerman. The existing US169/CR4 intersection lacks safe trail/sidewalk facilities, resulting in a pedestrian fatality last year. Crossing US169 is dangerous and difficult, especially for children and those with limited mobility. We will incorporate a dedicated multi-use trail/sidewalk facility to cross US169 and separate pedestrian traffic from high-speed truck/car traffic. It will provide a critical trail linkage between the east and west areas of the City of Zimmerman that are bisected by US169. The proposed trail crossing US169 will connect Grams County Park to Zimmerman's downtown commerce and the Great Northern Trail regional trail network.

With major congestion at the signal, regional and freight traffic avoid the intersection by rerouting thru residential neighborhoods and multiple school zones. We need to keep the right trips on the right road.

Project Rationale

Challenge 1: Safety

Vehicular and pedestrian safety is a major concern for Minnesotans navigating the US 169/CR 4 intersection. According to 5-year crash history data collected between 2015-2019, the US 169/CR 4 intersection is ranked by MnDOT as the 2nd most unsafe intersection in central Minnesota. There were 101 recorded crashes at this intersection, a rate of more than five times the statewide average crash rate and six times the statewide average serious crash rate. Additionally, the area has very limited bicycle and pedestrian facilities.

Solution: This project will address safety issues by:

- ‡ Replacing the signalized US 169 and CR 4 intersection with an interchange, overpass, and frontage road. The improvements will reduce the number and severity of crashes in this area by lessening congestion, removing the need to stop while travelling at high speeds.
- ‡ Removing seven at grade access driveways to US 169 and improving the access points at 255th Avenue and 269th Avenue to provide left turn lanes and only allow right turns onto US 169, reducing traffic crossing US 169.
- ‡ Installing two roundabouts on CR 4 at the intersection with the US 169 on/off ramps and one at the CR 4 and 2nd Street E intersection, allowing safe and free flow of traffic on and off US 169.
- ‡ Constructing a roundabout at the intersection of CR 4 and 2nd Street East in Zimmerman.
- ‡ Reconstructing the roadway with wider shoulders and rumble strips, which will help to reduce single vehicle run off the road crashes.

Building a multimodal trail crossing under US 169 on both sides of CR 4 that provides separated walk/bike facilities with limited pedestrian and vehicle conflict points connecting Zimmerman to east of US 169. These improvements will also separate pedestrians

Challenge 2: Congestion

Currently, US 169 through the City of Zimmerman oftentimes sees mile-long backups, especially during AM and PM peak hours. The signal at the intersection between US 169 and CR 4 is the last remaining traffic signal on the 75-mile section of US 169 between the City of Rodgers and Millie Lacs. It creates stop and go traffic that exacerbates congestion issues along the corridor. With forecasted traffic volumes anticipated to increase from 50,000 vehicles per day to 75,000 vehicles per day by 2045, these delays and incidences of crashes are expected to worsen without improvements.

Solution: The signalized intersection will be replaced with a grade separated single point urban interchange (SPUI), making US 169 a signal-free corridor, allowing traffic to flow freely through Zimmerman without having to stop at the traffic signal, and eliminating the need for vehicles to queue at the traffic signal during peak travel times.

Challenge 3: Truck and Freight Travel

US 169 has been identified in numerous local, statewide, regional, and national plans as a key freight corridor. Approximately 3,950 trucks navigate US 169 through Zimmerman daily, accounting for about 14 percent of total traffic. Freight mobility on US 169 is severely impacted by the existing geometrics of the roadway, limiting the ability for trucks to safely navigate the intersection. Poor roadway conditions and congestion caused by the signal often limit their ability to transport goods in a time efficient and high-quality manner and causing delivery drivers to travel at reduced speeds.

Solution: Replacing the signalized intersection with an interchange will allow freight to pass through the City of Zimmerman without stopping. The existing problematic turning radii will be eliminated by installing on and off ramps, with appropriate acceleration/deceleration lanes, which will allow large trucks to easily enter and exit US 169 at the CR 4 intersection. Finally, this section of US 169 will be reconstructed, returning the facilities to new condition, facilitating a smoother driving experience, and reducing damage to cargo.

Project Timeline

Currently, the project is in final design with a value engineering study having been completed and approval from MnDOT's Geometric Design Standards Unit (GDSU). Property acquisition has been minimize and identified. Property appraisals are complete with property acquisition process having

begun in Nov. 2022. We anticipate a Fall 2024 project bid with major work beginning early spring 2025, assuming construction funding is obtained.

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The respective agencies will own and maintain their respective infrastructure. MnDOT will own and maintain the US 169 infrastructure and items contained within their state highway right of way. Sherburne County will in turn own and maintain the CSAH 4 infrastructure and items contained within their county highway right of way. The City of Zimmerman will own and maintain the city street infrastructure and items contained within their city road right of way.

Who will operate the facility?

The respective agencies will operate their respective infrastructure. MnDOT will operate the US 169 corridor and items contained within their state highway right of way. Sherburne County will in turn operate the CSAH 4 corridor and items contained within their county highway right of way. The City of Zimmerman will operate the city streets and items contained within their city road right of way.

Who will use or occupy the facility?

The public. All modes of transportation, passenger vehicles, commuters, freight, recreational vehicles, people who bike and walk, ...

Public Purpose

Project Purpose The Purpose of the Highway 169 and County Road 4 Rural Safety and Mobility Project is to improve vehicle mobility and safety for all users of the highway, including freight, while also ensuring access to the City of Zimmerman and businesses and enhancing walkability and bikeability within the study area.

Project Goals · Safely accommodate all users (motor vehicles, freight, transit, pedestrians, bicyclists) · Provide efficient and reliable mobility and access for all modes of travel, from daily commuters to recreational tourists · Develop plans for a connected and recognizable community · Design resilient infrastructure improvements compatible with the natural and built environment · Keep the public and partners engaged at each step toward realizing the vision · Serve the commercial land uses with a transportation network that promotes economic viability

Description of Previous Appropriations

Previous State Appropriation for Design, Property Acquisition and \$9.7M for the local road construction in conjunction with the interchange on US 169 and CSAH 4. To date, no state funds have been provided for the trunk highway system.

Project Contact Person

Andrew Witter

County Engineer
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andrew.witter@co.sherburne.mn.us

(\$ in thousands)

U.S. Highway 169 | CR 4 Rural Safety and Mobility Interchange Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$9,700	\$0	\$0	\$0
General Fund Cash	\$2,000	\$0	\$0	\$0
Trunk Highway Bonds	\$2,000	\$15,000	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$2,826	\$0	\$0
Non-State Funds Already Committed				
Federal Funds	\$7,000	\$0	\$0	\$0
City Funds	\$2,000	\$0	\$0	\$0
County Funds	\$7,674	\$0	\$0	\$0
Other Funding	\$2,000	\$0	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$7,000	\$0	\$0
TOTAL	\$32,374	\$24,826	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$2,200	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,800	\$5,430	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$28,374	\$16,671	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,725	\$0	\$0
TOTAL	\$32,374	\$24,826	\$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?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Shorewood Park Sanitary District Sewer Expansion	1	GO	2,300	0	0	0	0	0
Total Project Requests			2,300	0	0	0	0	0
General Obligation Bonds (GO) Total			2,300	0	0	0	0	0

Shorewood Park Sanitary District Sewer Expansion

AT A GLANCE

2024 Request Amount: \$2,300

Priority Ranking: 1

Project Summary: This \$2,300,000 project proposes to extend a sanitary sewer collection system around part of Rush Lake and connect homes on the lake to Shorewood Park SSD's existing sewer system that have failing or noncompliant septic systems polluting Rush Lake. We are planning to add an additional pond and/or alum treatment to reduce phosphorus levels discharged downstream to clean other water bodies including the Rush Creek and the St. Croix River, Rush Lake's outlet.

Project Description

This \$2,300,000 project proposes to extend a sanitary sewer collection system around part of Rush Lake (Chisago County) and connect homes on the lake to Shorewood Park SSD's existing sewer system where many have failing septic systems which are polluting Rush Lake, Rush Creek and ultimately the St. Croix River (outlet of Rush Lake). The project includes an additional pond and/or alum treatment system to reduce phosphorus discharged to downstream water bodies. Funding is proposed to be from these sources;

- Bonding Bill in the form of a direct appropriation
- Stimulus Funding – we are shovel ready
- PFA grant and low interest loan -Assessments
- User charges -Sewer Access Charge

The project is in the Lower St. Croix River Watershed on the eastern shore of East Rush Lake in Chisago County. Rush Lake feeds directly into the St. Croix River through Rush Creek, its major outlet. Improving Rush Lake will benefit the entire metro area as well as southeastern and east-central Minnesota due to the lake’s impact on the St. Croix and Mississippi rivers. Rush Lake is the largest lake in the I-35 corridor between Forest Lake and Lake Superior and is one of the major fishing and recreational lakes close to the north metro area. It is a popular fishing destination year-round, with several ice fishing and summer fishing tournaments held every year.

The public boat launches are filled with visitors from the Twin Cities and a wide area of Minnesota all summer. The lake is also popular for swimming, boating, water skiing, personal watercraft, and watersports of all kinds. Completing the SPSD expansion is the key first step toward a full restoration of Rush Lake. Over time hundreds of homes in other neighborhoods around the lake could eventually hook up to community systems—thus eventually eliminating a major hazard to the Lower St. Croix River Watershed.

Project Rationale

This project is desperately needed to eliminate 23 failing or non-compliant septic systems that are currently discharging partially treated sewage into Rush Lake. The homes along the lake are too small to construct a new drainfield or mound, and therefore have been forced to use a holding tank. Implementation of this project will greatly improve the water quality of Rush Lake, Rush Creek and the St. Croix River, Rush Lake's outelt. This project is #36 on MPCA's critical projects. The project also plans to add an additional pond and/or alum treatment to reduce phosphorus levels discharged to downstream water bodies.

Project Timeline

SEWER DISTRICT EXPANSION

- Prior planning studies/effort – Started 2018 COMPLETE
- Petition to expand District – COMPLETE 2018
- District Expansion by attorney – COMPLETE 2019
- Public Hearing – COMPLETE June 2019
- Summit info to State, District is formally expanded by State – COMPLETE January 2020

FUNDING

- Meeting with legislators – Ongoing since January 2019
- Funding Apps; RD, PFA, Small Cities, Special Legislation, stimulus funds - Ongoing since March 2020
- Facility Plan Pre -design - COMPLETE March 2020
- Public Hearing - COMPLETE February 2020
- Obtain grant dollars for project – In progress

DESIGN

- Survey, Geotech - June 2020
- Easements, potential land acquisition - June 2020
- Project Design – Complete August 2020
- Project Design – Complete July 2020
- Permitting – August 2020
- MPCA Review Plans – September 2020
- Bidding/Contractor award – September 2020 – September 2021

CONSTRUCTION PHASE

- Construction – October 2023 – June 2024
- Project start-up - June 2024 – July 2024

Other Considerations

To date the 23 homeowners have spent \$128,000 of their own money to start the project. Funding is the only item delaying this project from implementation; Planning, legal, design, engineering are complete. Construction remains for this project, we are shovel ready. Construction could begin immediately if remaining monies are obtained through state appropriation. This project is of size and scope that may be accomplished by smaller local contractors, creating local jobs. This critical project is cost prohibitive and cannot proceed without outside funding. Plans for the additional pond/alum treatment system are TBD.

Impact on State Operating Subsidies

Homeowners have already spent \$128,000 or thier own money or \$5,600 per home to complete project planning, design and engineering. We are currently shovel ready, could begin immediately. The cost of construction is cost prohibitive without funding.

Who will own the facility?

Shorewood Park Sanitary Sewer District– an existing legal entity established in 1982 operating for

over 40 years serviceing 100 current homes.

Who will operate the facility?

Shorewood Park Sanitary Sewer District

Who will use or occupy the facility?

The residents within the Shorewood Park Sanitary Sewer District and residents of the new expansion area. Benefits to many who use and enjoy Rush Lake.

Public Purpose

The project is critical to the water quality of Rush Lake, Rush Creek, and the St. Croix River due to failing private septic systems. Rush Lake and Rush Creek have been on MPCA’s Inventory of Impaired Waters since 2002 due to nutrient load and elevated phosphorus levels. In 2010 unacceptable E. coli levels was added for Rush Creek. Rush Lake is No. 36 on the MPCA’s Project Priority List of 231 critical projects. The expansion of 23 homes is key to a restoration of Rush Lake water quality.

Description of Previous Appropriations

None

Project Contact Person

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Representative of the Shorewood Park Sanitary District
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(\$ in thousands)

Shorewood Park Sanitary District Sewer Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,300	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$2,300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$40	\$0	\$0
Design Fees	\$0	\$80	\$0	\$0
Project Management	\$0	\$80	\$0	\$0
Construction	\$0	\$2,100	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,300	\$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?	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?	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?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Mill Street Trail and Watermain	1	GO	2,050	0	0	0	0	0
Total Project Requests			2,050	0	0	0	0	0
General Obligation Bonds (GO) Total			2,050	0	0	0	0	0

Mill Street Trail and Watermain

AT A GLANCE

2024 Request Amount: \$2,050

Priority Ranking: 1

Project Summary: This request is for 50% of \$4,100,650 project for a new trail to be constructed along the east side of Mill Street and to add a watermain to provide access to city water in an area where most homes have private wells. The City of Shorewood has been working with the cities of Chanhassen and Excelsior as well as Hennepin and Carver counties to complete the connection from Chanhassen into Excelsior. This request is to help fund Shorewood's portion of the project.

Project Description

In 2011, the City of Shorewood identified this segment of Mill Street as an important trail corridor and included it in the City's trail plan and indicated it was a priority 1 trail. In 2013, the City completed a feasibility study for the trail which identified the trail corridor's likely costs and limitations. Due to the cost and limited likelihood of success without the cities of Excelsior and Chanhassen also involved, the project did not proceed immediately. In 2019, the City of Excelsior began a similar feasibility study and Shorewood, Chanhassen, Hennepin County and Carver County were supportive of their efforts and intended to construct our segment at the same time. Through the COVID pandemic, the trail project was again delayed due to limited ability to engage the public.

For the last year, the project has been engaging residents and the public has been very supportive of the trail. Over 800 people came to in-person open houses and/or virtual meetings to discuss the trail corridor. The overwhelming majority were 55331 residents. The respondents were asked to choose between two different layouts and the most favored option includes a 10-foot trail for pedestrians and more hesitant bikers and roadway improvements to include bikeable shoulders for commuters. The trail and the watermain are both included in the city's capital improvements program.

The trail would connect the residents of Chanhassen and Shorewood to the City of Excelsior and the activities and events that are available in the downtown area as well as connecting Shorewood and Excelsior residents to the City of Chanhassen and the trails and activities that are available there. This trail corridor would also provide an important connection with the Lake Minnetonka LRT Regional Trail. Residents have also noted that they have limited safe opportunities to walk along Mill Street as the traffic speeds are fast and the corridor is built to rural standards. As two schools are located in the vicinity (St. Johns and Excelsior Elementary) this trail segment is an important route for safe access to schools. St. Johns is located on Mill Street and Excelsior Elementary is located west of the project and would connect to the Mill Street trail using City of Excelsior sidewalks.

As this project would disrupt the neighborhood, the City of Shorewood proposes to include the

installation of a watermain to provide municipal water to the adjacent homes that are currently on wells. The City of Shorewood typically extends watermain as streets are reconstructed, but as this is a County Roadway and one that was recently reconstructed. Consequently, outside of this trail project, the opportunity to install the watermain will not occur again in the short-term.

The trail and watermain would extend about 2,500 lineal feet (approx. 1/2 mile) through an area of existing homes. Shorewood's cost for this project is estimated at about \$4,100,650. The trail right-of-way acquisition is estimated to cost \$187,096, trail construction would cost about \$1,004,831 and watermain construction would likely cost \$2,908,723. These are the City of Shorewood's estimated contributions to the trail project and the watermain is solely at Shorewood's cost. The city will be partnering with the city of Excelsior and Hennepin County for grants, like the DNR's trail connections grant and the safe routes to school grant, but the city's share of these grants will be a percentage of the total grants awarded. Other funding sources are the City's watermain enterprise fund and the general revenues. Municipal consent for the project is anticipated in August after additional public input is received. A resolution will be provided at that time

Project Rationale

The City of Shorewood was generally developed and constructed before trails or sidewalks were considered an asset. There are few sidewalks or trails in the community and retrofitting them along roadways is a challenging and costly action even when residents are in favor of the project.

In the last decade the residents of Shorewood have identified and prioritized streets where trails should be added. Most of the trails proposed provide an important connection for the city's neighborhoods with area amenities and services, like Excelsior's downtown, parks, schools and neighborhood retail.

This trail corridor provides an important connection between the cities of Chanhassen, Excelsior and Shorewood adjacent to Hennepin and Carver County trails. Having the trail connection between the cities opens up a number of opportunities for the residents living in all three cities and beyond. Additionally, this trail segment would allow for off-street pedestrian access to two schools (St. Johns and Excelsior Elementary) and the Lake Minnetonka Regional LRT trail which runs through both Excelsior and Shorewood and connects Shorewood with many adjacent cities.

The City of Shorewood provides municipal water to about 1/2 of its total residents. Including watermain into this project would avoid costlier installation as a separate project in the future which would necessarily disturb the constructed trail. It would also provide watermain in an area where municipal water has not yet been extended or available.

Project Timeline

This trail and watermain is included in the City's capital improvements plan for the years 2024 and 2025. Right-of-way acquisition for the project will commence in 2024 and will likely take several months to complete. Construction is anticipated to begin in June of 2025 and be completed by October. Some landscaping or other restoration may need to be completed or enhanced in the spring of 2026.

Other Considerations

Impact on State Operating Subsidies

Operating dollars will not be requested for this project.

Who will own the facility?

Construction of the trail and watermain would be within right-of-way and/or new easements which would be granted to both Hennepin County and the City of Shorewood. If needed for purposes of this bonding request, Hennepin County would also provide a ground lease for the trail to Shorewood. All maintenance and reconstruction of the portion of the trail corridor will be the responsibility of the City of Shorewood. The watermain will be owned by the City of Shorewood.

Who will operate the facility?

After construction, the City of Shorewood would operate and maintain the trail and watermain.

Who will use or occupy the facility?

The trail will be fully accessible by the public, whether they are residents of Shorewood or not. The watermain would be used by the adjacent Shorewood residents.

Public Purpose

The public purpose of this trail would be to provide intercommunity connections between the amenities in all three communities with the largest segment of the trail constructed in Shorewood. The public purpose of the watermain is to provide municipal water to residents who are currently served by private wells. The watermain would provide consistent water supply that is routinely tested for unhealthy substances.

Description of Previous Appropriations

None.

Project Contact Person

Marie Darling
Planning Director
952-960-7912
mdarling@ci.shorewood.mn.us

(\$ in thousands)

Mill Street Trail and Watermain

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,050	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$2,051	\$0	\$0
TOTAL	\$0	\$4,101	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$187	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$392	\$0	\$0
Project Management	\$0	\$391	\$0	\$0
Construction	\$0	\$3,131	\$0	\$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	\$4,101	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Road & Utility Improvement Project - Phase 1	1	GO	6,343	6,343	6,343	0	0	0
Total Project Requests			6,343	6,343	6,343	0	0	0
General Obligation Bonds (GO) Total			6,343	6,343	6,343	0	0	0

(\$ in thousands)

Road & Utility Improvement Project - Phase 1**AT A GLANCE****2024 Request Amount:** \$6,343**Priority Ranking:** 1

Project Summary: \$6.343M for Phase 1 to be used for design/engineering and reconstruction of city streets, underground utilities (water mains, sanitary sewer, & storm sewer), curb/gutters, individual service lines, pedestrian ramps for ADA compliance, sidewalks, & approaches within the Right of Way. Total Project Cost for Phase 1 is \$12.686M.

Project Description

The City of Silver Bay's consulting engineers, Bolton & Menk, Inc. completed a full assessment of city streets. They reviewed and estimated costs by individual street on a block-to-block basis. The assessment was to identify road conditions and set forth a plan for prioritizing repairs. All roads were identified as poor to very poor with full reconstruction recommended for all streets, as they have deteriorated past the point of maintenance being effective. Costs were subtotaled by City Streets and County Roads. State Aid Highways (CSAH) road were not included. The total cost of the project, based upon current 2023 estimates, is \$54.1M. No inflation costs were included. The City used MMB inflationary costs to determine the requested to determine costs for 2024 and subsequent years 2026 and 2028.

The City-wide street improvement project has been broken out into 5 Phases. Each phase is estimated to complete approximately 2.8 miles of roadway, for a total 14 miles. This plan is based upon the contractors ability to complete in a 2-year construction cycle (1.4 miles/year). Total project completion of the full five phases would take over 10 years to complete. The City is requesting \$6,343,000 for Phase 1, but also includes Phase 2 and Phase 3 over the full 2024-2028 bond cycle. Based upon the financial analysis conducted by David Drown of David Drown & Associates, a public financing company, and taking into consideration of MMB's inflationary factor, the city would need \$6,343,000 per each bond cycle (2024, 2026, & 2028) to complete 3/5 (60%) of the streets. This would be a total investment by the state of just over \$19M during the full 2024-2028 bond cycle.

Total Project Costs for Phase 1, including MMB Inflationary Factor, is \$12,686,000.

Funds would be used to complete the following for each phase:

1. Engineering - includes predesign, final design, construction documents, bidding, and construction management through completion.
2. Construction - includes the full reconstruction of streets to include subgrade, aggregate base, and pavement; full replacement of storm sewer; replacement and/or lining of sanitary sewer; replacement of water mains; replacement of individual sewer and water services within right-of-way of project areas; replacement of curb and gutter; installation of pedestrian ramps for ADA compliance; replacement of sidewalks and approaches within the city right-of-way; and boulevard

repair.

Funding for this project will include the following:

1. City Assessments on the property owners - estimated at \$8,000/property
2. City Tax Levy
3. City Water Revenues and Reserves
4. City Sanitary Revenues and Reserves
5. City Storm Sewer Revenues and Reserves
6. State Grant Funding (this application)

The City intends to bond up front for each phase of the project and pay the debt through the city uses as stated above over a 15-year period of time. The State Funds will be matched by local funding on a 1:1 match.

Project Rationale

Silver Bay is Unique. The entire community was preplanned as an integrated community as a whole and was built and developed within a condensed period of time (3-5 years), during the development of Reserve Mining Company. All roads and infrastructure were built at the same time in the 1950's and it has now deteriorated at the same time. Typical communities are built over longer periods of time, which allow for maintenance and replacement of infrastructure to be staggered. In addition, Silver Bay is the only community in the State of MN that the entire community has been placed on the eligibility list for historic preservation due to the Reserve Mining Company Environmental Case, which adds to our community's uniqueness. The City intends to replace roadways and infrastructure in phases over a 10 year period in order to stagger future maintenance of streets, similar to typical communities.

Silver Bay is, for the most-part, a financially healthy small city; however, it does not have the financial health to carry a project of this magnitude nor do we have the depth and/or breadth of resources. The City has lower than average commercial & industrial properties, but higher than average of non-taxable properties, which includes the MN Veteran's home. The city has a higher than average tax rate as well, due to the lower property valuations. Based upon the public financing analysis that was completed, the maximum amount the City would be able to incur, where bonds could actually be sold, is about \$6,000/capita (non-utility debt). This means the maximum project our community could sustain, taking into consideration special assessments, tax levy increase, use of water revenues/reserves, use of sewer revenues/reserves, and the use of stormwater revenues/reserves is about \$30 million, which averages about \$6 million per phase.

Financial Disparity. The Census Tract where Silver Bay is located was designated by the MN Governor as an Opportunity Zone. This means that investment is encouraged due to the lower incomes of this area. Silver Bay's incomes are below County and State averages. Furthermore, Silver Bay's demographics show a higher elderly population on fixed incomes along with a high amount of population approaching retirement. The financial analysis that was completed took into consideration what the average assessment for property owners in other communities were and the regulations of MN Statutes Chapter 429 in order to make it fair and reasonable to residents and businesses of Silver Bay. The amount identified to be assessed, that the owner would benefit from, is reasonable, is feasible/affordable, and would likely be sustainable if challenged in court, is approximately \$8,000 per property.

Streets are the residents and businesses number one request. During the Comprehensive and Capital

planning efforts in 2014, public surveys, public meetings, and stakeholder meetings were conducted and a top priority result was to repair the city's streets. In 2015, the City Council adopted its Comprehensive and Capital plan and began planning for infrastructure improvements. In 2017, a street assessment was completed but unfortunately, the city had struggled with its ability to finance such a large project and thus delaying construction. In 2022, the City conducted public surveys and held public meetings during a MN Design Team visit, and the results clearly indicated that repair of city streets remained a top priority of the citizens. Unfortunately, without the help from the state, the city will have difficulty in full-filling this need due to the rising costs and our financial ability to support this size project.

Health and Safety is also a key issue for this project. The costs continue to rise. In 2004, the estimated repairs were just over \$20M. In 2017, engineering estimates were \$41M. Current estimates for 2023 are now \$54M (without MMB inflation). Within 5 years, costs have increased over 30% and tripled since 2004. Roads and sidewalks are already starting to become unsafe due to the crumbling surfaces. Per the engineers, there is no cost benefit to "band-aid" due to the amount of disrepair. The water mains that carry drinking water need replacement, sanitary lines are deteriorating, and inflow/infiltration into our sanitary system is not meeting MPCA compliance during storm events which has resulted in a recent financial penalty to the city.

Silver Bay was built by Reserve Mining Company and has primarily been considered a mining town. Since the opening of Black Beach Park and Black Beach Campground, Silver Bay is seeing a larger impact on tourism. As part of our future planning efforts, a multi-modal trailhead center is being developed, new construction housing and apartments are being planned, business park and downtown designing is underway, the Library is expanding, and housing sales have increased. With tourism attracting more to our community, we need to have a solid infrastructure base.

Having a renewed, reliable, and tangible investment in our communities infrastructure will help sustain the livelihood of our community into the future, but it can not be done without help from the State or other funding options.

Project Timeline

July 2024 - Begin Engineering design of Phase 1
March 2025 - Bid 2-year Project
May 2025 - Award 2-year Project
June 2025 - Construction Begins on Phase 1
June 2026 - Mid point of project
June 2027 - Phase 1 Construction Completed

July 2026 - Begin Engineering design of Phase 2
March 2027 - Bid 2-year project
May 2027 - Award 2-year Project
June 2027 - Construction Begins on Phase 2
September 2028 - Mid point of project
June 2029 - Phase 2 Construction Completed

July 2028 - Begin Engineering design of Phase 3
March 2029 - Bid 2-year project
May 2029 - Award 2-year Project
June 2029 - Construction Begins on Phase 3

September 2030 - Mid point of project
June 2031 - Phase 3 Construction Completed

The City is showing how we would plan out the three phases. There would be a two-year construction cycle. Subsequent phases would start being engineered during the second year in order to maintain a 1.4 mile annual construction plan.

Other Considerations

Impact on State Operating Subsidies

The funding request is for capital aid only. The City is not requesting any additional operating subsidies.

Who will own the facility?

City of Silver Bay

Who will operate the facility?

City of Silver Bay

Who will use or occupy the facility?

All residents, businesses, and visitors of Silver Bay. Visitors include those traveling from our region, the State of MN, and the U.S. who travel to the North Shores of Lake Superior.

Public Purpose

To preserve, renew, and update existing infrastructure and roadways.

Description of Previous Appropriations

There has been no previous funding received for this project.

Project Contact Person

Lana Fralich
Administrator
218-226-4408
lanaf@silverbay.com

(\$ in thousands)

Road & Utility Improvement Project - Phase 1

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,343	\$6,343	\$6,343
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$6,343	\$6,343	\$6,343
TOTAL	\$0	\$12,686	\$12,686	\$12,686

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$440	\$440	\$440
Design Fees	\$0	\$1,760	\$1,760	\$1,760
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,800	\$8,800	\$8,800
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,686	\$1,686	\$1,686
TOTAL	\$0	\$12,686	\$12,686	\$12,686

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Silver Lake 2024 Water Wastewater Improvements	1	GO	9,221	0	0	0	0	0
Total Project Requests			9,221	0	0	0	0	0
General Obligation Bonds (GO) Total			9,221	0	0	0	0	0

Silver Lake 2024 Water | Wastewater Improvements

AT A GLANCE**2024 Request Amount:** \$9,221**Priority Ranking:** 1**Project Summary:** The City of Silver Lake is requesting \$9.221 million for the reconstruction of water, wastewater collection and treatment systems to include water tower, collection system upgrades, streets, wastewater treatment as well as drinking water Treatment improvements. Total project cost is \$33 million.**Project Description**

Funding for a combination of sanitary replacement and lining of the main lines and service lines is recommended to reduce the I/I. Water distribution lines and storm sewer will be replaced as well since they are often undersized and beyond their useful life and will be disrupted during construction. Lift stations with unreliable equipment will be upgraded or replaced. The stabilization wastewater pond requires improvements and maintenance to continue operations.

Replacing the existing obsolete water tower with a standpipe storage unit and pump station is recommended. It is also recommended to construct a water treatment (filtration) plant to improve water quality.

Project Rationale

This is a regional project for the existing water tower is over 100 years old and is near the end of its useful life. The City does not have a water treatment facility. The only source of treatment for the drinking water is chlorine and fluoride addition at Well No. 2. The raw water quality from the City's two (2) wells contain high levels of iron, manganese, and ammonia, which result in the City getting frequent complaints about the taste, odor, and texture of the drinking water.

The existing sanitary collection system within the project area has extremely high inflow and infiltration (I/I). The high I/I creates a safety (backup) as well as health and sanitation problem as the treatment ponds have been operating above design flow for several years. I/I must be reduced to meet MPCA standards.

Replacing and upsizing the existing water tower with a standpipe storage unit and pump station is recommended to meet additional capacity and fire safety standards. It is also recommended to construct a water treatment (filtration) plant to improve water quality.

This will also serve as a catalyst for addressing safety concerns, and additional economic development opportunities.

Project Timeline

Design completed by December 2024
Bidding January 2025
Award Project March 2025
Project Start May 2025
Final Completion July 2028

Other Considerations

The City completed a Preliminary Engineering Report (PER) that identified approximately \$33M of needs for the community of about 875 people. The City worked closely with USDA-Rural Development (RD) to identify funding alternatives and affordability. This led to a proposed \$23.779M project that includes the following funding:

- \$4.177M of RD Grants
- \$3.114M of Minnesota PFA Grants
- \$1.086M in non-eligible costs (city's cash contribution)
- \$12.585M in long-term RD loans
- \$2.817M in long-term USDA Community Facility Loans

The City is proceeding with this project; however, this still leaves the City with the financial strain of \$16.5M in loans as well as leaving over \$9M of identified needs unfunded. The City is requesting consideration of funding to address the remaining \$9.221M of the project that is not obligated by USDA-RD.

The consideration of economic development and water quality is premiere for the future. The ability to be able to not only fix the I&I issues and water service, as well as sewer and flooding, but also ensure that future development can continue and be attractive to business and housing developments is essential for the regional growth in the community. Currently these are limited due to capacity and quality of water for both industry and housing. Water is a major issue for many industries and new housing. Industry and citizens want and deserve good water for commercial/industrial use, as well as clear and good tasting water. Without improvements housing developments and commercial industry that uses water for processing and drinking will likely hinder growth as well quality of life for those citizens currently living in the city today.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Silver Lake

Who will operate the facility?

City of Silver Lake

Who will use or occupy the facility?

City of Silver Lake

Public Purpose

The consideration of economic development and water quality is premiere for the future. The ability to be able to not only fix the I & I issue with the storm sewer and flooding, but also ensure that future development can continue and be attractive to business and housing developments. Currently both are limited due to capacity and quality of water for both industry and housing. Water is a major issue for many industries and new housing. This fix will allow for more development and reduction in burdensome costs to the operation of the cities utilities as it become more and more a economic hardship. This fix will allow for more development as well reduction in burdensome costs to the operation of the city’s utilities, thus more cost for citizens as well as business. Industry and people that need clean, clear water to do daily tasks and living are at a disadvantage currently. This would improve quality of life and reduce cost to doing business.

Description of Previous Appropriations

N/A

Project Contact Person

Diane Pedersen
City Clerk
320-327-2412
cityclerk@cityofsilverlake.org

(\$ in thousands)

Silver Lake 2024 Water | Wastewater Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,221	\$0	\$0
State Funds Pending				
Other State Funds	\$0	\$3,114	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$4,177	\$0	\$0
City Funds	\$0	\$16,488	\$0	\$0
TOTAL	\$0	\$33,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$35	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,918	\$0	\$0
Project Management	\$0	\$423	\$0	\$0
Construction	\$0	\$27,624	\$0	\$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	\$33,000	\$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):	

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 comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
34th Street Reconstruction	1	GO	2,500	0	0	0	0	0
Total Project Requests			2,500	0	0	0	0	0
General Obligation Bonds (GO) Total			2,500	0	0	0	0	0

34th Street Reconstruction**AT A GLANCE**

2024 Request Amount:	\$2,500
Priority Ranking:	1
Project Summary:	\$2.5 million dollars in state funding is requested for the predesign, design, engineering, construction, and equipping of 34th Street in the City of Slayton, from Juniper Avenue to 160th Avenue.

Project Description

34th Street is the southern most East/West road in the City of Slayton and connects State Highway 267 to US Highway 59. It is a 24 foot wide street with no shoulders. Properties along 34th street are primarily residential. There are also property owners along 34th street that are still located in the Township and have not been annexed into the City of Slayton. The road is a major residential, agricultural, pedestrian, and freight corridor within the City because of its location between two major highways. The City wishes to completely reconstruct the road and add 4 foot shoulders on both sides of the road to improve the longevity of the road due to vehicle traffic and increase pedestrian safety by adding paved shoulders to the street as well.

Project Rationale

As a City of 2000 people we fall below the population threshold to receive municipal state aid funding. The estimated high cost of this project coupled with the small number of property owners along 34th street creates a very small number of property owners with large tracts of land to be specially assessed. The City also cannot assess an amount greater than what the market value of the property is increasing due to the project, thusly limiting the amount we are able fund this project through special assessments. This puts most of the financial burden of this street on the property owners within the City of Slayton, even though it is not City of Slayton property owners that have degraded the condition of the road. It is freight traffic from out of town and agricultural traffic from out of town that have degraded the condition of the road much more quickly than any other road in town.

Project Timeline

A feasibility report and pre-design has already been completed for this project. Final design needs to be completed and bids would be ready to let. Our proposed timeline is completing final design now through October of 2023 and take bids in the late fall/winter of 2023 to get favorable bids for the 2024 construction season.

Other Considerations**Impact on State Operating Subsidies**

There will be no new or additional state operating dollars that will be requested for this project.

Who will own the facility?

City of Slayton

Who will operate the facility?

City of Slayton

Who will use or occupy the facility?

City of Slayton

Public Purpose

34th Street is a public street owned and operated solely by the City of Slayton

Description of Previous Appropriations

No previous MMB requests. House and Senate bills were drafted and introduced in the 2023 legislative session and did not receive hearings in either the House or Senate.

Project Contact Person

Josh Malchow
Clerk/Administrator
507-836-8534
cityadmin@slayton.govoffice.com

(\$ in thousands)

34th Street Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$50	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$2,450	\$0	\$0
TOTAL	\$50	\$4,950	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$50	\$50	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$300	\$0	\$0
Construction	\$0	\$4,300	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$50	\$4,950	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Phase 2 Utilities Project	1	GO	2,100	0	0	0	0	0
Total Project Requests			2,100	0	0	0	0	0
General Obligation Bonds (GO) Total			2,100	0	0	0	0	0

Phase 2 Utilities Project

AT A GLANCE

2024 Request Amount: \$2,100

Priority Ranking: 1

Project Summary: South Haven's utility systems are in extremely poor condition and failing and need to be replaced in phases. The drinking water distribution system contains significant bacterial slime and mold. The water tower has interior & exterior lead-based paint issues and structural deficiencies. Poor sewer piping has led to residential sewer backups. Storm sewer improvements are needed to prevent current flooding events. Phase 1 utility work is in progress. Add'l funding for Phase 2 is needed.

Project Description

Current Phase 1 utility work totaling \$7.3 million has been funded and began in the Fall of 2022. It includes: a new well & well house with watermain connection, a new water tower, watermain distribution system work, and a new main lift station.

Future Phase 2 work is critical, totals \$10.7 million, and will allow for the remaining utility system improvements needed. It will include: Watermain replacement – Required to alleviate bacterial slime (PPL Score #15 Rank 19), Lift station road access project – To prevent flooding by raising the access road (PPL Score #20 Rank 268), and stormwater outlet improvements – Current outlet is insufficient and leads to considerable flooding and backups.

These improvements will improve the quality of life, health, safety, and well-being for the residents and visitors to their community.

Project Rationale

South Haven's existing water distribution system, installed in the 1960's, has tested positive for iron bacteria, sulfate reducing bacteria, slime bacteria, and mold. Hydrant flushing of the watermains does not clear this foreign material. Watermain replacement is needed to ensure the health and safety of residents. Additional hydrants and gate valves are also needed for routine flushing operations. Existing water meters are outdated and ineffective for current monitoring needs and contain bacterial slime that may be affecting meter readings. The existing water tower, constructed in 1966, requires structural repairs and modifications to meet Occupational Safety and Health Administration (OSHA) and American Water Works (AWWA) standards. Recent lab testing confirmed that internal and external coatings of the tower are lead-based, and the external coating has become brittle and is chipping off and falling to the ground under the tower.

The City's sanitary sewer collection system is composed of pipes with butt-fusion joints that need to

be ground smooth internally to enable televising and to allow routine cleaning and maintenance. Resident surveys in 2020 revealed there have been sewer backups in homes. Replacement of select areas of sanitary sewer mains is needed to eliminate future backups. Flooding of the main lift station requires building a new lift station at a higher elevation, and access roadway improvements are needed to eliminate flooding that restricts access to the lift station. New monitoring equipment is needed at all four pumping stations (two grinder stations, main lift station, and irrigation pump station) in order to facilitate timely response to emergency breakdowns and to allow for adequate remote monitoring of the system, as necessitated by the City's part-time remote staffing structure.

South Haven's existing storm sewer includes a portion that is not functional and contributes to periodic flooding due to ineffective catch basins and inlets, improperly sized pipes, and sediment buildup in pipes and structures consisting of up to 75% blockage in some areas. Replacing sections of the storm sewer will correct existing drainage issues and reduce the flooding of roads, homes, businesses, and other public areas that have sustained damages in the past due to poor drainage in the City. In addition to health and sanitary issues from flooding in homes and structures, flooding can also overwhelm the wastewater collection system, as it did in 2019, resulting in bypasses, backups, or overflows of untreated wastewater.

Project Timeline

2023 – Engineering and Design
2024 – Bidding
2025 – Start of Construction
2026 – End of Construction

Other Considerations

The proposed infrastructure improvements are not viable unless the City of South Haven receives some grant funding. Although there has been some success in funding portions of the overall project, there is still a great need for funding support to address all of the City's needs which include the health and safety of its residents.

Impact on State Operating Subsidies

If funded, there are no anticipated new or additional state operating dollars that will be requested for this project.

Who will own the facility?

The City of South Haven will own the project.

Who will operate the facility?

City staff will operate the proposed utility project.

Who will use or occupy the facility?

Residents and visitors of the City of South Haven will use the utility systems and pay utility fees.

Public Purpose

South Haven, address flooding and sewer backups to restore health and sanitary condition of resident homes and public/private structures, and to provide the necessary infrastructure improvements for efficient and effective wastewater and stormwater management. Strategic planning has been incorporated into the planning phase of this project, including thorough investigations into the entire infrastructure of the City, in an effort to maximize funding potential to keep costs as low as possible for the City and its residents, correct all health and safety concerns within the systems in the most efficient and cost-effective time-frame, and to provide a strong foundation of infrastructure for the City and its residents for the foreseeable future.

Description of Previous Appropriations

The Minnesota Legislature appropriated \$1,700,000, under Laws of Minnesota 2020, 5th Special Session chapter 3, article 1, section 22, subdivision 28. In addition, \$3.5 million was appropriated in 2023 by the Minnesota Legislature.

Project Contact Person

Melissa Stenson
Clerk- Treasurer
320-236-2424
SohavenC@windstream.net

(\$ in thousands)

Phase 2 Utilities Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$3,500	\$2,100	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$4,480	\$0	\$0	\$0
County Funds	\$463	\$0	\$0	\$0
Non-State Funds Pending				
Other Funding	\$0	\$812	\$0	\$0
TOTAL	\$8,443	\$2,912	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$522	\$68	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$7,921	\$2,844	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$8,443	\$2,912	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Public Works Facility	1	GO	13,500	0	0	0	0	0
Total Project Requests			13,500	0	0	0	0	0
General Obligation Bonds (GO) Total			13,500	0	0	0	0	0

Public Works Facility

AT A GLANCE

2024 Request Amount: \$13,500

Priority Ranking: 1

Project Summary: This \$13.5 million request is for 50% of the estimated costs for site acquisition, pre-design, design, construction, furnishing and equipping a new Municipal Public Works Maintenance and Office Facility that would serve the City of South St. Paul and provide ancillary space and functionality for partner units of government.

Project Description

The goal of this request is to provide for the construction of a new 90,000 square foot central maintenance and office facility for the Engineering and Public Works functions in the City of South St. Paul. This new facility would replace the City's current 33,000 square foot central maintenance building that has many deficiencies that are impractical to resolve given the building's obsolete layout, poor condition, its placement on the site, and the the inability to add on to the current facility in an efficient manner.

The City has identified and acquired a site that would accommodate the anticipated development program. This site was previously privately developed as a truck maintenance shop and exterior storage yard. The City plans to demolish existing structures and redevelop this site for the proposed Public Works Facility. The new facility will be designed to meet the City's needs for the next 50+ years and will be designed and constructed to maximize the operational efficiency of the site, the building and the department.

The facility will consist of:

- 50,000 square feet of indoor vehicle and equipment storage
- 11,000 square feet of vehicle maintenance bays
- 6,000 square feet of shop/work spaces
- 11,000 square feet of office and administrative spaces
- 2,400 square feet of unheated indoor salt storage
- 2,400 square feet of unheated indoor police storage
- 5,400 square feet of unheated indoor covered materials storage

The preliminary project budget is \$27,000,000, which includes \$2,100,000 already expended by the City in site acquisition and site due diligence costs.

Project Rationale

The current 33,000 square foot Public Works Facility was constructed in 1970. The building has a number of significant deficiencies that were identified in an independent evaluation conducted by the City's architectural consultant. It is estimated that a minimum of \$5,000,000 would be necessary just to address these deficiencies; some of which are identified as:

- Undersized electrical service
- Inability to add emergency generator capabilities due to the electrical service issue and physical space in the needed location.
- Poor HVAC system including lack of adequate make-up air.
- Lack of ADA accessible restrooms.
- Lack of any locker facilities for female employees and only one uni-sex restroom.
- Lack of ADA accessible lunchroom and training facilities (currently on second floor).
- Overhead doors need replacement and they are undersized for modern equipment. We also can't keep weather stripping on doors as the equipment tears it off thereby reducing energy efficiency.
- The building is not sprinkled.
- Minimal energy efficient lighting.
- Minimal insulation in building envelope.
- No floor drains in south wing.

The poor condition of the existing building is also documented by the fact Dakota County only values the current structure at \$588,300, or just under \$18/square foot, versus new construction costs budgeted at more than \$200 per square foot. Given its limited value, cost of renovations, inadequate size, and the physical challenges of adding on to the structure due to its current layout, spending \$5,000,000 million on this building would be a poor investment of public funds.

The problem South St. Paul has in addressing this project with 100% city funding is based on the following factors:

- SSP has the 2nd highest municipal tax rate (60.18) of Dakota County's 11 largest communities, while the average rate of the other 10 communities is 42.80. SSP's rate is over 40% higher than the average!
- SSP has the lowest tax base (tax capacity) - both on an absolute and per capita basis - out of the same group of 11 cities, and is 15% lower than its closest "competitor".
- The average Tax Capacity in Dakota County (\$59,269,944) is almost 3x higher than South St. Paul's Tax Capacity (\$20,998,987) and the average Tax Capacity Per Capita in Dakota County (\$1,531.41) is more than 1.5x higher than South St. Paul's (\$1,012.24) Tax Capacity Per Capita.
- Our debt burden is already significant and an issue of this size would put us very close to the Statutory Debt Limit and dramatically increase our tax capacity rate for the next 20 years.
- We face tremendous future costs to upgrade/replace a deteriorated infrastructure system including water, sanitary sewer, streets, storm sewer, street lights, and other city facilities such as our swimming pools, Doug Woog Arena, and other park facilities.
- The City is just now starting to develop on-going funding for our significant infrastructure replacement costs. To highlight this point, we are looking at needs exceeding \$5,000,000 per year

for the next 10 years just to address serious water infrastructure issues.

- A new Public Works facility was the top ranked major project by the Staff and City Council outside of improvements needed for water, sanitary sewer, and street upgrades.

The key takeaway from our standpoint is that the City is facing many important needs with limited financial capacity to address them in a timely fashion. This project is critically important to provide a safe and proper work environment, vehicle maintenance, and equipment storage needed by our City.

Project Timeline

The proposed project timeline is presented below:

- Site Due Diligence (geotechnical, environmental): January 2023 - August 2023 (underway)
- Site Acquisition: May 2023 (complete)
- Building Demolition: November 2023 - March 2024
- Architectural and Civil Design: October 2023 - February 2024
- City Approvals (lot combinations, site plan): November 2023 - March 2024
- Bidding: Spring 2024
- Site Preparation: Spring 2024
- Construction: Summer 2024 - Summer 2025

Other Considerations

The City of South St. Paul has a median household income that measures only 75% as compared to Dakota County as a whole, only 81% as compared to the metro area as a whole, and 91% as compared to the State of Minnesota, ranking South St. Paul 162nd among the 7-county metro area's 188 communities.

In the City of South St. Paul 10.5% of our population is living in poverty, which is significantly higher than both Dakota County (5.5%) the 7-County Twin Cities Region (8.4%), and the State of Minnesota as a whole (9.3%).

Impact on State Operating Subsidies

If anything, this project will reduce the City's reliance on any outside operating subsidy as it will provide for greater efficiencies in City operations versus the existing, obsolete, inefficient central maintenance facility.

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 City of South St. Paul's public works department and engineering department will be the primary occupants of the facility. The South St. Paul Police Department will also utilize a building on the property for off-site, secure storage. The new building will include in its design multifunctional space that will be utilized as an alternative Emergency Operations Center for Northern Dakota County Communities (South St. Paul, West St. Paul, and Mendota Heights). It is also envisioned that the Dakota County Special Operations Team will have the ability to utilize this facility, located immediately adjacent to the I-494 / Concord Street interchange, for staging equipment and operations.

Public Purpose

A new Public Works facility will help the City provide for the general health, welfare, and safety of the City's residents and businesses. The building will benefit the community as a whole and it directly relates to the functions of local government. Finally, the activity is not for the benefit of a private interest.

Description of Previous Appropriations

There have been no previous State appropriations for this project.

Project Contact Person

Ryan Garcia
City Administrator
651-554-3278
rgarcia@southstpaul.org

(\$ in thousands)

Public Works Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$13,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$2,100	\$11,400	\$0	\$0
Non-State Funds Pending				
TOTAL	\$2,100	\$24,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$2,025	\$0	\$0	\$0
Predesign Fees	\$75	\$0	\$0	\$0
Design Fees	\$0	\$3,115	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$20,400	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,385	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$2,100	\$24,900	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Spicer Infrastructure project	1	GO	3,000	0	0	0	0	0
Spicer Lift Station	2	GO	1,550	0	0	0	0	0
Total Project Requests			4,550	0	0	0	0	0
General Obligation Bonds (GO) Total			4,550	0	0	0	0	0

Spicer Infrastructure project

AT A GLANCE

2024 Request Amount: \$3,000

Priority Ranking: 1

Project Summary: The City of Spicer is requesting \$3,000,000 in funding to design and construct a new road and utilities, including sewer, water, and stormwater, to allow for the development of nearly 50 acres of city-owned property for residential use.

Project Description

In an effort to meet housing needs in our community, the City of Spicer is proposing to construct a new road and utility, including sewer, water, and storm water, to allow for the development of nearly 50 acres of city-owned property for residential use. The cost of the street and utilities is \$6,000,000. Facilitating new housing development is a top priority for the City and the need for more housing was further defined in the recently completed “Housing Market Analysis for Kandiyohi County, Minnesota.” This study found that Spicer has a need for at least 60 lots for single-family homes, 10-12 twinhomes/townhomes, a workforce housing apartment building with at least 85 units, and at least 90 units of supportive senior housing.

Project Rationale

Spicer is seeing a huge need for new housing and this project would open up new opportunities for single family, multifamily, and senior housing. A recently completed Housing Study for Kandiyohi County noted the need for at least 60 lots for single-family homes, 10-12 twinhomes/townhomes, a workforce housing apartment building with at least 85 units, and at least 90 units of supportive senior housing. The Housing Study further noted that the housing market was particularly strong in Spicer in comparison to most other areas of the county. The City of Spicer has seen this need firsthand and is actively trying to address the need. This project would add a substantial number of new housing units to the community and region. Local benefits of the project include additional housing options to meet the various needs in the community, an increased tax base, and workforce housing options that allow businesses in the region to attract and retain employees.

Project Timeline

- Design - July 2024
- Bid - February 2025
- Construction begins - June 2025
- Construction completed - October 2026

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

City of Spicer

Who will operate the facility?

City of Spicer

Who will use or occupy the facility?

City of Spicer

Public Purpose

Publicly owned infrastructure to support much needed housing for the community and region.

Description of Previous Appropriations

Project Contact Person

Jacob Kolander
City Administrator
320-796-5562
jkolander@cityofspicer.org

(\$ in thousands)

Spicer Infrastructure project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$6,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,800	\$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	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

Spicer Lift Station**AT A GLANCE****2024 Request Amount:** \$1,550**Priority Ranking:** 2**Project Summary:** The City of Spicer is requesting \$1,550,000 in funding to design and construct a lift station to replace an existing pump station in need of rehabilitation and to allow for future residential development.**Project Description**

This project will include the design and construction of a new sanitary sewer lift station. The existing lift station serves a limited area and is located in a problematic location that doesn't allow for rehabilitation in its present location. The new lift station will be located on city-owned property and will allow the city to expand the sewer service area to the south and east of the pump station.

Project Rationale

The City of Spicer has a significant amount of demand for housing and this project will allow a larger area of the community to be served by the city's wastewater treatment facility and become available for residential development. Facilitating new housing development is a top priority for the City and the need for more housing was further defined in the recently completed "Housing Market Analysis for Kandiyohi County, Minnesota." This study found that Spicer has a need for at least 60 lots for single-family homes, 10-12 twinhomes/townhomes, a workforce housing apartment building with at least 85 units, and at least 90 units of supportive senior housing.

Project Timeline

Design - July 2024

Bid - March 2025

Construction starts - June 2025

Construction completed - December 2026

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

City of Spicer

Who will operate the facility?

City of Spicer

Who will use or occupy the facility?

City of Spicer

Public Purpose

Public sanitary sewer infrastructure.

Description of Previous Appropriations**Project Contact Person**

Jacob Kolander

City Administrator

320-796-5562

jkolander@cityofspicer.org

(\$ in thousands)

Spicer Lift Station

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,550	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$1,550	\$0	\$0
TOTAL	\$0	\$3,100	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$620	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,480	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,100	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Sunset Drive Utility Upgrades	1	GO	3,078	0	0	0	0	0
Water Tower Reconditioning	2	GO	600	0	0	0	0	0
Total Project Requests			3,678	0	0	0	0	0
General Obligation Bonds (GO) Total			3,678	0	0	0	0	0

Sunset Drive Utility Upgrades

AT A GLANCE

2024 Request Amount: \$3,078

Priority Ranking: 1

Project Summary: Hennepin County will be reconstructing Sunset Drive in 2025. As a result of the county replacing the roadway, the City of Spring Park will be required to replace the aging municipal sewer and water mains and services to properties. The city will also be removing the utility poles from the corridor and undergrounding all the over head wires to help continue to beautify Spring Park. In addition the project will include pedestrian and bicycle accommodations with a 10' trail and sidewalk.

Project Description

The city will be undergrounding overhead wires in 2024 in advance of the sewer, water and street construction to allow more time to complete the utility and street construction in 2025. The 2025 city portion of the construction project will replace the aging 6" watermain will be replaced with an 8" watermain to eliminate the frequent watermain breaks and to increase the currently inadequate fire flow protection in the area. Additional fire hydrants will be placed to meet the current state fire code requirements. The old clay Sewer mains constructed in 1963 have been collapsing requiring an expensive cured in placed liner to keep the sewage from backing up into homes. In addition, the new sewer mains and service lines will reduce the Inflow and Infiltration being treated at the Met Council Wastewater Treatment Plants. A 10' bituminous trail will be constructed on one side of the roadway with a 6' sidewalk on the other side of the road to provide a greater level of safety to pedestrians and bicyclists. This segment of roadway has a high pedestrian count. The project will replace all infrastructure from Shoreline Drive to Shadywood Road.

Project Rationale

The roadway has been on the County CIP for a number of years and is in need of a full reconstruction, requiring the underground sewer and water to be replaced to cutting into the newly constructed street to repair broken pipes.

Infrastructure in Spring Park is very old, 75 or more years in most places. We have had numerous water main breaks along Sunset Drive in the last 10 years and the sewer has a high number of cracked pipes allowing groundwater into the system. Each watermain break has a cost to fix is around \$20,000. Recent remediation efforts to remove TCE Tri-Chloroethylene from the drinking water supply have reduced the available funds for normal infrastructure replacement. As a result, we either have to Bond and pay over a number of years or increase the levy (levy increase either way but one impacts more than the other). This is unsustainable and we need help!

In addition to the high number of watermain breaks, the water pressure, fire hydrant spacing and fire

flow capacity of the existing pipes is lower than required by state fire code. The proposed watermain replacement will bring this area up to code and provide a higher level of safety for businesses and residents.

The old clay Sewer mains constructed in 1963 have been collapsing requiring an expensive cured in place liner to keep the sewage from backing up into homes. In addition, the new sewer mains and service lines will reduce the Inflow and Infiltration being treated at the Met Council Wastewater Treatment Plants.

This roadway has a high number of pedestrian and bicycle users. A 10' bituminous trail will be constructed on one side of the roadway with a 6' sidewalk on the other side of the road to provide a greater level of safety to pedestrians and bicyclists. The project will replace all infrastructure from Shoreline Drive to Shadywood Road.

Project Timeline

2024-Undergrounding the overhead wires in preparation of the Road Construction.

2025. The City will be working with Hennepin County regarding the infrastructure and the road construction scheduling, but it is anticipated the underground sewer and water replacement will begin in April with the remainder of the street, storm sewer and pedestrian improvement being completed by fall of 2025.

Other Considerations

Spring Park has a General Fund Levy of 1.4 Million. The cost of this project is estimated at 3.08 Million. The City will need to increase debt service onto the residents of Spring Park unless we can get financial assistance. This would mean a lot to the residents and to the City Council if we were able to find that assistance.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Spring Park owns the sanitary sewer and water distribution infrastructure under the roadway. Xcel, Mediacom and other utilities will own their infrastructure but the cost to underground will fall on the City.

Who will operate the facility?

The City of Spring Park will operate and maintain the sewer and water infrastructure and will maintain and plow the sidewalk facilities. Three Rivers Park District will maintain the bituminous trail. Hennepin County will maintain the roadway portion of the project.

Who will use or occupy the facility?

The sanitary sewer and services will provide service to the approximate 50 residential properties and several businesses including Lord Fletchers and Rockvam Boat Yards the serve regional customers. The pedestrian accommodations will be used by Spring Park and Mound residents. The proposed

bituminous trail will part of the Three Rivers Park District Trail System.

Public Purpose

To sanitary sewer replacement will eliminate I & I from the MCES sewer treatment plants and eliminate ex-filtration of sewage to the groundwater and Lake Minnetonka. The watermain replacement will increase the reliability of the drinking water supply system and bring the fire flow capacity into conformance with the current fire codes. The removal of the power poles and undergrounding of power and other private utilities will beautify the great stretch of lake shore properties from Shoreline Drive to Shadywood Road in Spring Park.

Description of Previous Appropriations

None

Project Contact Person

Mike Anderson
Administrator
952-999-7493
manderson@ci.spring-park.mn.us

(\$ in thousands)

Sunset Drive Utility Upgrades

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,078	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$3,078	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$2,429	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$294	\$0	\$0
TOTAL	\$0	\$3,078	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	No
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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Water Tower Reconditioning**AT A GLANCE****2024 Request Amount:** \$600**Priority Ranking:** 2**Project Summary:** Water Tower Reconditioning. Spring Park's Water Tower hasn't had any updates/upgrades or major maintenance performed in over 10 years. It is getting to the point where we cannot wait any longer to perform these tasks, but we do not have funds set aside to do so.**Project Description**

Engineering and design services, NACE coating inspection, and construction costs for water tower reconditioning.

Project Rationale

Provide Spring Park Residents with the best water quality possible.

Project Timeline

Depending on funding sources, this would begin and end in summer 2024.

Other Considerations

Spring Park has a General Fund Levy of 1.4 Million. The cost of this project is estimated at \$600,000. The City will need to increase debt service onto the residents of Spring Park unless we can get financial assistance. This would mean a lot to the residents and to the City Council if we were able to find that assistance.

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

The City of Spring Park owns the water tower and will own the project.

Who will operate the facility?

The City of Spring park will operate and maintain the water tower after KLM Engineering performs these services.

Who will use or occupy the facility?

The City of Spring Park.

Public Purpose

Reconditioning the Water Tower will help Spring Park deliver goods and services that meet the expectations of our residents.

Description of Previous Appropriations

None

Project Contact Person

Mike Anderson
Administrator
952-999-7493
manderson@ci.spring-park.mn.us

(\$ in thousands)

Water Tower Reconditioning

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$600	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$100	\$0	\$0
Project Management	\$0	\$500	\$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	\$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?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	No
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	No
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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water System Improvements	1	GO	11,000	0	0	0	0	0
Total Project Requests			11,000	0	0	0	0	0
General Obligation Bonds (GO) Total			11,000	0	0	0	0	0

Water System Improvements

AT A GLANCE

2024 Request Amount: \$11,000

Priority Ranking: 1

Project Summary: The City of St. Augusta requests \$11 million to design and construct two new water supply wells, a water treatment plant, and a 250,000-gallon elevated water storage tower. The water system improvements will ensure safe and reliable water supply, treatment, and storage above the average daily demand anticipated in 2040.

Project Description

St. Augusta intends to construct two new wells on land currently owned by the city to provide adequate and efficient municipal water supply to its residents. A very limited percentage of the city has the necessary capacity for a municipal production well. The proposed well site is 4 miles south of the city's distribution system, on a 3-acre parcel currently owned by the city. A previous well siting study indicated that the proposed site has a capacity of 600-800 gallons per minute. The test well at this location did not identify any primary contaminants. But it did identify secondary contaminant issues with iron and manganese.

As a result, St. Augusta plans to construct a water treatment plant to remove iron and manganese from the water supply. The water treatment plant will be constructed approximately 4 miles north of the well field, at the southern terminus of the city's water distribution system. The city will therefore need to construct 4 miles of 8" raw water main to connect the two wells to the water treatment plant. This is more cost effective than placing the water treatment plant at the well field, which would require extending the sanitary sewer system. A 12" connector water main will be used to connect the treatment plant to the distribution system.

Saint Augusta also intends to construct a new 250,000-gallon elevated tower to provide a combination of reserve, equalization, and fire protection storage above the average daily demand in 2040. The tower will allow the city to regulate its water supply and provide consistent service. It will also provide redundant supply in the event of a break along the 1.5-mile main that feeds the southern portion of the city.

Project Rationale

St. Augusta completed its water distribution system in 2003. Because of high nitrate concentrations in test wells drilled at the time, the city decided to connect to St. Cloud for water supply. The original connection to St. Cloud's system was improved in 2013. Subsequently, to provide redundancy in supply, a second connection was completed in 2014.

There have been regular operational issues and pressure surges due to the layout of St. Cloud's

system. This layout leaves the southern portion of St. Augusta at the end of a 1.5-mile dead end, causing pressures to continually fluctuate as much as 20 psi. The southern portion of St. Augusta's system therefore lacks redundancy and residents would be without water if an issue occurred along the 1.5-mile supply main. The new wells, treatment facility, and storage tower will provide redundant supply to the southern portion of the city.

It is important to note that much of St. Augusta's population is rural and therefore not served by water supply from St. Cloud. While 3500 people reside in St. Augusta, only 1300 are currently connected to the municipal water system. However, recent projections from the St. Cloud Area Planning Organization estimate a 2040 population of 4500 people in St. Augusta, with approximately 2800 connected to the municipal water system.

When planning for this project began in 2002, it was emphasized that, as the city continues to grow, construction of a separate supply and treatment facility would be necessary for sustainability. Given the existing operational issues and anticipated population growth, this is an ideal time for the city to design and construct the new wells, water treatment facility, and storage tower.

Project Timeline

Completed Design: February 2024
Project Bidding: March 2024
Contract Award: April 2024
Construction Begin: May 2024
Construction Complete: October 2024

Other Considerations

Impact on State Operating Subsidies

None

Who will own the facility?

The City of St. Augusta

Who will operate the facility?

The City of St. Augusta. The city currently employs one full time employee as Water/Sewer Operator and has a total of 3 full time employees in the Public Works Department.

Who will use or occupy the facility?

The new wells, treatment facility, and storage tower will directly benefit all St. Augusta residents who are connected to the municipal water system. Out of 3500 current city residents, 1300 are connected to the municipal water system. However, recent estimates by the St. Cloud Area Planning Organization project that St. Augusta will have 4500 residents and 2800 people who rely on the municipal water system in 2040.

Public Purpose

This project will ensure that the residents of St. Augusta have access to safe, reliable, and affordable

water. By constructing two wells, a treatment facility, and a 250,000-gallon storage tower, this project will accommodate both the existing and projected growth of the city. The project will immediately benefit the 1300 people who currently rely on St. Augusta's municipal water system. The improvements will also provide capacity to serve the estimated 2040 population of 2800 municipal water system users.

Description of Previous Appropriations

None

Project Contact Person

Bill McCabe
City Clerk/Administrator
320-654-0387
bmccabe@staugustamn.com

(\$ in thousands)

Water System Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$11,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$11,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$500	\$0	\$0
Predesign Fees	\$0	\$200	\$0	\$0
Design Fees	\$0	\$2,400	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$7,700	\$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	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Downtown St. Cloud Catalyst Infrastructure and Reinvestment Improvements	1	GO	100,000	0	0	0	0	0
CentraCare St. Cloud Medical School Campus	2	GF	12,930	0	0	0	0	0
Total Project Requests			112,930	0	0	0	0	0
General Obligation Bonds (GO) Total			100,000	0	0	0	0	0
General Fund Cash (GF) Total			12,930	0	0	0	0	0

Downtown St. Cloud Catalyst Infrastructure and Reinvestment Improvements

AT A GLANCE

2024 Request Amount: \$100,000

Priority Ranking: 1

Project Summary: Downtown is the heart of the St. Cloud area and economic catalyst for central Minnesota. Despite its many assets, limited housing supply, expanses of surface parking, lack of green space, barriers to walkability, and riverfront access are barriers to reaching its full potential. Strategic infrastructure improvements will address these shortcomings and solidify the Downtown’s position as the region’s economic engine and destination for local and State-wide commerce, tourism, and innovation.

Project Description

Improvements to the public realm are generally those that take place outside private property and are within the public right-of- way, including upgrades to street infrastructure, streetscape improvements, improvements to existing open space on public land, creating of new public open space, creating parking facilities, and other similar measures. This work requires many partnerships with existing property owners, counties, and State of Minnesota to advance these essential projects toward to broader Downtown vision. However, much of the vision will also be the private sector’s responsibility. Private sector investment requires the parties to believe that there is a return on their investment given site acquisition, redevelopment, construction, and on-going maintenance costs and that appropriate public infrastructure investments will be made to complement the private realm.

Despite downtown St. Cloud’s many partnerships, assets and financial investments to-date, several barriers limit the ability of the Downtown to reach its full potential. The following Downtown St. Cloud Catalyst Infrastructure and Reinvestment Improvements will reposition and enhance areas of the Downtown to better leverage existing assets and facilitate greater investment:

Lack of significant residential development limits activity to support retailers and restaurants and meet growing demand for urban housing options.

Acquisition and Demolition of former Herbergers
Catalyst Redevelopment Site Clearance Projects

Heavily used surface parking lots could be redeveloped to accommodate future development.

Herbergers Parking Ramp Expansion
Redevelopment Site Utility Replacement and Upsizing
Redevelopment Site Remediation Projects

Riverfront development that turns its back on the river and blocks public access to the riverfront.

Riverwalk
Mississippi Bridge/Bridgehead Gateway Improvements

The need to improve connectivity between key activity generators like St. Cloud State University, St. Cloud Hospital, convention center, and retail areas.

Gateway Corridor Improvements SCSU to and Within Downtown

Gateway Corridor Improvements St Cloud Hospital to and Within Downtown

Lack of green space, visual interest, and sense of enclosure that weakens the pedestrian environment.

Rail Corridor Pedestrian Safety and Aesthetic Enhancements

9th Avenue Viaduct Gateway Improvements

Downtown Street Reconstruction Projects

Downtown Walkability Projects

Project Rationale

Downtown is the symbolic heart of the St. Cloud community. Rooted in history as the center of commerce and industry spanning the Mississippi River, the area is home to a unique mix of businesses, dining options, and entertainment venues, such as the Paramount Theatre and the River's Edge Convention Center. The downtown lies immediately adjacent to key economic drivers and innovation centers in St. Cloud State University and CentraCare and two State highways. As such, the Downtown area is the employment hub of the region and the district as a result forms the foundation of an active restaurant and entertainment scene. Since 2008, more than \$115 million has been invested in the Downtown and streetscaping initiatives, recent expansion of the Convention Center, to foster continued private sector investment in the district.

The Downtown St. Cloud Catalyst Infrastructure and Reinvestment Improvements are strategic investments to enhance and reposition Downtown's public realm to better leverage existing assets to facilitate greater private sector investment, as well as create safer, more attractive vital spaces for all of St. Cloud's increasingly diverse economic and cultural population. The improvements will address several issues currently limiting the ability of the district to reach its full potential, including, but not limited to the following:

As the heart of the City, Downtown St. Cloud should include a dense housing supply including mixed-use and multi-family units across economic spectrum. New residential development in Downtown not only increases housing options, but also supports local retailers and restaurants. Priority development sites include underutilized and/or blighted surface parking lots and single-story building parcels that can be consolidated for larger-scale mixed-use and multifamily developments. The design and density of the structures should build upon the unique assets and character of the Downtown districts (e.g. industrial character east of Mississippi River and historic character west of Mississippi River) to create a unique housing opportunities not otherwise available in the community or greater Minnesota. Additional housing supply will bolster the downtown's position as the cultural center of the community and region by bringing 24 hour, 365 day presence from all of the St. Cloud metropolitan area's increasing social, economic, and cultural cohorts. Increased downtown housing supply also reinforces and enhances the synergy and connection between St. Cloud State University, CentraCare, St. Cloud Hospital, larger employers, and downtown.

St. Cloud's goal of curtailing urban expansion with a focus on infill redevelopment has focused significant attention on transforming "parking lots to places." Downtown visioning calls for better use of underutilized developed land into more dense and vibrant residential, commercial, and cultural

purposes. Of particular focus is the opportunity presented by the significant amount of existing public surface parking which can be easier to redevelop without site assembly and displacement of existing residents or business. Redevelopment of underutilized parking lots turns asphalt into livable, walkable, and vibrant spaces for people instead of cars while aiding climate, stormwater management, housing and employment goals. Redevelopment of these sites also presents the opportunity to address potential contamination and pollutant issues remaining from historic uses in the area.

Downtown St Cloud's parking supply is adequate with approximately two thirds of the parking spaces occupied during peak hour demand prior to the COVID pandemic. However, as redevelopment and renovation projects are considered for the Downtown, replacement of parking supply will be a prime consideration. Surface lots must be viewed as development opportunities; however, redevelopment proposals will require replacement of lost parking to accommodate current and future parking demand for continued downtown economic investment and construction.

The Mississippi River is consistently identified during community engagement efforts as one of St. Cloud's key underutilized resources. From the downtown, there are limited opportunities to interact with the River. Stakeholders recognize that in the future there needs to be increased opportunities for the public to easily connect with the River both visually and physically. One of the key challenges is that much of the river's edge in the downtown is developed. The St. Cloud Riverwalk project presents one opportunity for the community to reconnect to the Mississippi River. The Riverwalk has great potential to become a linear park system for passive and active recreation, link two of central Minnesota's largest employers (St. Cloud State University and Centra Care Health Systems), downtown St. Cloud, Cathedral High School, Hester Park, and the future Trail. The Riverwalk is envisioned to serve as a regional destination accommodating active recreation and community events. Additionally, restoring shoreline habitat, erosion, and access to the water will improve fishing and recreation opportunities. Finally, the Riverwalk project provides an opportunity to downsize 5th Avenue North, reconstruct adjacent public infrastructure, open views and provide riverfront access, and spawn interest in adjacent urban development on the Mississippi River's west and east banks. Several downtown redevelopment opportunities have been identified and envisioned through the City's current Comprehensive Plan and East Side Master Plan.

Visible presence of major employers and universities is key to the long-term viability of many successfully downtowns. The presence of these institutions adds to the vitality and creative spirit of the community. Clearly the largest and closest of these institutions to downtown St. Cloud is St. Cloud State University and St Cloud Hospital. Connection of these economic and cultural centers with Downtown is made more difficult by the presence of Division Street to the south and a railroad corridor to the north on both sides of the Mississippi River. The catalyst infrastructure projects will create streetscape along the 5th Avenue and 6th Avenue corridors as a visual continuum and bridge across Division Street and the railroad. Currently, the streetscape is worn and lacks a defined character that establishes a sense of place. In addition, the railroad corridor is largely uncontrolled, screened, or landscaped leading to both safety and aesthetic concerns for a strong pedestrian presence generated by a diverse demographic cohort in the adjacent neighborhoods.

Gathering places and public spaces provide opportunities to host special events and serve as regular destinations for pedestrians. Currently public gathering places are limited within the Downtown and

additional improvements are needed to enhance the district's ability to leverage special event attendees as business patrons. Public gathering places will be supported and maintained by the City and its partners and incorporated as key elements of downtown streetscape, development and redevelopment. Pocket park locations have been successfully introduced, but new locations are identified to provide a more balanced distribution of open space throughout the Downtown.

The roadway network also plays a critical role in bringing visitors to the downtown and fostering a viable business climate. The Downtown is well served by a walkable street grid pattern, Metro Bus transit options, and an abundance of available parking. However, addressing pedestrian barriers (e.g., railroad, highways, river) and investing in connections beyond the Downtown, and providing adequate spaces for underserved areas will provide greater connectivity, strengthen transportation alternatives, and make the Downtown friendly to pedestrian and cyclists leading to private sector reinvestment.

Project Timeline

St. Cloud has initiated a community-based process to advance the next evolution of downtown taking prior planning efforts into project implementation and construction. The City of St. Cloud has declared downtown revitalization and reinvestment as its number one priority with a goal of creating more than 1,000 housing units in the next 5 years. The community process began on December 12, 2022 with a Downtown Summit bringing together more than 100 community stakeholders to affirm their support and commitment to enhancing downtown through intentional private sector involvement and investment building on excellent core public services. Mayor Dave Kleis hosted the Downtown Summit to announce the City of St. Cloud's commitment to the downtown as its number one priority. CentraCare Health Systems CEO Ken Holman spoke to the importance of downtown vitality as central Minnesota's largest employer, as well as their organization's commitment to increasing their presence, visibility, and investment in downtown. National urban revitalization experts Chris Leinberger and Tobias Peter concluded the Summit emphasizing the importance of committed partnerships including government, institutions, developers, and community to successfully advancing Downtown's vision.

A community-based private sector lead task force has formed to define the strategic infrastructure investments that will catalyze downtown reinvestment and revitalization. The task force member's diverse professional background and perspectives offer a unique opportunity to determine those improvements that will have the greatest impact on addressing the identified barriers and advancing the greater downtown vision. The developer perspectives on the task force will in particular ensure that those improvements will result in private sector interest in housing, employment, and entertainment investments, as well as solidifying the already stated commitment of St. Cloud State University and CentraCare Systems to enhancing their connection and presence in the downtown. The Task Force commenced their first meetings in May 2023 and will continue to work through Summer 2023 to refine and advance their list of prioritized and targeted list of strategic catalyst infrastructure improvements.

Downtown stakeholders stand poised and ready to advance the community vision upon the State of Minnesota's decision and notice of a successful bonding request in 2024. The City of St. Cloud is committed and prepared to implement priority infrastructure projects funded by the Legislature consistent with the City's track record on previously funded downtown infrastructure projects.

The downtown task force and key stakeholders will partner to fund and hire professional staff dedicated to advancing the downtown improvements and coordinating the resulting development opportunities. The position's responsibilities for project facilitation and coordination will span the anticipated project implementation phase from 2024-2028.

Other Considerations

The Downtown Catalyst Infrastructure and Reinvestment Projects are only part of St. Cloud's plan to reimagine how the community thrives and connects through public spaces, mixed use buildings and cultural opportunities. St. Cloud has a bright future and ambitious projects such as these represent part of a greater commitment to downtown, neighborhoods, and well-being of individuals and families. Those public investments build trust and confidence that solidify private sector investment decisions that generate additional personal income, sales, and property tax revenues at the State, county, and municipal level.

The economy and housing market are intertwined; the health of the housing market affects the broader economy and vice versa. Housing market growth depends on job growth (or the prospect of); jobs generate income which results in the formation of more households and can stimulate household turnover. The City's most recent housing market analysis identified demand for new construction of general occupancy rental housing between 2024 and 2030 at 466 subsidized units, 1,088 affordable units and 888 market rental units. The same study identified the demand for more than 5,000 units of housing across the affordability spectrum within the community prior to 2030. The City of St Cloud has established a goal of creating 1,000 units of new housing within the downtown and the immediately adjacent places within the next five years. The Downtown Catalyst Infrastructure and Reinvestment Projects are key to the construction of housing on downtown locations identified through community engagement during the 2015 Comprehensive Plan drafting and adoption process.

The CentraCare Health System and University of Minnesota have recently announced their intention to open a St. Cloud medical school aimed at increasing the supply of rural physicians for greater Minnesota. This relationship is largely based on the quality of care, professionalism, and culture of the CentraCare Health System and St. Cloud Hospital. Given the proximity of St. Cloud Hospital and the CentraCare Health System to downtown St. Cloud, the Downtown Infrastructure and Reinvestment Projects are designed to be mutually beneficial to community and care system solidifying their long-term sustainability and service.

The City of St. Cloud and St. Cloud State University are committed to partnerships both on-campus and off-campus to fuel the long-term success of each entity. Given St. Cloud State University's 100-acre campus, founded in 1869, frames the southern edge of Downtown, the university connection and presence within downtown is key to economy, entrepreneurship, innovation, and vitality. Mutually, implementation of the downtown vision is essential for creating the character, culture, and social amenities attractive to existing and prospective St. Cloud State University students.

The City of St. Cloud is unique in many regards, including its political and physical geography, The City's vision and future success is bolstered by the fact that the downtown has many unique character districts able to meet demand for various economic, land use, demographic, and environmental preferences. Downtown east of the Mississippi River is well suited to smaller scale redevelopment building on the character and economic opportunity presented by the historic industrial economy and

mainline rail corridor. Downtown west of the Mississippi River is defined by its density and blending of historic and modern urban architecture. The Downtown Infrastructure and Reinvestment Projects are intentionally designed to meet the challenges and create momentum within each character district.

Impact on State Operating Subsidies

No new or additional state operating dollars will be requested as a result of this capital project.

Who will own the facility?

The City of St. Cloud will own public infrastructure projects within the public right of way and upon public property. Improvements to identified catalyst redevelopment sites are intended to be sold to the private sector.

Who will operate the facility?

The downtown task force and key stakeholders will partner to fund and hire professional staff dedicated to advancing the downtown improvements and coordinating the resulting development opportunities. The project director will assist with refining the project vision as needed overtime, marketing the downtown vision and opportunities, coordination of public infrastructure projects and downtown activities, collaborating with City of St. Cloud, counties, and community stakeholders, and working with private developers and investors to facilitate projects and private investments consistent with the downtown visions.

Discussions are underway regarding establishment of a Downtown Improvement District (DID) as authorized by Minnesota state law. DIDs are paid from revenues collected from service charges imposed within that area of benefit. Such services may include snow and ice removal, lighting, signage, parking, parking enforcement, marketing, landscaping, security, and promotion. While the City already currently provides these services and amenities to some degree, a DID would be an essential element of ensuring the acquisition and on-going maintenance of the streetscape elements recommended herein.

The City of St. Cloud and future DID would be responsible for specific on-going maintenance and operation costs of the Downtown Infrastructure and Investment Projects as defined by future agreements. The City of St. Cloud would be responsible for initial construction contracts and administration associated with improvements within the public realm and city property.

Who will use or occupy the facility?

The Downtown Catalyst Infrastructure and Reinvestment Improvements are community-driven and will benefit both residents and visitors alike, promoting economic growth and creating a more vibrant downtown, a place where people will want to live, work, and play for generations to come. The Downtown Catalyst Infrastructure and Reinvestment Improvements represent an unprecedented scale and innovative “plan-then-act” strategy that couples long-term strategic planning with immediate implementation and results for downtown. A unique downtown environment is a key ingredient to helping central Minnesota and the State of Minnesota sustain and grow its economy following the effects of the COVID-19 pandemic, as well as achieve the City’s community goals of diverse housing, employment, and cultural opportunities. Creating a center of economic and cultural activity will reintroduce the City of St. Cloud’s 71,000+ increasingly diverse residents and the

innumerable regional and State-wide population to downtown St. Cloud and generate on-going sustainable attendance, visits, and residency.

Public Purpose

The direct impact of downtown revitalization on local and state economies is well documented. Investment in revitalization creates jobs, workforce housing, increases property values and attracts tourists. These investments and the resulting economic activity enhance multiple revenue streams for the State, counties, and City of St. Cloud. All of which are economic benefits to those entities, and their residents, making those investments.

A number of specific sites within the Downtown have been highlighted as redevelopment opportunities which catalyze reinvestment and established a renewed character for Downtown St. Cloud. These sites are well suited for parcel assembly and consolidation, on-site improvements, and significant reinvestment to provide new interest and direction for the area. Redevelopment can help generate local employment opportunities, spur further investment, and deliver additional tax revenue.

Description of Previous Appropriations

The City of St. Cloud appreciates the State of Minnesota's prior bonding allocations that have been successfully implemented by the City for the benefit of downtown and the community. The prior bonding allocation for expansion of the River's Edge Convention Center parking ramp project is one example of a project that was fully implemented enabling full utilization of the facility and economic return for the region.

Project Contact Person

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(\$ in thousands)

Downtown St. Cloud Catalyst Infrastructure and Reinvestment Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$100,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$100,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$86,708	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$13,292	\$0	\$0
TOTAL	\$0	\$100,000	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

CentraCare St. Cloud Medical School Campus

AT A GLANCE

2024 Request Amount: \$12,930

Priority Ranking: 2

Project Summary: \$12,930,000 is appropriated from the bond proceeds fund to the commissioner of employment and economic development for a grant to the City of St. Cloud, in cooperation with CentraCare Health System and the University of Minnesota, to design, construct, furnish, and equip renovations for a University of Minnesota Medical School Campus on the CentraCare Health System Campus in St. Cloud, Minnesota.

Project Description

Create a Medical Education Center in St. Cloud. CentraCare will repurpose a 60,000 sq ft administrative building adjacent to its Ambulatory Facility in St. Cloud known as the CentraCare Health Plaza. This building is located with a Planned Unit Development (PUD) within the City of St. Cloud and sits on the 120+ acre campus. This Medical Education Center will house the Medical School, Simulation Centers, Team-based learning, and other educational initiatives. Estimated cost of \$17,900,00.

While 20% of the U.S. population lives in rural communities, only 11% of physicians practice in such areas and more than one third of rural providers plan to leave the workforce by 2027. Without enough qualified healthcare professionals in their local communities, rural Minnesotans more regularly encounter limited access to quality care, including waiting longer for appointments, traveling further to receive inpatient healthcare, and reduced services at local hospitals and clinics due to low numbers of primary and specialty care physicians. Data according to the Minnesota Demographer shows residents in rural areas are older, with 32% of the population in the state's rural counties estimated to be over 54 by the year 2033. The CDC's Center for Health Statistics show that rural residents are at greater risk of death from myriad health conditions, including heart disease, chronic respiratory disease and injury, which exacerbate the difficult conditions created by staffing shortages.

Data clearly indicate that training physicians in rural communities supports recruiting these physicians to stay and practice in these communities. The Medical School's Duluth campus has an established record of recruiting and training students who choose to practice in Greater Minnesota, and this proposed expansion of rural healthcare education will build on those successes.

CentraCare and the University of Minnesota have a successful history of working together to provide superior clinical care and to educate Minnesota's future physicians, 70% of whom are trained at the U of M Medical School. This expanded relationship will build upon an existing foundation that already includes a collaborative residency program dating back more than 25 years with U of M Family

Medicine, a training track for health resource services and administration in Willmar and the University of Minnesota Physicians' collaborative orthopedics practice.

Project Rationale

Rural America is experiencing a healthcare access crisis that needs intervention now. Twenty-percent of American residents live in rural areas, but only 11% of physicians practice in rural areas. In Minnesota, the median age of physicians practicing in rural Minnesota is 58, and one-in-three intend to leave the profession within five years. Research shows that medical students who come from rural areas are more likely to practice in rural areas, and those who receive training in a rural area are three-times more likely to practice in a rural area. However, only 4% of incoming medical school students come from rural areas.

The residents of Greater Minnesota will benefit by having more medical education opportunities in the region. Communities across the state would have access to more physicians who are trained in rural medicine and would also have access to leading clinical research protocols. In addition, CentraCare and the University of Minnesota Medical School both benefit by advancing their goals of improving the health of rural Minnesotans.

Project Timeline

The project timeline begins with Architectural and Schematic Design which is anticipated to start in April 2023. Construction documents will be complete by December, with construction commencing in 2024. Construction timeline is 6-7 months with completion in Fall of 2025. Occupancy and move-in is anticipated for Spring of 2026.

Other Considerations

This project helps mitigate climate change by choosing to remodel an existing building space rather than new construction where there will not have to be any ground disturbance and no exterior modifications. We will ensure the architecture and construction organizations will provide a clear path how best to save energy, reduce operational and embodied carbon emissions, support beneficial electrification efforts and transition away from fossil fuel to clean, renewable energy resources.

Additional considerations include the benefits to public health which are centered around increased access to physicians in Greater Minnesota through development of the medical school and other health professional residency programs that will produce more health care professionals. The research components that will come from the medical school will greatly increase access to rural and racially/ethnically diverse populations to participate in clinical trials.

A Medical School campus in St. Cloud will see an increase in health science professional opportunities for BIPOC community members. Communities will see increased access to healthcare providers, but they will also see more providers trained from and within their communities, leading to more equitable access.

In addition to having full support of the CentraCare Board of Directors and the University of Minnesota Regents, this proposal has also attracted endorsements from more than 150 Minnesota businesses and organizations, including Minnesota Medical Association, Minnesota Hospital Association, St. Cloud State University, Greater St. Cloud Development Corporation, Land O' Lakes,

Cargill, Xcel Energy, and many others.

Impact on State Operating Subsidies

A onetime appropriation of \$10,000,000 was secured for programs at the University of Minnesota Medical School Campus on the CentraCare Health System Campus in St. Cloud. This appropriation may be used for tuition support, a residency program, a rural health research program, a program to target scholarships to students from diverse backgrounds, and a scholarship program targeted at students who will practice in rural areas. This appropriation is available until June 30, 2027.

Who will own the facility?

If cash, CentraCare Health System. If GO Bond, City of St. Cloud.

Who will operate the facility?

CentraCare Health System and University of Minnesota Medical School.

Who will use or occupy the facility?

Medical students, faculty and staff of the University of Minnesota Medical School will use and occupy the building upon construction completion. Likewise, practitioners, administrators and staff of CentraCare who are involved with the program.

Public Purpose

Collaborating in pursuit of better health for Minnesotans the purpose of this project is to increase medical education opportunities through academic affiliation with CentraCare Health System and the University of Minnesota Medical School and creation of a medical school with a rural health focus. Minnesota's small towns and rural communities face a daunting challenge— addressing a growing shortage of medical professionals in areas that are already experiencing shortages. There are 219 federally recognized Health Professional Shortage Areas (HPSA) in Minnesota alone, and all 18 of the counties in CentraCare's service area throughout Southwest, Central and West Central Minnesota have HPSA designations.

Description of Previous Appropriations

The 2023 legislative session awarded \$5 million for pre-design services to advance this project.

Project Contact Person

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Vice President of Facility Services
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(\$ in thousands)

CentraCare St. Cloud Medical School Campus

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Fund Cash	\$5,000	\$12,930	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$5,000	\$12,930	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$5,000	\$11,833	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,097	\$0	\$0
TOTAL	\$5,000	\$12,930	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Co Rd 2 Sewer Extension Project	1	GO	5,700	0	0	0	0	0
St. Joseph Community Center	2	GO	10,000	0	0	0	0	0
Total Project Requests			15,700	0	0	0	0	0
General Obligation Bonds (GO) Total			15,700	0	0	0	0	0

Co Rd 2 Sewer Extension Project

AT A GLANCE

2024 Request Amount: \$5,700

Priority Ranking: 1

Project Summary: The City of St. Joseph is requesting \$5.7 million for infrastructure of trunk sanitary sewer systems. Total project is \$11.4 million dollars in improvements. These improvements are needed to allow for development off County Road #2 and adjacent to I-94, for commercial, industrial, and residential housing /workforce housing for years to come.

Project Description

Funding for City of St. Joseph improvements will include a new wastewater main that will allow for major expansion of the city for economic development and workforce housing. This will allow the city to expand and grow with the communities needs for both commercial/industrial needs as well housing for workforce that go hand in hand.

Project Rationale

Needed improvements are related to the City of St. Joseph sanitary sewer collection mains. It will allow for major expansion of its Industrial, commercial, and housing needs. This investment in improvements will allow the city to meet the needs of the economic growth that has been hampered by this lack of larger infrastructure for capacity in this part of the city. With County Road #2 just off I-94, it is a prime location for commercial, mixed residential as well as industrial along this corridor. Many commercial developers along with residential developers would like to work with the city to expand this corridor. Hampered by lack of sanitary main capacity this area has been overlooked in the past. Today with the need for investment of jobs in industry along with workforce living in close proximity, this project is in an urgent path to accommodate this strong economic need. The city would invest along with the bonding dollars to increase the tax base and improve the opportunities for their community.

Project Timeline

Design - July 2024
 Bid planned for July 2025
 Construction starts September 2025
 Construction completion December 2026

Other Considerations

The City of St. Joseph improvements will help to increase economic development, increase tax base and meet the demands of workforce needs as a part of the St. Cloud region. To compete with the growing demand in these areas of economic development this project is urgent. This improvement will help the city a well as the businesses with new sewer capacity for major industries and job

creation that the city needs to improve its economic development goals.

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of St Joseph

Who will operate the facility?

City of St Joseph

Who will use or occupy the facility?

City of St Joseph

Public Purpose

The City of St. Joseph improvements will help to increase economic development, increase tax base, and meet the demands of workforce needs as a part of the St. Cloud region. To compete with the growing demand in these areas of economic development this project is urgent. This will help the city and business with new sewer capacity for major industries and job creation that the city needs to improve its economic development goals.

Description of Previous Appropriations

N/A

Project Contact Person

Lori Bartlett
Finance Director
320-363-7201
lbartlett@cityofstjoseph.com

(\$ in thousands)

Co Rd 2 Sewer Extension Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,700	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$5,700	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$11,400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,280	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,120	\$0	\$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	\$11,400	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

St. Joseph Community Center

AT A GLANCE

2024 Request Amount:	\$10,000
Priority Ranking:	2
Project Summary:	The City of St. Joseph is requesting \$10,000,000 to construct a Community Center.

Project Description

The City of St. Joseph is proposing to construct a 45,000 square foot Community Center. The City would own the Community Center and would partner with the YMCA to operate and manage the facility. A Community Center has been identified as the number one need by City residents and the surrounding community with goal of developing a safe place for youth and families. The concept stemmed from the work of a coalition of community members formed to help remember Jacob Wetterling, an abducted and murdered child from St. Joseph, and to foster closure to a terrible human tragedy and traumatic experience by the family and surrounding community.

The Community Center will be centrally located in the St. Joseph City limits on eight acres of City-owned land. The facility would include an aquatic center, three gymnasiums, walking track, fitness rooms, kid zone, and ancillary meeting rooms and activity areas. Renewable energy measures will be incorporated into the design of the facility.

As a result of over 25 years of effort, the community is getting closer to achieving a dream born out of tragedy. The facility planning is complete and a significant share of necessary capital raised. Acquisition of land, establishment of the partnership with YMCA, and collection of \$10 million in State and local revenue has also occurred. Further, a vigorous campaign seeking private donations is also underway.

Project Rationale

The YMCA is an excellent partner for operating the facility as its organizational goals match the City's goal to provide a financially sound and community-supported facility that inspires families to strive toward physical, educational, and spiritual growth. Through operating the St. Joseph Community Center, the YMCA will advance its goal to improve the lives of the community, including children, youth, and their families. In 2020, more than 645 YMCAs in the US provided food for children affected by school closures. Some YMCAs offer workshops and training to equip youths with the tools they need to improve their communities. This mission cuts across geographical boundaries, religion, race, and gender.

YMCAs have tailored programs and activities to nurture children and youth, ensuring they grow into strong, independent, and responsible members of society. Many offer grant-subsidized summer camp programs for young people from low-income families. These character-building camps have

helped keep many kids from joining gangs or engaging in criminal activities. Further, National and local YMCAs strive to address social issues that threaten the stability of their communities. They offer mentorship programs to help youths stay focused on their dreams and attain personal objectives and ambitions.

The St. Joseph community is comprised of a burgeoning immigrant population and a high percentage of low and moderate income families as indicated by the number of children receiving free and reduced school lunch. The YMCA fee schedules and program offerings will take these demographics into account in fulfilling the organization's promise, "We build strong kids, strong families, strong communities."

Project Timeline

Design - March 2024
Bid - September 2024
Construction begins - January 2025
Construction complete - October 2025

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of St. Joseph

Who will operate the facility?

City of St. Joseph and YMCA

Who will use or occupy the facility?

City of St. Joseph

Public Purpose

Provides a safe place for youth and families and strengthens kids, families, and the community.

Description of Previous Appropriations

\$4,000,000 in a state appropriation was awarded in 2020.

Project Contact Person

Lori Bartlett
Finance Director
320-363-7201
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(\$ in thousands)

St. Joseph Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$4,000	\$10,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$10,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$4,000	\$20,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$4,000	\$320	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$19,680	\$0	\$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	\$4,000	\$20,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Mesabi Trail - Aurora to Hoyt Lakes Spur	1	GO	2,300	0	0	0	0	0
Total Project Requests			2,300	0	0	0	0	0
General Obligation Bonds (GO) Total			2,300	0	0	0	0	0

(\$ in thousands)

Mesabi Trail - Aurora to Hoyt Lakes Spur

AT A GLANCE

2024 Request Amount: \$2,300

Priority Ranking: 1

Project Summary: This request for \$2.3 mil is for the engineering, design, and construction of an approximately 5.5-mile spur of the Mesabi Trail connecting the communities of Aurora and Hoyt Lakes. This spur is the next step in connecting the Iron Range to the North Shore, providing a gateway into Lake County.

Project Description

This proposed trail segment from Aurora to Hoyt Lakes is a 5.5-mile spur intended to traverse through undeveloped lands owned by Blandin Paper and Allete, two companies the Rail Authority has worked with successfully in the past. The remainder of the route will be located in the right-of-way of CR 110. The trail will be 10 ft wide and designed to ADA and PROWAG standards with slopes no greater than 5%. Locating the trail within the CR 110 right of way is a key aspect of the project since the county reconstructed the road and built new wider bridge across the Partridge River that has ample room for both vehicular traffic and bicycle traffic.

Project Rationale

The Mesabi Trail is a master-planned 162.5-mile-long paved bike trail that extends from the Mississippi River in Grand Rapids to the Boundary Waters in Ely. This project has been ongoing since the mid-1990s and has only 10 miles left to close the two remaining gaps. Over the years, numerous communities have requested to be added to the Mesabi Trail corridor but were denied until the main route was finished. Now that the final 10 miles are funded and under design, the community requests can be considered. Connecting the vibrant and active community of Hoyt Lakes to the corridor will provide needed amenities for the users of the trail, including lodging, restaurants, and other attractions. Along with needed amenities, bringing the trail to Hoyt Lakes will provide a gateway to Lake County where the route can be extended to eventually connect to the North Shore.

Project Timeline

- Spring 2024 - Confirm preferred alignment of trail
- December 2025 - Submit project for environmental review to District State Aid
- March 2026 - Submit plans for review by District State Aid
- April 2026 - Submit for Federal Aid review and right of way acquisition deadline
- June 2026 - Bid project
- July 2026 - award and begin construction

Other Considerations

Impact on State Operating Subsidies

Who will own the facility?

The project will be owned by the St. Louis and Lake Counties Regional Railroad Authority.

Who will operate the facility?

The project will be owned by the St. Louis and Lake Counties Regional Railroad Authority.

Who will use or occupy the facility?

The trail is available for non-motorized public use including bicycles, pedestrians, and inline skates. The trail serves predominately walkers and bicyclists in the summer; and walkers and skiers in the winter. Snowmobiles are allowed in winter on designated areas. The trail is ADA compliant allowing for electric assist access such as wheelchairs and ebikes.

Public Purpose

The public purpose is to provide outdoor recreation opportunities for people of all ages and abilities. The trail is free for pedestrian use and for kids under 18. A wheel pass is required for adults using any non-motorized wheeled vehicle, but the cost for a year is a nominal \$20 per user. The trail is designed to ADA standards, paved, and well maintained, so wheelchairs, walkers, and people of limited mobility have a safe and solid surface to traverse.

Description of Previous Appropriations

1996 - \$500 to construction Mesabi Trail segment from Hibbing to Chisholm
2005 - \$300 to construct the Mesabi Station
2006 - \$950 to construct Mesabi Trail segment Vermilion State Park
2015 - \$5,827 to construct Virginia Highway 53 - Trails Project
2017 - \$1,138 to construct Mesabi Trail segment from Wahlsten Road toward Tower

Project Contact Person

Sarah Ciochetto
Deputy Director
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sarah@rrauth.com

(\$ in thousands)

Mesabi Trail - Aurora to Hoyt Lakes Spur

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,300	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$450	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,750	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$315	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,017	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$418	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Integrated Solid Waste Management Campus - Phase 2	1	GO	6,000	0	0	0	0	0
St. Louis County Heritage and Arts Center Asset Renovation	2	GO	4,658	0	0	0	0	0
Waste Water Treatment and Collection System	3	GO	7,000	0	0	0	0	0
Total Project Requests			17,658	0	0	0	0	0
General Obligation Bonds (GO) Total			17,658	0	0	0	0	0

Integrated Solid Waste Management Campus - Phase 2

AT A GLANCE

2024 Request Amount: \$6,000

Priority Ranking: 1

Project Summary: St. Louis County requests \$6 million (with a \$6 million match) for Phase 2 of the Integrated Solid Waste Management Campus that focuses on the planning, design and construction of a leachate treatment system to ensure proper management and treatment of leachate from the region's landfills, preventing PFAS and other leachate contaminants of concern from entering groundwater, Lake Superior, and other waters in the Great Lakes watershed.

Project Description

The Integrated Solid Waste Management Campus (Campus) near Canyon will serve the Northeast Waste Advisory Council (NEWAC) region consisting of Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, and St. Louis Counties and the Western Lake Superior Sanitary District (WLSSD). As identified in the final draft of NEWAC's Regional Solid Waste Management Plan, the Campus will serve as a long term municipal solid waste (MSW) management solution for the northeast region of Minnesota consisting of a material recovery facility, landfill, leachate treatment and management system, renewable energy capture and utilization (landfill gas, solar, and geothermal), and organics backhaul to WLSSD. In addition to managing all incoming MSW, the Campus is being designed to accept waste volume from municipal dumps and State-owned closed landfills within the region.

Phase 2 directs \$6 million of funding (in addition to a \$6 million match) for a crucial component of the Campus - the development of an on-site leachate treatment system. The system consists of lined collection and holding ponds, proven treatment technologies (advanced oxidation, ion exchange, activated carbon, and reverse osmosis), and on-site spray irrigation fields to ensure proper management and treatment of leachate from the region's landfills, preventing PFAS and other leachate contaminants of concern from contaminating groundwater and surface water resources. Phase 2 directly addresses 5 of the 10 priorities to protect families and communities identified in the state's "Minnesota's PFAS Blueprint" including: preventing PFAS pollution, limiting PFAS exposure from drinking water, reducing PFAS exposure from fish and game consumption, protecting ecosystem health, and managing PFAS in waste.

Project Rationale

The County's Integrated Solid Waste Management Campus aligns with long-term goals identified in NEWAC's Regional Solid Waste Management Plan. Section 13 of the Plan states "As discussed in Section 5.7, the Counties/WLSSD will evaluate the potential of converting the General Waste and Recycling, LLC industrial landfill near Keewatin into an MSW landfill, and/or development of the St.

Louis County proposed comprehensive solid waste management campus, which includes an MSW landfill, located in Canyon, or development of a new landfill at an alternative site, to serve the long-term MSW disposal needs of the region after the closure of the Superior Landfill and the St. Louis County Regional Landfill." The purpose of pursuing the conversion of these sites into MSW landfills is to provide the region with adequate disposal capacity and reduce overall hauling distances and the related costs associated with the region's current MSW disposal system. Several Counties are currently hauling their MSW over 100 miles for disposal. There is significant hauling distance reduction, cost per ton savings, estimated reduction in fuel usage, GHG reductions, and total fuel cost savings associated with this proposed system.

Additionally, Section 13.3 states "St. Louis County Environmental Services is proposing to site a new RCRA Subtitle D MSW landfill on 800 acres in the Canyon area to accept waste from the 7-county region and have capacity to cleanup and consolidate old dumps and closed landfills. As part of the construction, the campus would include a state-of-the-art Materials Recovery Facility. It will be designed as a zero carbon footprint facility by integrating renewable energy systems such as a solar farm, landfill geothermal systems, and landfill gas recovery systems. It would also include an advanced leachate treatment system to treat a wide array of contaminants of concern, including PFAS, before discharging onto a land application field. This new facility would include a robust monitoring network of groundwater wells, leak detection risers surrounding the subtitle D landfill liner, and a landfill gas monitoring network."

The project site St. Louis County selected is well-suited for a future MSW landfill and leachate treatment facility for the following reasons:

- 1) Based on environmental review, the site meets or exceeds basic MPCA MSW landfill siting requirements.
- 2) The site is centrally located on Highway 53 between the Iron Range and Duluth and its neighboring communities (the two largest waste generation areas within the NEWAC region) resulting in shorter haulage distances, reduced greenhouse gas (GHG) emissions, and lower fuel usage and cost.
- 3) Public lands surround the parcels on three sides, ensuring adequate area for the ability to site an integrated solid waste facility consisting of a MSW landfill, a processing facility and an on-site leachate treatment and management system.

Project Timeline

Final design, engineering, permitting and construction activities for the project will be performed from 2025 to 2028.

Other Considerations

The \$6 million funding request (with a \$6 million match) for phase 2 of the Integrated Solid Waste Management Campus:

- addresses 5 of the 10 priorities to protect families and communities identified in the state's "Minnesota's PFAS Blueprint" including: preventing PFAS pollution, limiting PFAS exposure from drinking water, reducing PFAS exposure from fish and game consumption, protecting ecosystem health, and managing PFAS in waste;
- aligns with long-term goals identified in NEWAC's Regional Solid Waste Management Plan;
- is being designed to accept waste volume from municipal dumps and State-owned closed landfills within the region;

- could result in significant hauling distance reduction, cost per ton savings, reduction in fuel usage, Green House Gas (GHG) reductions, and total fuel cost savings;
- helps prevent PFAS and other leachate contaminants of concern from entering groundwater, Lake Superior, and other waters in the Great Lakes watershed; and
- complements existing county/WLSSD solid waste programs that provide underserved areas of the region with convenient and affordable waste disposal and recycling opportunities. (St. Louis County's Solid Waste Management Area has 4 of its 5 solid waste transfer stations, 6 of its 19 solid waste canister sites, and 24 of its 48 recycling drop-off sites in underserved/environmental justice areas)

Impact on State Operating Subsidies

Yet to be determined

Who will own the facility?

St. Louis County will own the project.

Who will operate the facility?

St. Louis County will manage the Campus and hire a contractor possessing a MPCA Landfill Operator's License to operate the landfill and a contractor possessing a Wastewater Operator's license to operate the leachate treatment system.

Who will use or occupy the facility?

The Campus will serve the residents and businesses within the NEWAC region by providing convenient, affordable, and environmentally-friendly MSW disposal opportunities and state-of-the-art management and treatment of leachate. Recognizing, per the 2020 U.S. Census, 8% of the NEWAC region's population is Black, Indigenous, and people of color (with Indigenous people comprising its largest segment) and 9.8% of the region's population is low-income, with many areas having at least 40 percent of the population's reported income less than 185 percent of the federal poverty level, the Campus will complement existing counties/WLSSD solid waste programs that provide underserved areas of the region with convenient and affordable, in many instances free, waste disposal and recycling opportunities. Specific to St. Louis County's Solid Waste Management Area, 4 of its 5 solid waste transfer stations, 6 of its 19 solid waste canister sites, and 24 of its 48 recycling drop-off sites are located in underserved/environmental justice areas.

Public Purpose

As identified in the NEWAC's Regional Solid Waste Management Plan, the Campus will serve as a long term municipal solid waste (MSW), recycling, and leachate treatment and management solution for the northeast region of Minnesota. The Campus is being designed to accept waste volume from municipal dumps and State-owned closed landfills within the region and captures and utilizes renewable energy. Phase 2 directly addresses 5 of the 10 priorities to protect families and communities identified in the state's "Minnesota's PFAS Blueprint." This project helps prevent PFAS and other leachate contaminants of concern from contaminating groundwater and surface water resources.

Description of Previous Appropriations

The Minnesota Legislature awarded St. Louis County a \$2 million appropriation in 2023 for solutions to protect Lake Superior and other waters in the Great Lakes watershed from PFAS contamination from landfills.

Project Contact Person

David Fink
Environmental Services Director
218-742-9537
finkd2@stlouiscountymn.gov

(\$ in thousands)

Integrated Solid Waste Management Campus - Phase 2

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Funding	\$0	\$6,000	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$10,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	N/A
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

St. Louis County Heritage and Arts Center Asset Renovation

AT A GLANCE

2024 Request Amount: \$4,658

Priority Ranking: 2

Project Summary: St. Louis County requests \$4.658 million (with a local match of \$4.658 million) to replace the St. Louis County Heritage and Arts Center's (The Depot's) heating, ventilation, air conditioning (HVAC) and mechanical, electrical, plumbing (MEP) systems to extend the useful life of the facility. These critical investments will well-position the Depot to accommodate the needs associated with the Northern Lights Express (NLX) station.

Project Description

St. Louis County requests \$4.658M for critical capital improvements to preserve the integrity of the St. Louis County Heritage and Arts Center (The Depot) so it can be well-positioned to accommodate needs associated with the Northern Lights Express (NLX) station in Duluth, while continuing to support the vibrancy of arts, history, and culture in the northern region of the state. Heating, ventilation, air conditioning (HVAC) and mechanical, electrical, plumbing (MEP) improvements are needed.

The St. Louis County Heritage and Arts Center (The Depot) urgently needs to replace its heating, ventilation, air conditioning (HVAC) and mechanical, electrical, plumbing (MEP) systems to provide energy efficient design and materials for long life cycle systems renewal. These capital improvements are necessary in order for the Depot to serve as one of the stations for the Northern Lights Express (NLX). \$1.5 million for the life safety elements of the building was awarded to The Depot in 2020, but its HVAC and MEP systems run the risk of failure and could lead to further damage of the building if not replaced. The \$385,000 granted to St. Louis County in 2023 for the St. Louis County Historical Society's planned "County Built on Iron" exhibit is partially dependent on the replacement of the Depot's HVAC and MEP systems to better manage the climate control of the facility.

Project Rationale

The St. Louis County Heritage and Arts Center (The Depot) is home to organizations that support the arts, history, and culture., including the Depot Foundation, whose mission is dedicated to preserving the St. Louis County Depot as a vibrant and welcoming forum for the arts, culture and history through managing and growing a permanent endowment. Exhibiting organizations - Lake Superior Railroad Museum, St. Louis County Historical Society, and Duluth Art Institute - display collections of artifacts and artwork. The North Shore Scenic Railroad is a seasonal scenic railroad that boards at The Depot and its ticket office is adjacent to the train museum. Performing arts organizations benefit from being housed in The Depot. The Duluth Superior Symphony Orchestra (DSSO) and Depot management together manage the theater space (seating 275) to offer a plethora of community organizations opportunities to use the unique space to give back to the public --planning a list of music concerts,

dance performance, comedians, and more. The Minnesota Ballet, a traveling professional ballet, has the School of Minnesota Ballet classes in their Depot Studios on the lower level, and have outfitted the track-level theater (seating 225) to bring additional opportunities for classes and performances -- including those for individuals with disabilities.

These organizations attract hundreds of thousands of visitors from the surrounding area and beyond, resulting in positive economic impact for the City of Duluth and St. Louis County. Preserving this asset will enable St. Louis County and these additional non-profit organizations to draw new audiences and enhance its position as a destination point in St. Louis County - potentially bringing in additional tourism dollars to support northeastern Minnesota.

Each one of these organizations is committed to public engagement and most of them offer educational programming. Due to its centralized location in downtown Duluth, many people, including area youth and seniors, are able to use public transportation to access the building and can engage in several cultural enterprises in one unique location. Broadening the building's educational resources cannot be accomplished without significant commitment to the building conditions. Funding these necessary upgrades will allow organizations and Depot management to grow all programming, keep rents affordable for non-profit organizations, preserve artifacts housed in the building, and offer the public a more enjoyable experience when they visit. Strategically, broadening these educational opportunities will add more community stakeholder investment, more economic investment via tourism tax dollars, and more sustainable interest in the building and its organizations.

Originally constructed by world-renowned architectural firm Peabody and Stearns in 1892, The St. Louis County Heritage and Arts Center (The Depot) is one of the State of Minnesota's only examples of French Chateausque Architecture. The Depot was placed on the State Register of Historic Places in 1969 pursuant to Laws of Minnesota 1969, chapter 894, section 6, and confirmed in 1993 pursuant to Laws of Minnesota 1993, chapter 181, sections 4 and 13; in 1971, the building was placed on the National Register of Historic Places.

The Depot houses an original immigration waiting room, where thousands of Minnesotan ancestors were officially admitted to the U.S., and currently features an exhibit in the historic room showcasing the immigrant experience at the turn of the 20th century. St. Louis County was awarded \$385,000 (in the 2023 legislative session) for the planned County Built on Iron exhibit to be housed in the Depot. However, an HVAC and MEP system replacement is needed in order for this new exhibit to potentially be installed and properly protected.

The Depot is also home to Veterans Memorial Hall, which is a joint program of the St. Louis County Historical Society and the United States Military service veterans of northeastern Minnesota - with a mission to gather, preserve, interpret, and promote the rich and diverse human experiences of veterans, their families, and communities through museum, archival, and educational programs. (<http://www.vets-hall.org/about-museum>)

The Depot is one of the planned stations for the Northern Lights Express (NLX) - the proposed high-speed intercity passenger rail project that would provide service between Minneapolis and Duluth. The Depot would support NLX's goal of fiscal growth, economic development, job growth and increased tourism revenue.

The Depot also is a program center for the University of Minnesota/County Extension services

throughout St. Louis County and the state, offering education, outreach, and engagement to 4-H, Master Gardeners, Horticultural programming, and other youth development programs.

The Depot's HVAC and MEP systems are years past their replacement schedule. It is critical that these renovations are done now to preserve this historic building and start building a foundation for the future of NLX. What an incredible opportunity for the State to build synergies between this historic Depot and the new higher-speed passenger rail project by making this \$4.658 million investment in the St. Louis County Heritage and Arts Center (The Depot).

Project Timeline

-HVAC and MEP pre-design activities are nearing completion in summer of 2023 so project can get started upon receipt of funding in 2024

-Construction activities will be performed from 2024 to 2028

Note: Given long lead times, advanced ordering would be preferable.

Other Considerations

The St. Louis County Heritage and Arts Center (The Depot) urgently needs to replace its heating, ventilation, air conditioning (HVAC) and mechanical, electrical, plumbing (MEP) systems because...

-the Depot's antiquated systems are far past their shelf life;

-deferred maintenance has increased repair costs and puts operations at risk;

-the facility, its tenants, and the artifacts within its walls could be compromised;

-the location of the Depot has been identified as a Northern Lights Express (NLX) station;

-the Depot is on the National Register of Historic places;

-the Depot serves as a hub of educational and cultural opportunities; and

-the Depot enables multiple non-profit organizations to lease space at lower-than market rates, allowing them to keep ticket prices as low as possible for patrons to engage with the arts and culture the Depot offers in the spirit of encouraging diversity, equity, inclusion and accessibility.

Impact on State Operating Subsidies

No state operating dollars will be requested for this project.

Who will own the facility?

St. Louis County

Who will operate the facility?

St. Louis County

Who will use or occupy the facility?

St. Louis County, University of Minnesota/County Extension, Depot Foundation, Lake Superior Railroad Museum, North Shore Scenic Railroad, St. Louis County Historical Society, Duluth Art Institute, Duluth Superior Symphony Orchestra (DSSO), Minnesota Ballet, community businesses and non-profits in various fundraisers, pop-up ventures, and potential lease partners, and the general public

Public Purpose

The St. Louis County Heritage and Arts Center (the Depot) is on the State and National Register of

Historic Places and serves as a hub of cultural, arts and heritage activities. Its mix of performing arts organizations and exhibiting organizations attracts people from all over the state of Minnesota and beyond to enjoy what the northern part of the state has to offer with regard to the arts, history, and culture. A portion of the City of Duluth's tourism tax dollars supports the Depot, illustrating how valuable the Depot is to its tenants, how much it impacts the health of the economy, and contributes to the vibrancy of the community. Renovation of the St. Louis County Heritage and Arts Center (The Depot) enables programming and community events to be brought to low- and moderate-income individuals. The non-profit organizations currently in the Depot provide a wide range of opportunities for community members to participate. Many events and exhibits are free and open to the public.

Description of Previous Appropriations

2020: \$1.5 million from State general obligation bond funding for Phase 1 life safety improvements

Project Contact Person

Mary Tennis
Depot Director
218-725-5230
tennism@stlouiscountymn.gov

(\$ in thousands)

St. Louis County Heritage and Arts Center Asset Renovation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds		\$4,658	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$4,658	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$9,316	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$599	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,717	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,316	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Waste Water Treatment and Collection System

AT A GLANCE

2024 Request Amount: \$7,000

Priority Ranking: 3

Project Summary: St. Louis County is requesting \$7,000,000, on behalf of the Ash River Sanitary District, in state funds for the construction of a new waste water treatment and collection system to serve the community's waste water needs.

Project Description

This project is a part of a collaborative effort between St. Louis County, Koochiching County, U.S. Park Service, MPCA, Clean Water Council (and many others) to clean up the waters of the Voyageurs National Park. This specific project is the next step in this effort.

The Ash River Community is located in the northwest corner of St. Louis County, Minnesota on the southeast side of Kabetogama Lake. The community is located on Ash River, which flows north into Kabetogama Lake's Sullivan Bay. Ash River and Lake Kabetogama are part of Voyageurs National Park, the United States' only water-based National Park. Ash River Sanitary District was established to eliminate failing septic systems and holding tanks, thereby improving water quality in Ash River and downstream water bodies in Voyageurs National Park.

The Sanitary District consists of 171 individual properties along the shores of Ash River. The majority of the properties are residential or consist of seasonal cabins or year-round homes. The area also has some resort properties which serve tourists to the area. A Facility Plan was prepared in 2020 and approved by MPCA in 2022. The report evaluated a variety of collection and treatment alternatives for the properties in the Sanitary District. Ultimately a recommended alternative was identified that includes a low pressure collection system which conveys sewage to a wastewater treatment facility. Effluent from the treatment facility will be discharged in a subsurface treatment system, similar to a septic system mound. The improvements will eliminate the need for individual septic systems on the properties within the District.

Design for the Collection and Treatment System Project is nearly complete. The Design documents will be submitted to MPCA for review and approval along with necessary permit application documents for operation of the wastewater treatment system. We anticipate the project will be bid and construction will begin in 2024. The project construction is anticipated to be done over two years, and is likely to be completed by fall of 2026. Project costs are currently estimated at \$22 Million. Several sources of funding are being sought for assistance in funding the project, with hopes for alignment of funding in 2024.

Project Rationale

Ash River Sanitary District is made up of a mix of residential and commercial properties. Based on age of systems and inspection data from St. Louis County, existing septic systems on these properties have a 78% rate of non-conformance with County and State on-site system rules. Another way to say this is that sewage is being discharged from 78% of septic or holding tanks to subsurface dispersal systems that are not treating the sewage adequately. This leads to pollution of groundwater and surface water systems, including Ash River and Lake Kabetogama - deemed Outstanding Resource Value Waters by MPCA, and part of the Voyageurs National Park system. Installation of the proposed collection and treatment system would serve to eliminate these existing septic systems, thereby improving groundwater and surface water quality.

Project Timeline

Completion of Design - July 2023
Bid Advertising - February 2025
Construction Start - July 2025
Final Completion - November 2026

Other Considerations

This project has the full support of the Ash River Community, Crane Lake Township, Kabetogama Township, Ash River Sanitary District Board, Voyageurs National Park Clean Water Joint Powers Board, St. Louis County, Koochiching County, MN Clean Water Legacy, MN Pollution Control Agency, MN DNR, MN PFA, U.S. Army Corps, USDA and the National Park Service.

Impact on State Operating Subsidies

The Ash River Sanitary District does not intend to seek State grants to support the operation and maintenance of the new system.

Who will own the facility?

The Ash River Sanitary District

Who will operate the facility?

The Ash River Sanitary District

Who will use or occupy the facility?

The residents and businesses of the Ash River Community

Public Purpose

The completion of this project will provide a new community waste water treatment system for the Ash River community.

Description of Previous Appropriations

There have been no previous state appropriations for the Ash River Sanitary District.

Project Contact Person

Debra Sanders

Chair - Ash River Sanitary District
218-343-2573
mn.frontier.resort@gmail.com

(\$ in thousands)

Waste Water Treatment and Collection System

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,000	\$0	\$0
State Funds Pending				
Other State Funds		\$6,000	\$0	\$0
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$7,000	\$0	\$0
Other Local Government Funds	\$0	\$2,000	\$0	\$0
TOTAL	\$0	\$22,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,200	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$19,800	\$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	\$22,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	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?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Oxford & Louisiana Area Infrastructure Investment	1	GO	6,913	0	0	0	0	0
TH100 Service Road Loop Investments	2	GO	5,500	0	0	0	0	0
Total Project Requests			12,413	0	0	0	0	0
General Obligation Bonds (GO) Total			12,413	0	0	0	0	0

Oxford & Louisiana Area Infrastructure Investment

AT A GLANCE

2024 Request Amount: \$6,913

Priority Ranking: 1

Project Summary: The City of St. Louis Park requests \$6.913 million in state funds to acquire land, predesign, design, construct, and administer the Oxford/ Louisiana area infrastructure investments. This project will contribute to a state of good repair by modernizing roadways with regional and local significance, improve pedestrian connections, promote equitable and safe active transportation, and help achieve the goals of the city’s Climate Action Plan.

Project Description

Once complete, the METRO Green Line extension light rail will run through St. Louis Park with a stop near the project area. In anticipation of the significant need to use this stop to access local amenities and Methodist Hospital, the city plans to improve the area for more general use. The station area will be on Oxford Street, adjacent to a major throughway in the region – Louisiana Avenue. The public improvements for the Oxford/ Louisiana area include the construction and repair of aging sidewalk; critical repairs to water, sewer, and storm sewer facilities; other improvements or upgrades related to street work, including replacement of streetlights, striping, and signs; replacement or repair of pavement, curb, and gutter; roundabout construction; stormwater quality improvements and flood storage; property acquisition; and other improvements associated with street rehabilitation work. Altogether these represent a significant long-term investment in the regional infrastructure.

Project improvements that would be completed using state funding include:

- Crosswalk enhancements for people walking and rolling, including shorter crossing distances, raised pedestrian refuge islands, and pedestrian-actuated flashing beacons.
- Operational and access management changes at intersections to improve efficiency and safety.
- Modifications of existing sidewalks to meet ADA requirements and operation needs.
- Replacement of existing street lighting with new LED systems and enhanced lighting in conflict areas.
- Replacement of 1.67 miles of roadway pavement.
- Construction of 0.75 miles of new sidewalk.
- Construction of a new roundabout at the intersection of Louisiana Avenue and Oxford Street.
- Stormwater treatment and flood storage.
- Public utility repair and replacement.

The construction of this project is proposed to be phased over two years, with construction starting in

2027 and completed in 2028 to coincide with the expected operational dates of the light rail line. The first phase will occur in 2027. The city will be constructing a new roundabout at the intersection of Louisiana Avenue and Oxford Street. Also included in this project is the rehabilitation of the following public infrastructure:

- Oxford Street from Minnehaha Creek Bridge to Edgewood Avenue.
- Edgewood Avenue from Oxford Street to Cambridge Street.
- Cambridge Street from Edgewood Avenue to Alabama Avenue.
- Louisiana Avenue from 100 ft north of the intersection with Oxford Street to 300 ft south of the intersection.

Sidewalk will also be constructed with this project to fill in gaps in the sidewalk system at the following locations:

- South side of Oxford Street from the Meadowbrook bridge to the existing sidewalk approximately 750 ft from the Meadowbrook Bridge.
- North side of Oxford Street between Louisiana Avenue and Edgewood Street.
- East side of Edgewood Street between Oxford and Cambridge streets
- North side of Cambridge Street between Edgewood Avenue and the railroad tracks.
- South side of Cambridge Street between Brunswick and Alabama avenues

Also included in this project are regional stormwater improvements and flood mitigation. This project is adjacent to Minnehaha Creek. Building in flood storage and water quality treatment in the area will support redevelopment and promote climate resiliency.

The second phase is scheduled for 2028. The scheduled work is on Meadowbrook Road, which includes the following infrastructure rehabilitation:

- Redecking of the Meadowbrook Bridge over Minnehaha Creek.
- Rehabilitation of Meadowbrook Road from the Meadowbrook Bridge south to Excelsior Boulevard.

Also included in this project is the construction of a new sidewalk connection to close a gap in the sidewalk network, creating connections to transit route 612, the Green Line LRT and the south Cedar Lake regional trail:

- Meadowbrook Road from the Meadowbrook Bridge to the existing sidewalk on the east side of Meadowbrook Road (450 feet).

The total project cost is \$13.826 million. The city is requesting 50% of the project cost in state funds and is prepared to match the remaining 50% with local funds. Key funding sources are general obligation bonds, municipal state aid dollars, and city utility funds. This project is included in the city's Capital improvement plan (CIP).

Project Rationale

This project is needed to repair existing infrastructure, remove barriers to active transportation and transit, improve safety, and promote environmental sustainability and climate preparedness.

Our primary rationale for selecting this project is due to the regional nature of the key infrastructure that this development will allow. These are described in greater detail by section below:

- To prepare for redevelopment and ensure climate resiliency, the city plans to construct new stormwater infrastructure which would remove pollutants from stormwater prior to it discharging

into the Minnehaha Creek and provide flood mitigation.

- The METRO Green Line extension has a station located on Oxford Street, just to the east of Louisiana Avenue and Metro Transit's Route 612 runs along Excelsior Boulevard. Constructing new sidewalk along these roadway segments will make it easier and more attractive for residents and visitors to use transit.
- St. Louis Park is home to a major hospital for the Minneapolis-St. Paul area – Methodist Hospital, located two blocks south of this project. The hospital is the largest employer in St. Louis Park.
- Era Properties, one of the largest affordable housing communities in the area, is located within the project area and houses individuals who work and play a short distance away in Hopkins and Edina.

Pavement replacement

Maintaining a state of good repair is a key transportation challenge that this project addresses. These roadways were constructed in 1973 and have far exceeded their design life. They are scheduled for reconstruction because routine maintenance activities such as bituminous overlays and crack seals are no longer cost-effective. Delays and safety concerns caused by deteriorating roadways in this area can quickly create regional effects for traffic moving through the area.

In addition, the existing condition and geometry pose challenges for people biking, walking, and those with limited mobility. To provide non-motorized transportation connections, access to transit and cleaner air, these roadways need modernization. The infrastructure reconstruction and safety improvements included in these corridors will benefit all users: vehicles, pedestrians, bicyclists, and transit riders, for years to come.

Returning corridor infrastructure to a state of good repair is the purpose of this project. This project advances the City of St. Louis Park's commitment to maintaining a state of good repair by replacing, repairing, and modernizing the existing infrastructure within the roadway right of way.

This project will significantly contribute to a state of good repair, improve travel delays, promote equitable and safe active transportation alternatives, and help achieve a 25% reduction in vehicle emissions as required by the city's regionally significant Climate Action Plan.

Removing barriers for active transportation and transit.

This project will advance the City of St. Louis Park's vision for a multimodal transportation system. Multiple citywide visioning and engagement efforts over the past 15 years have affirmed the city and residents' desire for a citywide multimodal network that provides local and regional connectivity, improves safety and accessibility, and enhances overall community livability.

Since 2013, the City of St. Louis Park has been implementing an Active Transportation Plan called Connect the Park that is aimed at making more livable neighborhoods by providing convenient, safe, equitable, and environment-focused ways for people to move around the city on a network of bikeways, sidewalks, and trails. Engagement with residents in the area has resulted in direct requests for better connections for walking.

The METRO Green Line extension has a station located on Oxford Street, just to the east of Louisiana Avenue and Metro Transit's Route 612 runs along Excelsior Boulevard. Constructing new sidewalk along these roadway segments will make it easier and more attractive for residents and visitors to use transit.

Safety

The City of St. Louis Park is actively engaged in a transportation strategy that focuses on pedestrians as the primary roadway user, followed by bicyclists, transit users, and finally, vehicles. This has permeated the capital planning initiatives, which seek to design roadways that provide safer streets for all and make the community healthier and more economically vibrant.

The City of St. Louis Park developed the Connect the Park plan to provide an active transportation

network to support safe walking, biking, and rolling to parks and schools, linking neighborhoods and employment centers to transit stops and stations. The Connect the Park plan helps to implement the city's Complete Streets plan by identifying existing roadway corridors that can be reconstructed to reallocate existing right of way to active transportation uses while improving safety, providing mobility, enhancing the environment, and contributing to the public realm.

Environmental sustainability

The multimodal improvements made as part of this project will advance the goals set in the City of St. Louis Park's 2018 Climate Action Plan. The goal of that plan is to achieve carbon neutrality by 2040, with a midterm goal of achieving a 25% reduction in vehicle emissions by 2030. Nearly half of this goal is expected to come from a reduction in vehicle miles traveled (VMT). This project directly advances multiple action items identified in this plan, including:

- Implement the city's Complete Streets policy for all transportation projects,
- Continue to implement Connect the Park to increase commuter bicycling and pedestrian opportunities and improve access to transit,
- Accelerate investment in alternative transportation infrastructure,
- Install roundabouts to reduce fuel consumption.

A large focus of the project is to redesign the roadways to better serve all travel users – pedestrians, bicyclists, transit users, and drivers. The City of St. Louis Park has been implementing its Connect the Park initiative to provide equitable and environmentally conscious transportation alternatives. The project directly addresses this goal with the planned implementation of sidewalk facilities along the corridors. Additionally, filling in gaps in the sidewalk system will promote the use of non-motorized modes and transit. Due to this, the project supports the city's goal of reducing VMT on the corridor. The new roundabout at the intersection of Oxford Street and Louisiana Avenue is expected to provide a reduction in fuel consumption and emissions. To quantify this reduction, an analysis was completed that included the entire project area, both with and without the project improvements. Under the 2022 base year, there is expected to be a reduction of fuel consumption from 201 to 187 gallons per year with the proposed improvements. For the 2042 horizon year, there is expected to be a reduction of fuel consumption from 227 to 209 gallons per year with the proposed improvements. The project will result in 8.5 tons of carbon emission reduction per year, with a reduction benefit of \$270,914 real (2021) dollars.

Environmental stewardship and climate preparedness

Also incorporated into this project are regional stormwater quality improvements and flood mitigation. To prepare for redevelopment and ensure climate resiliency, the city plans to construct new stormwater infrastructure, which would remove pollutants from stormwater prior to discharge into the Minnehaha Creek. The benefits of these improvements:

- Provide stormwater treatment to 29 acres. This area currently discharges directly into the Creek, without treatment.
- Remove 18 lbs of phosphorus annually, which is 76% of the loading for this subwatershed.

The improvements would also provide flood storage, which would remove critical infrastructure out of the flood zone, including Methodist Hospital and public roadways. The additional storage will also provide flood mitigation storage for future development.

Project Timeline

The overall timeline of this project.

Predesign (Phase 1 and 2): November 2025 – September 2026
Public engagement (Phase 1 and 2): January – August 2026
City council preliminary project approval (Phase 1 and 2): September 2026
Public engagement and design Phase 1: October – December 2026
Award bid Phase 1: March 2027
Phase 1 construction: May 2027 – October 2027
Public engagement and design Phase 2: October – December 2027
Award bid Phase 2: March 2028
Phase 2 construction: May – October 2028

Other Considerations

Land use, redevelopment and transit

The project is located near the Louisiana Avenue METRO Green Line extension station. This area of the city is primarily zoned industrial, and planning for the redevelopment of this area has been underway for the last ten years.

Many planning studies have been completed knowing the positive impact that light rail will have on this area of St. Louis Park, including:

- In 2014 the city completed a planning study for the Louisiana Avenue station area.
- In 2020, the city studied potential new uses for the former big box retail space at 3745 Louisiana Avenue South due to its location just north of the Louisiana Avenue Light Rail station.
- The city has also studied stormwater management in this area to help prepare for redevelopment.
- The city is currently working on a small area plan for all the light rail station areas within St. Louis Park.

The city's strategic priorities will be used as a lens during the planning and redevelopment of areas around the light rail stations. Redevelopment of the private buildings will provide an economic benefit to area taxpayers along with a variety of housing options for people who would like to live in St. Louis Park. The buildings which are constructed will be more efficient, thus helping with the city's climate action goals. The road improvements and sidewalk construction will help residents and visitors make their way around the city safely.

The City Council's five strategic priorities are:

1. Being a leader in racial equity and inclusion in order to create a more just and inclusive community for all.
2. Continue to lead in environmental stewardship.
3. Providing a broad range of housing and neighborhood-oriented development.
4. Providing a variety of options for people to make their way around the city comfortably, safely, and reliably.
5. Creating opportunities to build social capital through community engagement.

St. Louis Park is home to a major hospital for the Minneapolis-St. Paul area – Methodist Hospital, located two blocks south of this project. The hospital is the largest employer in St. Louis Park. Having a light rail station connected with new sidewalks near the hospital will provide more options for people who rely on transit to access healthcare. Also, workers who depend on transit can have more opportunities to get to work as they can access the hospital via the proposed sidewalks and the METRO Green Line.

Demographics

The area within a mile of the project corridor includes affordable housing communities with residents in persistent poverty. The area includes homes of residents with high household incomes that distort the median income and disguise the transportation needs of all residents within the project. The inclusive design of the project will serve and connect both populations.

The area within a mile of the project corridor includes affordable housing communities and a higher percentage of people of color when compared to St. Louis Park. At the census block group level, 27 percent of project area residents identified as people of color in the 2020 census, compared to 22.8 percent citywide in St. Louis Park and 28.2 percent in the Minneapolis-St. Paul metropolitan area.

There are 1,283 affordable rental housing units in census tracts within a mile of the project area. These units currently have walk scores of 48, indicating that the area is car-dependent. The bike score is 62, with some bike infrastructure. The transit score is 33, with some transit. It is unlikely that residents in this housing can currently meet their daily needs by walking and biking in this area.

The inclusive design of the project will create safe pedestrian connections, promote active transportation, and provide cleaner air.

To provide non-motorized transportation connections, access to transit, reduce vehicle delay, and cleaner air, these roadways need modernization. The improvements made as part of this project will advance the goals set in the City of St. Louis Park's 2018 Climate Action Plan.

The goal of that plan is to achieve carbon neutrality by 2040, with a midterm goal of achieving a 25% reduction in vehicle emissions by 2030. Nearly half of this goal is expected to come from a reduction in vehicle miles traveled (VMT). This project directly advances multiple action items identified in this plan, including:

- Implement the city's complete streets policy for all transportation projects,
- Continue to implement Connect the Park to increase commuter bicycling, pedestrian opportunities, and access to transit,
- Accelerate investment in alternative transportation infrastructure,
- Install roundabouts to reduce vehicle fuel consumption.

Impact on State Operating Subsidies

The infrastructure will be owned and operated by the city of St. Louis Park. No new or additional state operating dollars will be requested for this project.

Who will own the facility?

The City of St. Louis Park

Who will operate the facility?

The City of St. Louis Park

Who will use or occupy the facility?

The project will be used by the public for pedestrian, bicycle, and vehicle travel. These roadways are currently used by almost 4500 vehicles a day. 83% of the vehicles traffic using them is from outside of St. Louis Park.

Public Purpose

The public purpose served by this project is for transportation and climate resiliency. It is in the best interest of the public to modernize these roadways to provide equitable opportunities for transportation to underserved populations, improve neighborhood livability, and replace existing facilities at the end of their useful life. These roadways:

- Provide regional movement of goods and connections to commerce, but also provide local connections to homes, schools, places of worship, and parks.
- Provide local and regional connections for our community to Highway 7 and Excelsior Boulevard including at least 1283 affordable housing units.
- These roadways are currently used by almost 4500 vehicles daily.
- 83% of the traffic using them is from outside of St. Louis Park.

Description of Previous Appropriations

Project Contact Person

Debra Heiser
Engineering Director
952-924-2551
dheiser@stlouisparkmn.gov

(\$ in thousands)

Oxford & Louisiana Area Infrastructure Investment

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$6,913	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$6,913	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$13,826	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,611	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,215	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$13,826	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

TH100 Service Road Loop Investments

AT A GLANCE

2024 Request Amount: \$5,500

Priority Ranking: 2

Project Summary: The City of St. Louis Park requests \$5.5 million in state funds to acquire land, predesign, design, construct, and administer the TH100 service road loop improvements. This project will contribute to a state of good repair roadways with regional and local significance, improve bicycle and pedestrian connections, provide relief to regional highways, promote equitable and safe transportation, and help achieve the goals of the city's Climate Action Plan.

Project Description

The area south of Highway 394 along TH100 is a section of the City of St. Louis Park many Minnesotans are familiar with as they navigate their way around the west metro area. The city roadway system in this project plan is along TH100 and it provides regional movement of goods and connections to commerce, but also provides local connections to homes, schools, places of worship, and parks. The project features a new trail for bicycles and pedestrians with ADA accommodations, new LED street lighting, enhanced pedestrian crossings, replacement of aging pavement, and modifications to existing intersections. To create a safe all ages and abilities bicycle and pedestrian facility, this project also includes the construction of the West end trail connection along the East TH100 service drive. This represents the only regional north-south connection in the area for pedestrians and cyclists. Project improvements that would be completed using state funding include:

- Replacement of 1.31 miles of roadway pavement.
- Construction of 0.7 miles of new trail.
- Crosswalk enhancements for people walking and rolling, including shorter crossing distances, raised pedestrian refuge islands, and pedestrian-actuated flashing beacons.
- Operational and access management changes at intersections to improve efficiency and safety.
- Modifications of existing sidewalks and trails to meet ADA requirements and operation needs.
- Replacement of existing street lighting with new LED systems and enhanced lighting at conflict areas.
- Stormwater treatment.
- Public utility repair and replacement.

Additionally, proven traffic calming strategies, such as raised medians, curb extensions, and streetscaping, will be introduced to manage vehicle speeds and to improve the experience for residents, pedestrians, and bicyclists. The infrastructure reconstruction and safety improvements included in these corridors will benefit all users: vehicles, pedestrians, transit riders, and bicyclists, for

years to come.

The roadway segments included in this project:

- West TH100 service drive between Westside Drive and the TH100 southbound ramp.
- Westside Drive loop, between West TH100 service drive and the East TH100 service drive.
- East TH100 service drive, between Old Cedar Lake Road and Barry Street.

The total project cost is \$11 million. The city is requesting 50% of the project cost in state funds and will match the remaining 50% with local funds. Key funding sources are general obligation bonds, pavement management funds, and city utility funds. This project is included in the city's Capital improvement plan (CIP), with construction scheduled for 2028.

Project Rationale

This project is needed to complete our goal of providing residents in the City of St. Louis Park with crucial north-south connections that are open to pedestrians and cyclists. This project will reallocate space on existing infrastructure for bicycles and pedestrians to address safety concerns. The project is needed to repair existing infrastructure, remove barriers to active transportation and transit, improve safety and promote environmental sustainability.

Pavement replacement

Maintaining a state of good repair is a key transportation challenge that this project addresses. These roadways were last constructed in 1991 and have far exceeded their design life. They are scheduled for reconstruction because routine maintenance activities such as bituminous overlays and crack seals are no longer cost-effective. Delays and safety concerns caused by deteriorating roadways in this area can quickly create regional effects for traffic moving through the area.

In addition, the existing condition and geometry pose challenges for people biking, walking, and those with limited mobility. To provide non-motorized transportation connections, access to transit and cleaner air, these roadways need modernization. The infrastructure reconstruction and safety improvements included in these corridors will benefit all users: vehicles, pedestrians, bicyclists, and transit riders, for years to come.

Removing barriers for active transportation and transit.

This project will advance the City of St. Louis Park's vision for a multimodal transportation system. Multiple citywide visioning and engagement efforts over the past 15 years have affirmed the city and residents' desire for a citywide multimodal network that provides local and regional connectivity, improves safety and accessibility, and enhances overall community livability.

Since 2013, the City of St. Louis Park has been implementing an Active Transportation Plan called Connect the Park that is aimed at making more livable neighborhoods by providing convenient, safe, equitable, and environment-focused ways for people to move around the city on a network of bikeways, sidewalks, and trails. A connection across the railroad near TH100 is one of the most critical and complicated links remaining in the city's long-term vision for this multimodal network. Engagement with residents in the area has resulted in direct requests for a connection of this type.

The BNSF railroad is just to the south of Cedar Lake Road. It extends from the west boundary of the city all the way to the east boundary. There are very few ways to get across the tracks for all users. Due to this, the roads that cross the tracks carry high volumes of vehicles, and they were built many years ago with an exclusive focus on vehicle use.

Since that time, the City of St. Louis Park has become a leader in focusing infrastructure improvements on pedestrians and bicyclists first, before considering vehicles. National guidance

indicates that providing connections at 0.5-mile spacing encourages biking as a mode choice, making the decision to use a bicycle more attractive because it is faster and easier than using a car. Consistent with this national guidance, the city's Connect the Park plan includes the creation of bicycle connections over these seemingly short distances, which can create crucial connections across this busy highway area.

Railroads are a major barrier to the creation of connections at a 0.5-mile spacing in St. Louis Park. The East TH100 service drive is one of only three city streets that cross over the BNSF railroad to form a north-south connection, and there currently is no dedicated space for bicycles or pedestrians.

In addition, the railroad is a barrier for transit users. The Route 9 bus serves the West End; however, due to the tracks and lack of a trail connection, access to this service is not available for the 3,900 residents and 883 employees south of the tracks. The closest stop is only 0.2 miles away from Westside Center, one of the employers in the area.

To remove this barrier to biking and walking, this project also includes the construction of a dedicated space for bicycles and pedestrians along the East TH100 service drive. This West end trail connection will fill in a gap and create a safe bicycle/ pedestrian connection over the BNSF railroad tracks. The city is committed to creating a safe way for people to cross the BNSF railroad to get to the North Cedar Lake regional trail, transit, and West End, a major commercial center in the area.

Safety

The City of St. Louis Park is actively engaged in a transportation strategy that focuses on pedestrians as the primary roadway user, followed by bicyclists, transit users, and finally, vehicles. This has permeated the capital planning initiatives, which seek to design roadways that provide safer streets for all and make the community healthier and more economically vibrant.

The City of St. Louis Park developed the Connect the Park plan to provide an active transportation network to support safe walking, biking, and rolling to parks and schools, linking neighborhoods and employment centers to transit stops and stations. The Connect the Park plan helps to implement the city's Complete Streets plan by identifying existing roadway corridors like this project that can be reconstructed to reallocate existing right of way to active transportation uses while improving safety, providing mobility, enhancing the environment, and contributing to the public realm.

Environmental sustainability

The multimodal improvements made as part of this project will advance the goals set in the City of St. Louis Park's 2018 Climate Action Plan, which is one of the most advanced in the state. The goal of that plan is to achieve carbon neutrality by 2040, with a midterm goal of achieving a 25% reduction in vehicle emissions by 2030. Nearly half of this goal is expected to come from a reduction in vehicle miles traveled (VMT) from projects of this type. This project directly advances multiple action items identified in this plan, including:

- Implement the city's complete streets policy for all transportation projects,
- Continue to implement Connect the Park to increase commuter bicycling and pedestrian opportunities and improve access to transit,
- Accelerate investment in alternative transportation infrastructure.

Project Timeline

The overall timeline of this project:

Predesign: November 2026 – September 2027

Public engagement and design: January – September 2027

City council project approval: September 2027

Award bid: March 2028
Construction begins: May 2028
Project completion: November 2028

Other Considerations

The area within a mile of the project corridor includes affordable housing communities with residents in persistent poverty. The area includes homes of residents with high household incomes that distort the median income and disguise the transportation needs of all residents within the project. The inclusive design of the project will serve and connect both populations.

At the census block group level, 21 percent of project area residents identified as people of color in the 2020 census.

There are 1,612 affordable rental housing units in census tracts within a half mile of the project area. These units currently have walk scores of 30, indicating that the area is car-dependent. The bike score is 62, with some bike infrastructure. It is unlikely that residents in this housing can currently meet their daily needs by walking and biking in this area.

The inclusive design of the project will create safe bicycle and pedestrian connections, promote active transportation, and provide cleaner air.

To provide non-motorized transportation connections, access to transit, reduce vehicle delay, and promote cleaner air, these roadways need modernization.

The improvements made as part of this project will advance the goals set in the climate action plan. The goal of that plan is to achieve carbon neutrality by 2040, with a midterm goal of achieving a 25% reduction in vehicle emissions by 2030. Nearly half of this goal is expected to come from a reduction in vehicle miles traveled (VMT). This project directly advances multiple action items identified in this plan, including:

- Implement the city's complete streets policy for all transportation projects,
- Continue to implement Connect the Park to increase commuter bicycling, pedestrian opportunities, and access to transit,
- Accelerate investment in alternative transportation infrastructure.

Impact on State Operating Subsidies

The infrastructure will be owned and operated by the city of St. Louis Park. No new or additional state operating dollars will be requested for this project.

Who will own the facility?

The City of St. Louis Park

Who will operate the facility?

The City of St. Louis Park

Who will use or occupy the facility?

The project will be used by the public for pedestrian, bicycle, and vehicle travel. These roadways are currently used by almost 17,000 vehicles daily due to their connection to and circulation under TH100. 77-96% of the traffic using them is from outside of St. Louis Park. Almost 2,000 vehicles a day

use West TH100 service drive and East TH100 service drive to get off TH100 and back on again to bypass the congestion that occurs daily on TH100 between Barry Street and Cedar Lake Road.

Public Purpose

The public purpose is transportation. It is in the best interest of the public to modernize the TH100 service loop roads to provide equitable opportunities for transportation to underserved populations, improve neighborhood livability, and replace facilities at the end of their useful life. These roadways: Provide regional movement of goods and connections to commerce, but also provide local connections to homes, schools, places of worship, and parks; Provide local and regional connections to the TH100 corridor, including at least 1,612 affordable housing units; Are currently used by almost 17,000 vehicles daily due to their connection to and circulation under TH100; 77-96% of the traffic using them is from outside of St. Louis Park; Almost 2,000 vehicles a day use West TH100 service drive and East TH100 service drive to get off TH100 and back on again to bypass the congestion that occurs daily on TH100 between Barry Street and Cedar Lake Road.

Description of Previous Appropriations

None.

Project Contact Person

Debra Heiser
Engineering Director
952-924-2551
dheiser@stlouisparkmn.gov

(\$ in thousands)

TH100 Service Road Loop Investments

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$5,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$11,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,185	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,815	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$11,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Mississippi River Learning Center	1	GO	22,638	0	0	0	0	0
Como Zoo and Conservatory - Big Cat Habitat	2	GO	25,659	0	0	0	0	0
River Balcony	3	GO	24,902	0	0	0	0	0
Urban Tennis - Cemstone Site	4	GO	9,401	0	0	0	0	0
Bruce Vento Bridge	5	GO	27,679	0	0	0	0	0
Regional Sports Facility	6	GO	35,637	0	0	0	0	0
Lowertown Flood Mitigation	7	GO	3,173	0	0	0	0	0
Eastbound Kellogg RiverCentre Bridge	8	GO	39,612	0	0	0	0	0
Phalen Lakeside Center	9	GO	11,189	0	0	0	0	0
Riverview Library	10	GO	5,731	0	0	0	0	0
Como Lakeside Pavilion	11	GO	34,989	0	0	0	0	0
Hayden Heights Library	12	GO	3,500	0	0	0	0	0
Dale Street Public Works Campus	13	GO	807	0	0	0	0	0
Fire Station 7	14	GO	4,328	0	0	0	0	0
Robert Street South Corridor	15	GO	4,665	0	0	0	0	0
Battle Creek Park Field Improvements	16	GO	2,894	0	0	0	0	0
Belvidere Park Improvements	17	GO	2,894	0	0	0	0	0
Baker Park Improvements	18	GO	3,473	0	0	0	0	0
Randolph Avenue Bridge	19	GO	13,699	0	0	0	0	0
Pedro Park Revitalization	20	GO	8,986	0	0	0	0	0
Total Project Requests			285,856	0	0	0	0	0
General Obligation Bonds (GO) Total			285,856	0	0	0	0	0

Mississippi River Learning Center

AT A GLANCE

2024 Request Amount:	\$22,638
Priority Ranking:	1
Project Summary:	\$22,638 million in state funding is requested to design and construct a mixed-use, river-focused space and a office headquarters for major partners and non-profits at Crosby Farm Regional Park, serving as a national gateway to the Mississippi River with year-round regional river learning and outdoor recreation experiences on and along Saint Paul's River.

Project Description

This project is a unique opportunity to redevelop an underutilized location along the Mississippi River to create a center of river exploration and learning. A 25 acre site located near Bdote, an area where the Minnesota and Mississippi Rivers join together, and within Hidden Falls-Crosby Farm Regional Park will bring people and nature together with a site design that better accommodates visitors, park users, school groups and year round recreational enthusiasts to engage the Mighty Mississippi and experience the land, water, and culture of this region.

A series of buildings are planned at this site to create a welcoming gateway, provide office and headquarter space for supportive organizations, and to create facilities for environmental learning and instruction. Facilities also accommodate the needs of both motorized and unmotorized watercraft. The site is on a steep bluff within the river valley so conceptual plans consider the topographic change of the site and accessibility needs in addition to sensitivity of the floodplain and dynamic quality of the river.

The plan honors the cultural significance of this area to the Dakota people, increases access to the parks in a way that strengthens wellness of people, plants, animals, and water. The plan seeks to maintain this place of healing and restoration for people and ecology, including those of Saint Paul and the broader Metropolitan region.

Project Rationale

Currently, the location for the Mississippi River Learning Center is unnoticed and underutilized. A site of such significance with access to the river's edge presents an opportunity for the region's residents and visitors to touch the water of the Mississippi River and to experience the dynamic river landscape and ecosystem. Within a half-mile are residents who are low-mobility and categorized as low income and highly diverse. A facility and activity hub to provide new experiences in nature and along the Mississippi River for recreation and learning will be an asset to the region and one-of-a-kind.

Re-development of this site is a way to restore the ecology and vegetation of this highly disturbed

floodplain and find a balance for nature and humans to co-exist.

Project Timeline

July 2024-August 2025 Site investigation and Design of Phase 1 & 2
August-October 2025- Bidding
September 2025- December 2026- Construction of Phase 1 & 2
January 2027-June 2027- Furnishings and program planning

Other Considerations

Construction sequencing will take into account the river levels for site work adjacent to the river's edge due to the nature of flooding. Timing of construction may need to adjust for this reason.

Impact on State Operating Subsidies

The City of Saint Paul and operating partners will provide the operating budget for the project.

Who will own the facility?

The City of Saint Paul Department of Parks and Recreation will own the facilities.

Who will operate the facility?

A coalition of partners will operate the facilities. The City's contracted marina operator (currently Your Boat Club) has the contract to manage and operate the marina facility. Other potential partners that may headquarter and operate from this facility include National Park Service, Mississippi Park Connection and Wilderness Inquiry. Additionally, City of Saint Paul Park and Recreation staff will offer continued programming at this location.

Who will use or occupy the facility?

The facility will be available to the public so park users will be able to hike, bike, cross country ski, snowshoe, paddle and boat from this facility. The City's contracted marina operator (currently Your Boat Club) will occupy, manage and operate the marina facility for general public to rent boats or boat owners to store boats. Other potential partners that may headquarter and operate from this facility include National Park Service, Mississippi Park Connection and Wilderness Inquiry. Additionally, City of Saint Paul Parks and Recreation staff will have office space for programming.

Public Purpose

This is one of two marina locations on the river within this stretch of river that offer access for both motorized and non-motorized boats; it is a unique asset to the region to have this facility. The addition of programming and educational opportunities for river exploration, paddling, and outdoor experiences in an urban environment will be a national destination.

Description of Previous Appropriations

Mississippi River Learning Center - \$8 million (Laws 2023, Ch. 72)

Project Contact Person

Eric Petersen

Intergovernmental Relations Associate
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(\$ in thousands)

Mississippi River Learning Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$8,000	\$22,638	\$0	\$0
GO Bonds-User Financing	\$0	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$8,000	\$22,638	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$400	\$0	\$0
Design Fees	\$8,000	\$2,480	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$17,120	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,638	\$0	\$0
TOTAL	\$8,000	\$22,638	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Como Zoo and Conservatory - Big Cat Habitat

AT A GLANCE

2024 Request Amount:	\$25,659
Priority Ranking:	2
Project Summary:	\$22 million in state funds is requested to design, construct, furnish and equip the Big Cat Habitat at Como Park Zoo and Conservatory.

Project Description

Como Park Zoo and Conservatory’s Campus Framework plan addresses critical habitat updates, energy efficiency asset preservation and ADA issues. The Big Cat Habitat has been identified as a major priority. A recent structural survey has found the structural integrity of the bridges to need repair and have been closed since July 2022. While a short-term solution has been identified and underway, a long-term look of this space needs to address, or Como may have to close this building – representing 1/6th of the Como Campus exhibits – and decommission the collection. ADA issues with the building with stairs on one side and long slopes have been an issue. Upgrading the HVAC systems for energy efficiency is a long-term sustainability goal.

The Big Cat Habitat project includes designing new habitats for lions, tigers, cougars, snow leopards and wolves. The habitats will feature public spaces to get the nose-to-nose views that Como guests have known for generations, while provide world-class housing needs for the residents in regard to animal welfare and wellness. Opportunities for operant conditioning training, natural enrichment, off-exhibit spaces, and veterinarian care.

Project Rationale

Como Park Zoo and Conservatory is a statewide asset that provides meaningful educational opportunities free of charge by showcasing ambassadors of species to connect Minnesotans to nature and inspire them to value the presence of living things in their lives.

A recent structural survey has found the structural integrity of the bridges to need repair and was closed to the public for several months. While a short-term solution has been identified and underway, a long-term look of this space needs to address, or Como may have to close this building. These animals will no longer be available to the public and sent to other zoos. These habitats make up 1/6th of the zoo grounds.

Project Timeline

- July 2024-January 2025 - Design
- February 2025-April 2025 - Construction Documents
- May 2025-Aug 2025- Bidding
- Sept 2025-Oct 2027 - Construction
- Oct 2027-Jan 2028 Plant stabilization, animal acquisition and acclimation -public opening

Other Considerations

Como Park Zoo and Conservatory is FREE for visitors and welcomes up to 2.2 million guests per year from across the State of Minnesota.

Impact on State Operating Subsidies

The City of Saint Paul has provided the operating budget to Como Park Zoo and Conservatory.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks & Recreation

Who will use or occupy the facility?

City of Saint Paul - Lions, Tigers, Snow Leopards and Cougars!

Public Purpose

Como Park Zoo and Conservatory is a statewide asset that provides meaningful educational opportunities free of charge by showcasing ambassadors of species to connect Minnesota's to nature and inspire them to value the presence of living things in their lives. Como Park Zoo and Conservatory is free of charge and offers opportunities to visit 365 days of year.

Description of Previous Appropriations

Seals & Sea Lions \$15 million - Gorilla Forest \$10 million - Polar Bear Odyssey - \$9 million

Project Contact Person

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Intergovernmental Relations Associate
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(\$ in thousands)

Como Zoo and Conservatory - Big Cat Habitat

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$25,659	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$25,659	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$420	\$0	\$0
Design Fees	\$0	\$1,200	\$0	\$0
Project Management	\$0	\$180	\$0	\$0
Construction	\$0	\$20,200	\$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	\$3,659	\$0	\$0
TOTAL	\$0	\$25,659	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

River Balcony

AT A GLANCE

2024 Request Amount: \$24,902

Priority Ranking: 3

Project Summary: The River Balcony is a proposed 1.5-mile promenade along downtown Saint Paul's river bluff, connecting public spaces, civic landmarks, and development sites, providing new connections to the river and sparking economic development along the riverfront. The project seeks to reorient and reconnect Saint Paul to the Mississippi River, expanding Saint Paul's narrative around the river and bringing the river to the center of public life.

Project Description

The River Balcony Master Plan was completed in 2017 and a schematic design was completed in 2022 that advances the design and implementation of the master plan. The design approach builds on what is already there and establishes critical connections, and creates a series of distinctive elements that help to activate the bluff and riverfront and cultivate connections to this special place. As part of the schematic design, a phasing plan identified improvements and revitalization to 1) Lambert's Landing/Lower Landing Park and 2) Kellogg Mall Park. The project creates a series of spaces along the Balcony including opportunities for programming, public art, events, food, walking, viewing, sitting and relaxing.

Kellogg Mall Park is the centerpiece of the River Balcony project, including the re-imagining of Kellogg Mall Park and E. 2nd Street with magnificent views up and down the Mississippi River at one of the last remnants of the natural bluff. The design transforms Kellogg Mall Park into a two-tiered park, connecting the upper level of the park to a newly pedestrianized E. 2nd Street. This connection creates an ADA-accessible “Bluff Walk” down to the river, activated with kiosks, lighting, art, seating and viewing points, making it one of the most unique experiences in the Twin Cities. Strategic and impactful improvements to Kellogg Mall Park, such as a new interactive water feature, nature play elements, a beer garden and trails work with the existing trees and tie back into the city streets to help activate the park. The “Kellogg Cut” is a dramatic new scenic overlook at the terminus of Minnesota Street with panoramic views of the river and a physical connection to the newly pedestrianized E. 2nd St. Connector, providing light and air to the space below and serving as an informal gathering space.

Lambert's Landing/Lower Landing Park is reconfigured to increase access, use and visibility at the river's edge. As a gateway to the city, the Landing features a new welcome center/river café, overlook, seating steps and furnishing with opportunities for fishing, relaxing, viewing and gathering.

Project Rationale

A key mission of the design for the River Balcony will be to reacquaint residents and visitors of Saint Paul with the great river that shaped its rich history from a Native American settlement, to a significant confluence point of trade and commerce and the capital city of Minnesota. The Mississippi River is a key asset to Saint Paul and the River Balcony will be the critical piece of civic infrastructure that will elevate the relationship of the city from living by the river, to living with it. St. Paul's relationship with the Mississippi is uniquely defined by the vertical sandstone geology of the bluffs. Once majestic in their stature and pleated continuity, only fragments of it now remain, as a result of development and infrastructure that have been carved into and around it over the years. The River Balcony project will identify and celebrate the 'nature of the bluff' - its material and botanical richness and also the magnificent vantages it offers.

The approximately 1.5 mile stretch of the River Balcony is a critical link that will tie the natural, recreational and open space resources of Saint Paul into a contiguous, cohesive whole and enhance the unique experiences along the Bluff and the Mississippi River. Downtown parks are incredibly important to the fabric of Saint Paul, helping to improve the quality of life for residents and employees while supporting regional tourism and commerce and driving further investment and development in the area. Its connection to and location within downtown means it will be the urban core and also a connector to all the other resources and amenities that spread to the east and west of the site.

Project Timeline

2024 Design Development
2025-2026 Construction Documents
2027-2028 Construction

Other Considerations

N/A

Impact on State Operating Subsidies

The City of Saint Paul will provide the operating budget for the Balcony. No state operating subsidies will be needed.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks and Recreation

Who will use or occupy the facility?

General Public

Public Purpose

The Balcony will be a publicly owned feature that is available for use by residents and visitors alike. It will include amenities such as art installations, seasonal programming that draws in visitors, and the

ability to host events and performances.

Description of Previous Appropriations

None

Project Contact Person

Eric Petersen
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(\$ in thousands)

River Balcony

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$24,902	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-Governmental Funds	\$510	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$510	\$24,902	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$510	\$3,500	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$18,500	\$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	\$2,902	\$0	\$0
TOTAL	\$510	\$24,902	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Urban Tennis - Cemstone Site

AT A GLANCE

2024 Request Amount:	\$9,401
Priority Ranking:	4
Project Summary:	Development of new parkland at former Cemstone Site to support Saint Paul Urban Tennis and surrounding community.

Project Description

13.5 acres of land along E 7th Street in Saint Paul was acquired by a development team to convert a former demolition and concrete landfill into new tennis facility for Saint Paul Urban Tennis (SPUT), affordable housing, and a new city park.

Ramsey County has identified this area as being a "park desert" and the project has the opportunity to transform a former landfill into publicly accessible land closing a gap in parkland on the east-side of Saint Paul.

Funding is needed to investigate environmental conditions, develop an appropriate environmental clean-up plan, engage the community in the design for new parkland and build a new park.

Project Rationale

As the city continues to grow, providing new, quality open space is important to support residents moving into Saint Paul. This requires creative thinking and re-purposing of land across the city. This project is an example of transforming a former landfill into an active and publicly accessible space that will increase vitality for Saint Paul. It will close an existing gap in parkland while also addressing an existing brownfield site within a growing neighborhood in Saint Paul.

Project Timeline

- July 2024 - January 2025 Environmental investigation and reporting
- February 2025 - August 2025 -Design
- September 2025 - February 2026 - Construction Documents
- March 2026 - May 2026 - Bidding
- June 2026 - April 2027 Construction
- May 2027 - October 2027 - Plant stabilization

Other Considerations

Coordination with Saint Paul Urban Tennis and surrounding development to capitalize on potential fill material to cap the site. Saint Paul Urban Tennis serves 2,700 youth each year in free and low-cost tennis lesson programs, community engagement programs and Academic Creative Camps for ages 5-18 at over 30 locations in Saint Paul.

Impact on State Operating Subsidies

The City of Saint Paul provides the operating budget for Department of Parks and Recreation.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Department of Parks and Recreation

Who will use or occupy the facility?

General public and City of Saint Paul Parks and Recreation Staff

Public Purpose

Accessible public parkland is critical to the livelihood of residents. It provides a place to move, meet neighbors, and take a mental break from daily life. Conversion of a landfill/demolition site into public parkland will have a positive environmental impact by addressing a known contamination site in Saint Paul. In addition, partnering with SPUT provides an opportunity for the public to participate with a regional partner focused on youth development using tennis to develop social and emotional skills preparing students be leaders on and off the tennis court.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
eric.petersen@ci.stpaul.mn.us

(\$ in thousands)

Urban Tennis - Cemstone Site

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,401	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$9,401	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$200	\$0	\$0
Predesign Fees	\$0	\$320	\$0	\$0
Design Fees	\$0	\$880	\$0	\$0
Project Management	\$0	\$420	\$0	\$0
Construction	\$0	\$6,180	\$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	\$1,401	\$0	\$0
TOTAL	\$0	\$9,401	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Bruce Vento Bridge

AT A GLANCE

2024 Request Amount:	\$27,679
Priority Ranking:	5
Project Summary:	Design and construction of a pedestrian/bicycle bridge connecting the Samuel Morgan Regional Trail to the Bruce Vento Regional Trail at the Bruce Vento Nature Sanctuary/Wakan Tipi.

Project Description

The Samuel Morgan and Bruce Vento Regional Trails are both heavily used trails for recreation and transportation. In the area of the Bruce Vento Nature Sanctuary/Wakan Tipi, these trails are separated by the Hoffman Interlocking rail facility and Warner Rd, a high-speed four lane road. A bridge connecting the regional trails over these barriers would significantly improve non-motorized access to the Mississippi River and to downtown Saint Paul with its regional transit connections. The design of this bridge is additionally complicated by the airspace requirements of the nearby Holman Field airport.

The proposed bridge will improve safety and increase equitable access to recreation and natural resources. The bridge will provide connections to destinations of regional and statewide significance. The project has also reached 60% design which has identified and addressed any environmental impacts and design constraints.

Project Rationale

The proposed bridge will close a significant gap in a highly used non-motorized transportation system. The Samuel Morgan Regional Trail sees nearly a half-million users annually. The Bruce Vento Regional Trail supports an additional quarter-million users per year. When the Metropolitan Council analyzed significant barriers in the regional bicycle network, this location was identified as a Tier 1 barrier and ranked as one of the most important barriers to close in the entire Metro area.

The proximity to downtown Saint Paul, the riverfront parkland, and the nature sanctuary with a soon to open interpretive center and major cultural site all drive heavy recreational and transportation usage of these trails. By resolving a significant barrier at the entrance to Saint Paul's East Side, this project will also provide additional transportation options to BIPOC communities nearby.

Project Timeline

- July 2024-January 2025 - Design
- February 2025-July 2025 - Construction Documents
- August 2025-November 2025- Bidding
- December 2025-October 2026 - Construction
- March 2027-public opening

Other Considerations

The design of the bridge is influenced by significant elements of the existing transportation system. The Hoffman Interlocking is part of a local rail system that sees 5% of all the nation's freight rail traffic daily. Warner Rd is classified as a principal arterial serving as part of the backbone of the region's automotive traffic. Holman Field serves as an important airport for regional air traffic. All of these are transportation elements of regional and statewide significance. Constructing a bridge that creates an important connection while also preserving these existing transportation needs is of statewide interest.

Impact on State Operating Subsidies

The City of Saint Paul has provided the operating budget for its regional trails. A portion of those funds are reimbursed under Minn. Stat. 473.351.

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?

community members and visitors traveling through the City of Saint Paul.

Public Purpose

This project will be a critical component of the public transportation and recreation network. The bridge will be part of the regional park system and will serve residents of the Metro area and beyond.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Bruce Vento Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$27,679	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$27,679	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$3,240	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$20,760	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$3,679	\$0	\$0
TOTAL	\$0	\$27,679	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Regional Sports Facility

AT A GLANCE

2024 Request Amount: \$35,637

Priority Ranking: 6

Project Summary: The City of Saint Paul is advancing design work to create a regional multi-use athletic complex to serve Saint Paul along with visitors from surrounding suburban communities. The 21st century facility would provide the ability to host premiere athletic tournaments, leagues and activities with the intention of promoting sports tourism and economic benefit for Saint Paul.

Project Description

Saint Paul's Regional Athletic Complex will be a minimum 20 acre location tentatively set to be built at 1500 Rice Street, replacing the current, and outdated, sports complex at this location.

The new facility would include a multiple court field house and track, along with multi-purpose artificial turf fields in an effort to serve a wide ranging of sport offerings.

Funding is needed to advance the design process, engage community, advance to construction documents, and the eventual groundbreaking.

Project Rationale

Saint Paul's recreation facilities are aging and represent programming trends and resident interests from the 1980s. Building a new multi-sport / multi-use athletic complex in Saint Paul will help address both of these issues. By building a new facility in Saint Paul, we will continue to provide high-quality recreation activities for free or at low-cost for the community.

By increasing indoor facilities, Saint Paul Parks and Recreation will be able to increase the number of programs offered to youth and adults throughout the city, in addition to maximizing our ability to host large scale athletic tournaments throughout the year. The additional indoor amenities will also allow athletic leagues a consistent place to play and open up neighborhood recreation centers to be used for other purposes

The outdoor improvements will increase our available multi sport fields for programming, leagues, tournaments and community use.

Overall, the project will greatly improve access to high-quality athletic facilities throughout Saint Paul and the region by building facilities that better meet the needs of our community.

Project Timeline

July 2024 - December 2024 Schematic Design
January 2025 - August 2025 -Design Development
September 2025 - February 2026 - Construction Documents
March 2026 - May 2026 - Bidding
June 2026 - October 2027 Construction
January 2028 - Public Opening

Other Considerations

In 2022, Saint Paul Parks and Recreation began offering free sports for young people ages 9 to 18 years old. The elimination of fees increased participation in year one by nearly 90% across our program offerings. To continue to serve the community and grow young people's participation in sports programs that help develop social and emotional skills to be used throughout their lives Saint Paul Parks will need more spaces available to offer programming.

Impact on State Operating Subsidies

The City of Saint Paul provides the operating budget for Saint Paul Parks and Recreation.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks and Recreation

Who will use or occupy the facility?

Residents of Saint Paul and visitors from the surrounding areas and throughout the state.

Public Purpose

Saint Paul Parks and Recreation athletics programs provide our residents with the opportunity to be active and social, as well as develop skills and the life long love of healthy lifestyles at free or extremely reduced rates.

Description of Previous Appropriations

Project Contact Person

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
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(\$ in thousands)

Regional Sports Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$35,637	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$35,637	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,050	\$0	\$0
Project Management	\$0	\$1,080	\$0	\$0
Construction	\$0	\$24,870	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$5,637	\$0	\$0
TOTAL	\$0	\$35,637	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Lowertown Flood Mitigation

AT A GLANCE

2024 Request Amount: \$3,173

Priority Ranking: 7

Project Summary: This request is for \$3,173,000 in state funding to complete final design and construction of deployable flood barriers in the Lowertown area in response to increasing Mississippi River flood events.

Project Description

The \$3,173,000 Lowertown Flood Mitigation project is intended to complete final design and construction for deployable flood barriers at the following locations: Jackson & Warner Road, Jackson & Second Street, and Sibley & Second Street. Installation of deployable flood barriers at these locations will assist in minimizing public impacts and increase reliability of flood fighting efforts in the Lowertown area.

Jackson & Second Street and Sibley & Second Street Locations:

Design intent is to construct permanent concrete footing slabs at street grade with associated structural supports to allow for aluminum stoplog installation during periods of increased Mississippi River levels.

Jackson & Warner Road Location:

Design intent is to construct a hybrid system of permanent concrete floodwalls and aluminum stoplog facilities for installation during periods of increased Mississippi River levels.

Project Rationale

The Lowertown area is susceptible to flood inundation from the Mississippi River. Flood inundation can be spring-melt derived, rainfall derived, or through a combination of factors. In the previous 15 years, major flood events (events exceeding stage 17) have occurred in 2010, twice in 2011, 2014, 2019 and most recently in 2023.

The areas near Jackson & Warner Road, Jackson & Second Street, and Sibley & Second Street have previously been protected through an ad-hoc system of earthen berms, sandbags, and jersey barriers requiring extensive lead time for contractor preparation and installation. This results in an extended duration for impacts to the motoring public and users of the Lowertown area.

The Lowertown area contains many transportation facilities, critical utility systems, regional attractions, housing and businesses. Lowertown continues to see redevelopment interest as properties are converted from historic industrial and commercial use to high density mixed use.

Project Timeline

There is a current contract advancing the engineering to the 60% design phase. Design contract could

be modified with allocated spending to advance the plans to the final design phase and procurement phase from 2023-2024.

Construction phase could occur during May-October 2025.

Schedule is subject to change due to additional Mississippi River Flood Events.

Other Considerations

Lowertown flood mitigation elements could be designed and constructed in a phased approach pending available funding, external projects in the geographic work area, etc.

Impact on State Operating Subsidies

The City of Saint Paul will perform operations and maintenance activities post-construction.

Who will own the facility?

City of Saint Paul-Department of Public Works. The Department of Public Works owns and maintains similar features integral to the Army Corps of Engineers constructed levee/floodwall system on the West Side.

Who will operate the facility?

City of Saint Paul-Department of Public Works. The Department of Public Works owns and maintains similar features integral to the Army Corps of Engineers constructed levee/floodwall system on the West Side.

Who will use or occupy the facility?

City of Saint Paul-Department of Public Works

Public Purpose

The Lowertown Flood Mitigation project seeks to minimize the impacts of river flooding in Saint Paul. Benefiting parties include: residents, business owners, Ramsey County Regional Rail Authority, Union Depot, CCLRT, CHS Field, public utilities, planners, developers, etc.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Lowertown Flood Mitigation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,173	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$270	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$270	\$3,173	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$270	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$173	\$0	\$0
TOTAL	\$270	\$3,173	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Eastbound Kellogg RiverCentre Bridge

AT A GLANCE

2024 Request Amount: \$39,612

Priority Ranking: 8

Project Summary: The City of Saint Paul is requesting \$39.612 million in state bond funds for design and construction to replace the existing Eastbound Kellogg Boulevard Bridge No. 90378 with a new system of road and bridge infrastructure. The project will reconstruct Bridge No. 90378 and approach roadways between W. 7th St and Market St, and reconstruct infrastructure located under the bridge including Exchange St viaduct from Eagle St to Washington St and Loading Dock Exit Road.

Project Description

The project aims to reconstruct the existing eastbound Kellogg Boulevard Bridge no. 90378 near the St Paul RiverCentre. The reconstruction work includes replacement of the associated Kellogg Boulevard Bridge approach roadways, retaining wall systems, and other structures and infrastructure including but not limited to lighting, signals, communications, sewer utility, water utility, fire suppression systems, HVAC systems, drainage systems, security and safety systems, items to facilitate access and inspection, snowmelt systems, trees, landscaping, streetscape improvements, aesthetic treatments, environmental remediation and pedestrian and bicycle facilities, between West Seventh Street and Market Street, including Eagle Street, Exchange Street, and RiverCentre Loading Dock Road structures and infrastructure. In addition, necessary structural modifications to BR 62574 will be completed to realign the joint at the interface between BR 90378 and BR 62574. Further, the project plans to reconstruct concrete barriers on Kellogg Boulevard on BR 62575 where it interacts with BR 90378.

In summary, the project aims to replace structurally-deficient bridge infrastructure, modify adjacent westbound Kellogg bridge structures, reconstruct approach roads, and improve facilities for motorists, bicyclists and pedestrians.

Project Rationale

The bridge is 87 years old and it is beyond its functional design life. The concrete degradation and corrosion of the steel are irreversible. The bridge is structurally deficient and as conditions continue to decline, the City may be required to take additional measures to reduce traffic loading on the bridge, and in severe cases, close the bridge to protect the public. Traffic load restrictions hamper the free movement of goods and services on Kellogg. Closure of the bridge will cause significant disruption to commerce and limit access to major regional attractions preventing people from attending concerts, trade shows, Minnesota Wild Hockey games, or going on school trips at the Science Museum of Minnesota.

The project will reconstruct critical transportation infrastructure that has regional significance, will

improve accessibility and multi-modal transportation in the downtown entertainment district, and will restore load carrying capacity of the bridge to accommodate freight and heavy vehicle traffic on Kellogg Boulevard.

Project Timeline

The design for the project is 100% completed - the City committed local funds to complete the design for this project. Design began in April 2020 and completed in May 2022. The project received federal authorization in June 2022.

Community engagement occurred during project design phase. The City, in partnership with its design consultant, used emerging digital practices to promote public engagement while limiting in-person meetings during the pandemic. Outreach efforts were designed to be inclusive and maximize the number of participants. Online community engagement occurred in two phases, utilizing concept sharing, feedback forms and open-ended surveys. Further, the City held stakeholder meetings with adjacent property owners and shared key updates with district councils, community-based organizations, and the greater public through email newsletters and social media.

Other Considerations

Federal Funding - Secured

The City secured \$7M in federal STIP funding upon receiving project authorization in June 2022. In addition, \$1.75M in state bridge bond funding were assigned to the project as a match to the federal STIP funding. If sufficient funding is not obtained in 2024, the City may face the obligation to return previously secured federal funding.

The 2023 Omnibus Appropriations Bill (Senate Earmark) allocated \$7M to this project. Project delays due to insufficient funding carry the potential risk of forfeiting previously secured federal funding.

Impact on Black, Indigenous, and People of Color (BIPOC) communities:

The project location is in a geographical area (as identified by Metropolitan Council Regional Solicitation process) with above-average concentration of BIPOC communities and other disadvantaged populations. The bridge facility provides an important connection to the network of transit destinations served from the downtown core.

Impact on other marginalized communities (disability, aged, low income, etc.)

The project lies adjacent to an area of concentrated poverty and is within the downtown business district. The bridge facility provides an important connection for all modes of transportation including passenger/commercial vehicles as well as non-motorized use. Additionally, the project will add accessible bike/ped sidewalk to Exchange Street where no pedestrian facility currently exists. The new sidewalk will provide a direct connection between the Sam Morgan Regional Trail (Mississippi River elevation) and the top of the river bluff (Downtown).

Impact on State Operating Subsidies

The City of Saint Paul will perform operations and maintenance activities post-construction.

Who will own the facility?

The City of Saint Paul is the sole owner of this project.

Who will operate the facility?

The City of Saint Paul will operate the project. The City of Saint Paul Public Works will oversee the inspection, maintenance and repair of the bridge system over its lifetime. The City's Bridge Division conducts routine bridge inspections for bridges within City limits per the Federal Highway Bridge Inspection Program as administered by the Minnesota Department of Transportation.

Who will use or occupy the facility?

The project benefits those who live, work in Saint Paul and those who visit Saint Paul from across the State of Minnesota. The bridge is located at the core of downtown Saint Paul entertainment district. It is adjacent to the Xcel Energy Center, the RiverCentre Convention Centre, the Science Museum of Minnesota, and the RiverCentre parking ramp facilities. The bridge is key to accessing major regional attractions allowing people to attend concerts, trade shows, Wild hockey games or going on school trips to the museum.

Public Purpose

Open to public use.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
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(\$ in thousands)

Eastbound Kellogg RiverCentre Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$39,612	\$0	\$0
Other Funding	\$1,750	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$14,000	\$0	\$0	\$0
City Funds	\$3,710	\$0	\$0	\$0
Other Local Government Funds	\$1,500	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$20,960	\$39,612	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$10,023	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$20,960	\$23,941	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$5,648	\$0	\$0
TOTAL	\$20,960	\$39,612	\$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):	

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 comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Phalen Lakeside Center

AT A GLANCE

2024 Request Amount:	\$11,189
Priority Ranking:	9
Project Summary:	The City of Saint Paul is requesting \$10,000,000 in State funds to design, construct, furnish and equip the Phalen Lakeside Activity Center building at Phalen Regional Park.

Project Description

The 2011 Phalen-Keller Regional Park Master Plan Amendment recommends improvements to the Lakeside Activity Center, also known as the boat house. Since the facility was constructed in the mid 1970s, minimal improvements have been made to the building. The facility is relatively hidden from park users although the location in the park, with great access to shoreline, has commanding views of the lake. The lack of improvements, visibility of the facility, and accessibility constraints have led to underutilization and vandalism of the facility.

Currently, the facility is utilized for summertime programming such as instructional sailing and youth day camps. The majority of the year however there's only occasional boat building workshops and other intermittent programming. With renovations, the facility could be more visible, fully accessible, and utilized for greater programming, water recreation needs, and vendor spaces.

Project Rationale

Lake Phalen is one of St. Paul's largest natural lakes boasting exclusively non-motorized boating activities (sailing, kayaking, rowing, canoing, paddle boarding). The length and depth of the lake are key attributes to attracting rowing and sailing instruction and competition. Advocates for rowing and sailing competitions have noted that with additional support facilities, Lake Phalen could be a venue for National Level competitions and events. Some of these advocates include youth and minority serving non-profit organizations whose missions are only limited by a lack of support facilities. Lake Phalen could easily become the focal point of paddle sports and sailing in the upper-Midwest if the Lakeside Activity Center were redesigned with that intent, and could support several private/public partnerships for the benefit of the community.

Reinvesting into this facility on the east side of Saint Paul would reinforce and strengthen Phalen Regional Park a neighborhood landmark for the surrounding community and a recreational destination for visitors from near and far.

Project Timeline

- July 2024-January 2025 - Design
- February 2025-April 2025 - Construction Documents
- May 2025-July 2025- Bidding

Aug 2025-Dec 2025 - Construction
April 2026-public opening

Other Considerations

Phalen Regional Park receives over 1.1 million visitors each year.

Impact on State Operating Subsidies

The City of Saint Paul has provided the operating budget to Phalen Regional Park.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Parks & Recreation

Who will use or occupy the facility?

General public and City of Saint Paul Parks and Recreation Staff

Public Purpose

Phalen Regional Park is one of St. Paul's most popular public park destinations in the region, noted for its natural beauty and characteristics. Recent investment into the facilities within the park (beach house, China garden, golf course, parking lots, boat ramp, and pathways) has brought even more park goers and activity into the park. This growth in activity has highlighted the massive potential benefit to public the Phalen Lakeside Activity Center could do after spaces and access were re-imagined and redesigned.

Description of Previous Appropriations

Project Contact Person

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
eric.petersen@ci.stpaul.mn.us

(\$ in thousands)

Phalen Lakeside Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$11,189	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$11,189	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$75	\$0	\$0
Design Fees	\$0	\$1,210	\$0	\$0
Project Management	\$0	\$215	\$0	\$0
Construction	\$0	\$8,500	\$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	\$1,189	\$0	\$0
TOTAL	\$0	\$11,189	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Riverview Library

AT A GLANCE

2024 Request Amount: \$5,731

Priority Ranking: 10

Project Summary: Saint Paul Public Library (SPPL) will renovate and add an addition to Riverview Library that maximizes accessibility for all community members and represents the cultures and history of the West Side community. Through community engagement, SPPL heard support for libraries that maximize accessibility, are environmentally responsible, reflect the cultures of the community, and provide new spaces for families and teens to play and learn and for community members to gather, meet, and work or study.

Project Description

Riverview Library is a well-loved and well-used library that has not been renovated in more than 30 years. Saint Paul Public Library will transform Riverview Library, a historic, dated, run-down neighborhood library, into a dynamic, technology-enabled, inviting and healing community space and resource hub that strengthens the social infrastructure of the West Side, including building on the cultural history of welcoming new immigrants.

Complete renovation of the Riverview Library includes, but is not limited to, mechanical, electric, plumbing (MEP), windows, lighting, flooring, shelving, service desk, furnishings, staff work areas, restrooms, finishes, community room, maintenance area, technology, and exterior paving, concrete and landscaping to better meet community needs today and in the future. The library was built in 1917 and last updated in 1989.

The updated Riverview Library design showcases an accessible and equitable front entrance, as well as more square footage off the back of the existing library building. The new, glass-lined front entrance welcomes everyone into the library through the same pathway and front door. The building’s design reflects the community’s desire for a safe, dynamic space with comfortable seating, small study rooms, a wellness room, a community room, and all amenities – as well as books and materials – on one level. A new outdoor reading plaza and garden provide green space for neighbors to gather, read, and attend events together. The building’s design also includes intentional space for public art that will reflect the cultural fabric of the neighborhood.

These building designs were informed by extensive community engagement, including through a series of virtual and in-person open houses, pop-up events, community meetings, and surveys, as well as technical guidance from the project team.

Project Rationale

Libraries today are about people. This project will transform Riverview Library into a free, accessible, and safe public space for community members to gather, connect, find information and resources, work, study, play and learn, and more.

Riverview Library is located within the West Side neighborhood boundary included in the Metropolitan Council's definition of an Area of Concentrated Poverty where 50% or more of the residents are people of color.

As previously mentioned, Riverview Library is open to the public for browsing collections and checking out materials as well as use of computers, copiers, scanners, fax, notary service, and access to a host of community resources. It has small spaces dedicated to children and teens and a meeting room that is both used for library programming (such as classes or arts/cultural events) and by the community for meetings.

The library plays a critical role in addressing digital equity by providing access to Wi-Fi in and outside of its buildings and through its "Borrow the Internet" hotspot check-outs, access to computers and internet, and connecting community members to knowledgeable staff who can assist with basic technology needs and questions.

Renovation to Riverview Library would create a welcoming, inspiring, comfortable indoor community space and resource hub that has improved and defined spaces for both quiet and active learning. Renovations to the current space and layout would provide proper space for teens, young people, seniors, and families with children to connect, learn discover, and grow -- right in their own community. A renovation would give staff adequate space for offices and a break room, which they lack with the current layout.

The Library has a strategic goal of supporting an inclusive and innovative economy in Saint Paul. We advance this goal by providing programs, services, technology tools, and other support specifically for job seekers, people in career transition, people seeking to advance their education, and entrepreneurs and small business owners. The Library partners with organizations such as Ramsey County Workforce Solutions, Peer 2 Peer University, Neighborhood Development Center, WomenVenture, and more to develop and deliver these learning opportunities and supports.

Renovating the Riverview Library would enable it to deliver business and workforce support resources in a more robust, engaging way to surrounding residents. It would provide proper space for smaller entrepreneurs, those self-employed or working remotely.

Additionally, this renovation project would create jobs for construction and design. It could help spark future investment in the West Side community; it would signal City commitment to that area. It would preserve and enhance this historic, public-serving anchor institution. For more information on the economic impact of libraries, visit this site: [Economic Impact | Libraries Matter \(ala.org\)](https://www.ala.org/economic-impact)

Project Timeline

The Library anticipates two concurrent projects, Riverview and Hayden Heights Libraries to be renovated during this funding cycle. Saint Paul Public Library strives to continue service while renovations and rebuilds are happening, so will stagger projects accordingly.

Library 1:

July 2024 – receive funds

October 2024 – Construction documents completed from 75% - 100%

January 2025 – Bidding process for General Contractor

April 2025 – Permits pulled, GC assembled, Library decommissioned

June 2025 – December 2026 Construction

Library 2:

October 2025 – Construction documents completed from 75% - 100%

January 2026 – Bidding process for General Contractor

April 2026 – Permits pulled, GC assembled, Library decommissioned

June 2026 – December 2027 Construction

Other Considerations

The need for public library services is greater than ever. The pandemic has dramatically exposed the disparities of the digital divide and economic inequality and made the role of public libraries as essential social infrastructure even more pronounced. The Library continues to serve as a critical lifeline for thousands of residents in the region who lack access to information and literacy resources, internet and digital technology, as well as safe public community spaces.

\$1.5 million has been raised for this project from private donors.

Impact on State Operating Subsidies

The City of Saint Paul has provided the operating budget for the City of Saint Paul Public Library.

Who will own the facility?

The City of Saint Paul

Who will operate the facility?

City of Saint Paul Public Libraries

Who will use or occupy the facility?

Residents of Saint Paul and surrounding communities will use this library. Equity-focused community engagement has been a cornerstone of Transforming Libraries. We asked community members to identify what they want from their local library's transformation, and we heard overwhelming support for libraries that maximize accessibility for all community members, including disabled and those with strollers. We heard support to welcome and reflect the cultures of the community. Community wants new spaces for families and teens to play and learn and for community members to gather, meet, and work or study independently. Community input has informed our final designs for the library; we know the community will use their new library.

Public Purpose

In 2019, SPPL rewrote its mission, vision, values and goals through community input. One of the key goals resulting from this process was to invest in spaces that are safe, inviting, affirming and comfortable for people of all cultures, abilities and communities. This goal has been the guiding vision for the transformation of Riverview Library.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
eric.petersen@ci.stpaul.mn.us

(\$ in thousands)

Riverview Library

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,731	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-Governmental Funds	\$0	\$1,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,231	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$550	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$4,933	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$77	\$0	\$0
Occupancy Costs	\$0	\$540	\$0	\$0
Inflationary Adjustment	\$0	\$1,031	\$0	\$0
TOTAL	\$0	\$7,231	\$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?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Como Lakeside Pavilion

AT A GLANCE

2024 Request Amount:	\$34,989
Priority Ranking:	11
Project Summary:	\$30 million in state funds is requested to design, construct, and rehabilitate the Como Lakeside Pavilion and adjacent landscape on Como Lake at the Como Regional Park.

Project Description

Como Lakeside Pavilion is a landmark in the city and a well-used amenity in one of the most visited regional parks in the state. This project will enhance the public realm and create connections between the building, lake and public facilities. The project will maintain the character of the iconic building and renovate it for increased public access, ADA upgrades to the facility and for improved amenities. Interior space will be redesigned to improve event space, community gathering areas, and restaurant operations in addition to supporting other vendors to enliven the area and increase recreational opportunities for the over 4.5 million annual visitors to Como.

The investment in this iconic structure will support the public use as a place for outdoor concerts, events, community gatherings, recreational use, and bathroom facilities. The building is showing signs of wear and is in need of updates to function and serve the public, both neighbors and passersby as well as regional visitors to the park.

Project Rationale

Como Regional Park is a statewide asset that is used as much by the local neighbors as visitors from the region. The lake is designated as a priority water by the Metropolitan Council and recent efforts have improved water quality. Investment in the iconic building on the lake will complement the investment in the surrounding environment.

Currently, the building is in need of facility upgrades to meet ADA requirements for the public bathroom facilities. The bathrooms are lacking on the main level and the current location is out of sight and lacks surveillance. The new design would move bathrooms to a more accessible area with more visibility and improved access. Additionally, the building is in need of reallocated space to better serve the public for year-round use and improve function as a restaurant and event location. The site will be upgraded to provide improved lake access for public use and orient building spaces to this resource.

Project Timeline

- July 2024- January 2025- Design
- January 2025-June 2025- Construction Documents
- July 2025- September 2025- Bidding

October 2025-July 2027- Construction
October 2027 - Public opening

Other Considerations

Como Lakeside Pavilion is a public facility in a regional park that draws millions of visitors annually. Como Lake is recognized as a high scoring recreational and tourism facility from Metropolitan Council. The Lakeside pavilion is connected to a network of regional trails that provide non-motorized access via the Grand Round regional trail system of Saint Paul.

Impact on State Operating Subsidies

The City of Saint Paul and operating partners will provide the operating budget for the project.

Who will own the facility?

The City of Saint Paul owns and will continue to own the facilities.

Who will operate the facility?

The City of Saint Paul Department of Parks and Recreation will operate and maintain the facilities with opportunities for vendors to operate the restaurant and other office or retail space to support community or recreational opportunities.

Who will use or occupy the facility?

The project is driven to provide increased opportunities for the public to occupy the building and surrounding site. The City of Saint Paul Department of Parks and Recreation will occupy the facilities with opportunities for vendors to operate the restaurant and other office or retail space to support community or recreational opportunities.

Public Purpose

The Como Lakeside Pavilion is open to the public and available for use 365 days of the year. The facilities will be improved for accessibility and to preserve this significant landmark in Saint Paul. The public will benefit by having upgraded bathroom facilities, restaurant options, recreational opportunities, and connection to this high-priority lake resource.

Description of Previous Appropriations

Project Contact Person

Eric Petersen
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(\$ in thousands)

Como Lakeside Pavilion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$34,989	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$34,989	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$275	\$0	\$0
Design Fees	\$0	\$4,525	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$25,200	\$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	\$4,989	\$0	\$0
TOTAL	\$0	\$34,989	\$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.	Yes

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Hayden Heights Library

AT A GLANCE

2024 Request Amount: \$3,500

Priority Ranking: 12

Project Summary: Saint Paul Public Library (SPPL) will renovate Hayden Heights Library, transforming it into a resource-rich hub and community gathering space that better reflects the Greater East Side community. Through community engagement, SPPL heard support for libraries that maximize accessibility, are environmentally responsible, reflect the cultures of the community, and provide new spaces for families and teens to play and learn and for community members to gather, meet, and work or study independently.

Project Description

Hayden Heights Library is a well-loved and well-used library that has not been renovated in more than 30 years. Saint Paul Public Library will transform Hayden Heights Library into a dynamic, technology-enabled, inviting and healing community space and resource hub that strengthens the social infrastructure of the Greater East Side and meets the community needs for its library. The transformation includes complete renovation of the Hayden Heights Library including, but not limited to, mechanical, electrical, plumbing (MEP), windows, lighting, flooring, shelving, service desk, furnishings, staff work areas, restrooms, community rooms, maintenance areas, skylights, technology, and exterior brick, concrete, parking lot and landscaping. Hayden Heights Library was built in 1978 and has never been renovated.

The new design for Hayden Heights transforms the building into a community resource hub with large front windows that better connect the library to the neighborhood, along with a new, flexible community room at the center of the one-story building. The community room’s movable walls open to accommodate popular programming such as story hours, author readings, large group meetings, and more.

Additional upgraded features include three study rooms, a flex room for community and partner use, upgraded technology, and a vibrant children’s area for learning through play. The addition of a green space visible from the teen area and an outdoor reading garden off the children’s area reflects the community’s desire for a library that better connects to nature.

These building designs were informed by extensive community engagement, including through a series of virtual and in-person open houses, pop-up events, community meetings, and surveys, as well as technical guidance from the project team.

Project Rationale

Libraries today are about people. This project will transform Hayden Heights Library into a free,

accessible, and safe public space for community members to gather, connect, find information and resources, work, study, play and learn, and more.

Libraries are free. Without a revenue from the public, we rely on funding sources such as these to keep this regional asset to the community up to date, safe, flexible, and accessible.

With The Heights (former Hilcrest Golf Course site) development we anticipate an increase of 1000 housing units to the neighborhood.

Hayden Heights Library has served residents in this community since 1978. It is a public anchor institution on the White Bear Avenue commercial corridor. It is accessible by walking, transit and has two off-street parking lots. The library is located just a few blocks north of the larger east side boundary included in the Metropolitan Council's definition of an Area of Concentrated Poverty where 50% or more of the residents are people of color. Hayden Heights would serve patrons who live within the ACP boundary.

Hayden Heights Library is well-loved and well-used, however, not all residents actively use the library because, as previously mentioned, it doesn't have adequate space and accommodations for students, workers, teens, families with children. The Library has worked with residents to define what they want in their library. A full renovation would dramatically transform the potential for this library to serve as an equitable, dynamic community space and resource hub, strengthening the social infrastructure of the Greater East Side.

As we've shared, community members have told us they want to see themselves reflected in libraries, and they want libraries to foster a sense of safety and belonging, support family and intergenerational learning, and create opportunities to easily access arts and cultural experiences. We can provide this for the Greater East Side by redesigning the space to be more inviting, flexible, and inclusive for a variety of modes of use.

Interior and exterior updates would support enhanced public safety through environmental design. The Library department has a systemwide "Trauma-Sensitive Libraries" initiative that provides staff training, specific resource supports (i.e., social worker), and more to create a trauma-sensitive approach to customer service. Investing in public libraries as high-quality public spaces that facilitate learning and connection for all community members is an investment in Community-First Public Safety for Saint Paul.

Additionally, the library plays a critical role in addressing digital equity by providing access to Wi-Fi in and outside of its buildings and through its "Borrow the Internet" hotspot check-outs, access to computers and internet in its spaces, and connecting community members to knowledgeable staff who can assist with basic technology needs and questions.

Given the building's poor physical condition, which doesn't enable the library to meet many current community needs, a continued lack of investment will result in further deterioration and lost opportunity for residents in the community. This much needed renovation will position Hayden Heights Library to equitably serve the community for another 43 years.

The Library has a strategic goal of supporting an inclusive and innovative economy in Saint Paul. We advance this goal by providing programs, services, technology tools, and other support specifically for job seekers, people in career transition, people seeking to advance their education, and

entrepreneurs and small business owners. The Library partners with organizations such as Ramsey County Workforce Solutions, Peer 2 Peer University, Neighborhood Development Center, WomenVenture, and more to develop and deliver these learning opportunities and supports.

Renovating the Hayden Heights Library would enable it to deliver business and workforce support resources in a more robust, engaging way to surrounding residents. It would provide proper space for smaller entrepreneurs, those self-employed or working remotely.

Additionally, this renovation project would create jobs for construction and design. It could help spark future investment in the White Bear Avenue Corridor and Greater East Side as part of the Hillcrest development; it would signal City commitment to that area and would become a more appealing, visible public amenity on a commercial corridor near the development site. It would preserve and enhance this public-serving anchor institution on the commercial corridor. For more information on the economic impact of libraries, visit this site: [Economic Impact | Libraries Matter \(ala.org\)](https://www.economicimpactlibraries.org/)

Project Timeline

The Library anticipates two concurrent projects, Riverview and Hayden Heights Libraries to be renovated during this funding cycle. Saint Paul Public Library strives to continue service while renovations and rebuilds are happening, so will stagger projects accordingly.

Library 1:

July 2024 – receive funds

October 2024 – Construction documents completed from 75% - 100%

January 2025 – Bidding process for General Contractor

April 2025 – Permits pulled, GC assembled, Library decommissioned

June 2025 – December 2026 Construction

Library 2:

October 2025 – Construction documents completed from 75% - 100%

January 2026 – Bidding process for General Contractor

April 2026 – Permits pulled, GC assembled, Library decommissioned

June 2026 – December 2027 Construction

Other Considerations

The need for public library services is greater than ever. The pandemic has dramatically exposed the disparities of the digital divide and economic inequality and made the role of public libraries as essential social infrastructure even more pronounced. The Library continues to serve as a critical lifeline for thousands of residents who lack access to information and literacy resources, internet and digital technology, as well as safe public community spaces.

\$1 million for this project has been raised by private donors.

Impact on State Operating Subsidies

The City of Saint Paul has provided the operating budget for the City of Saint Paul Public Library.

Who will own the facility?

The City of Saint Paul

Who will operate the facility?

City of Saint Paul Public Libraries

Who will use or occupy the facility?

Residents of Saint Paul and surrounding communities will use this library. Equity-focused community engagement has been a cornerstone of Transforming Libraries. We asked community members to identify what they want from their local library's transformation, and we heard overwhelming support for libraries that maximize accessibility for all community members, including disabled and those with strollers. We heard support to welcome and reflect the cultures of the community. Community wants new spaces for families and teens to play and learn and for community members to gather, meet, and work or study independently. Community input has informed our final designs for the library; we know the community will use their new library.

Public Purpose

In 2019, SPPL rewrote its mission, vision, values and goals through community input. One of the key goals resulting from this process was to invest in spaces that are safe, inviting, affirming and comfortable for people of all cultures, abilities and communities. This goal has been the guiding vision for the transformation of Hayden Heights Library.

Description of Previous Appropriations

Hayden Heights Library received public library construction grant for \$2,596 in 2001 to put in power-assisted doors.

Project Contact Person

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(\$ in thousands)

Hayden Heights Library

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-Governmental Funds	\$0	\$1,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$4,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$450	\$0	\$0
Project Management	\$0	\$100	\$0	\$0
Construction	\$0	\$3,380	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$55	\$0	\$0
Occupancy Costs	\$0	\$515	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$4,500	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Dale Street Public Works Campus

AT A GLANCE

2024 Request Amount:	\$807
Priority Ranking:	13
Project Summary:	\$807,000 in state funds are requested to accomplish predesign activities and a master plan for the redevelopment of the existing Dale Street site for Public Works maintenance and operations divisions (outlined below) as well as the Office of Financial Services Fleet Management group. and potential other partners.

Project Description

This project is Phase 1 to redevelop the entire Dale Street site for the City of Saint Paul Public Works Department and the Office of Financial Services Fleet Management group. This project will accomplish data collection and analysis of site conditions and the preparation of schematic plans leading to a master plan for the site to address the needs of Public Works, Fleet Management, and other potential partners. Using the master plan from this project, the next phase pursued would be final design, possible adjacent property acquisition, construction plan documents, and staging plans leading to construction activities.

The City of Saint Paul Public Works Department delivers critical maintenance and operations products and services for public infrastructure. The Fleet Management group ensures that all mobile equipment for the Public Works Department, as well as the Parks and Recreation Department, remain functional. These functional groups wish to accomplish improved operations, employee safety and wellness, equipment management, energy efficiency, resiliency, security, sustainability, site safety, and excellent management of materials, equipment, and waste products.

Project Rationale

To accomplish improved operations, employee safety and wellness, equipment management, energy efficiency, resiliency, security, sustainability, site safety, and excellent management of materials, equipment, and waste products, the Dale Street site needs to be redeveloped to meet the needs of the Public Works Department, the Fleet Management group, and other potential partners such as the Forestry group within the Parks and Recreation Department.

The City of Saint Paul Public Works Department delivers critical maintenance and operations products and services for public infrastructure. The Fleet Management group ensures that all mobile equipment for the Public Works Department, as well as the Parks and Recreation Department, remain functional.

Current facilities at the Dale Street site have reached a functional end-of-life which will require increasingly expensive and inefficient applications of funds to keep them functional. The multiple

buildings on site are not energy efficient, site security is limited and easily compromised, equipment stored outside is adversely affected by weather, site traffic flow is not efficient, opportunities for staffing collaboration are limited due to separate buildings, and operational innovations are limited due to facility constraints.

Project Timeline

February 2024 - November 2024 - Predesign field data collection and analysis and preparation of schematic plans including a site master plan.

Other Considerations

Occupants and Buildings of the Dale Street Site:

- Office of Financial Services - Fleet Management

 - Offices and Mechanics - 891 Dale Street

 - Fuel Station - 889 N Dale Street

- Department of Public Works:

 - Street Maintenance - 873 N Dale Street

 - Bridge Inspection and Maintenance - 873 N Dale Street

 - South Garage - 871 N Dale Street

 - North Garage - 877 N Dale Street

 - Sanitation Garage - 887 N Dale Street

 - Salt Shed - 839 N Dale Street (the only structure that would be saved through redevelopment)

 - Old Salt Storage - 845 N Dale Street

 - Traffic Operations - 899 N Dale Street

 - Butler Building - 899 N Dale Street

 - Right of Way Management/Permitting - 899 N Dale Street

 - Safety Officer and Facilities Management/Custodial - 891 N Dale Street

 - Recycling Trailer and Storage - Parking lot at 899 N Dale Street

Potential Partner:

 - Forestry Unit within Parks and Recreation Department

Impact on State Operating Subsidies

No new additional state operating dollars will be requested by Saint Paul Public Works for this project.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Public Works Department City of Saint Paul Office of Financial Services Fleet Management Other potential partners

Who will use or occupy the facility?

City of Saint Paul Public Works Department, the Office of Finance Services Fleet Management group, and other potential partners.

The final redevelopment will be used by the City of Saint Paul Public Works Department , Fleet

Management, and identified partners such as the Forestry Unit within Parks and Recreation

Public Purpose

The City of Saint Paul Public Works Department delivers critical maintenance and operations products and services for public infrastructure to benefit and support the residents, businesses, and visitors to the City of Saint Paul. Delivering products and services in a safe, efficient, and productive manner is a core goal and value for the department and the city. To accomplish this goal, department industrial maintenance and operations facilities must meet needs for employee safety and wellness, effective equipment management, energy efficiency, resiliency, security, sustainability, site safety, and excellent management of materials, equipment, and wastes.

Description of Previous Appropriations

None toward Saint Paul Public Works or Fleet Management operating facilities.

Project Contact Person

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(\$ in thousands)

Dale Street Public Works Campus

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$807	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$807	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$100	\$0	\$0
Design Fees	\$0	\$650	\$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	\$57	\$0	\$0
TOTAL	\$0	\$807	\$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.	Yes

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Fire Station 7

AT A GLANCE

2024 Request Amount: \$4,328

Priority Ranking: 14

Project Summary: Build a new fire station on the east side of Saint Paul on the corner of Ross Avenue and Earl Street. This would replace a nearly 100 year old building that is not suited for the emergency response needs of the community. The new station would include 15 dorm rooms, 5 vehicle bays, increased cancer prevention, gender equity, and health and wellness for firefighters.

Project Description

Primary goals for this new facility project include providing spaces which will accommodate St. Paul firefighters and community groups, creating a building that is safe, welcoming, and approachable for all. The City of Saint Paul values quality design and seeks a building which will become a source of pride for the Fire Department and for the community.

The fire station site is currently vacant. It has historically been occupied for various commercial, retail and residential uses since at least 1885, including an auto repair garage. All buildings were removed from the site by 2009. Surrounding properties have included various commercial and residential structures since the 1880s, including an existing auto repair and auto body shop adjacent to the west. The fire station project has completed both a Phase I and Phase II Environmental Site Assessment of the site. No historic soil or groundwater contamination was found that would require significant remediation.

The new site will include 15 dorm rooms, 5 vehicle bays to accommodate additional fire and emergency medical response vehicles.

Project Rationale

Fire Station No. 7 was originally built in 1886 at 1028 Ross Ave. It was a single-bay, two-story brick house. A new double, two-story brick house was built in 1930 at 1038 Ross Ave, currently housing Engine 7, Ladder 7 and District Chief 3.

This facility is no longer able to physically provide adequate training and living space for fire operations. With the increasing size of fire equipment, additional bay space to support current operations is necessary. The station isn't able to support the personnel or resources needed to provide adequate and equitable fire and medical response for some of the city's most vulnerable residents. The neighborhood this station serves are areas of concentrated poverty, with lower levels of education, are at greater risk for fires, and have been disproportionately impacted by the pandemic. The fire department has seen an increase in emergency calls for service associated with

the pandemic, caring for the city's unsheltered population, and an increase in traumatic injuries due to violent crimes on the city's East side. A new station 7 would allow the department to deploy both fire and basic/advanced life support resources to respond to the growing needs of this growing and diverse community.

In addition to lack of adequate space, the current facility does not provide gender equity, quality user comfort, or safeguards for health and wellness, as a contemporary fire station should. The City intends the new design will be carbon neutral in its operating efficiency, technologically current, and address health, training, and safety concerns specific to firefighters. Specifically the new station will address: sustainability, cancer prevention, gender inclusive bathrooms and dorm rooms, and efforts that support the health and wellness of firefighters.

Project Timeline

The City recently purchased land across from the existing engine house on the north side of Ross Street. This reversed L shaped site is bordered by Ross Street, Earl Street Service Road, and 7th Street E. Emergency vehicles will exit the new facility onto Ross Street.

Design services and the architect firm were chosen and are finalizing the documents to put the project out for bid by the end of June 2023.

Building construction would begin in early 2024 with building completion and station occupancy by the end of 2024.

Other Considerations

This priority building project should result in a station scaled to the emergency response needs of the area. The station must also support a gender inclusive, inclusive workforce, with room for fitness and wellness activities, and reflect best practices in cancer risk mitigation.

This project would allow the Fire Department to improve fire and EMS coverage to East Side of Saint Paul. The rebuilding of this station will create on-going benefits to the entire East Side and surrounding areas. The new station would be a five-bay station that could accommodate additional fire and emergency medical response vehicles. The current station lacks facilities that would be conducive to gender equity, privacy and to general employee wellness (e.g., shower facilities for men and women, adequate locker room space, appropriately private sleeping quarters, etc.) This station cannot be fitted for measures that would otherwise markedly reduce exposure to cancer causing carcinogens, such as spaces for decontamination and storage of personal protective equipment (PPE) separate from both living quarters and apparatus bays (where firefighters often spend considerable time maintaining the apparatus and equipment).

Impact on State Operating Subsidies

The neighborhoods this station would serve are areas of concentrated poverty, many receiving State Operating Subsidies. Areas of concentrated poverty are more dependent on 9-1-1 for emergency medical services and fires in these areas are more prevalent. A new station would greatly benefit the neighborhood by providing adequate and equitable fire and medical response for some of the city's most vulnerable residents.

Who will own the facility?

City of Saint Paul, Saint Paul Fire Department

Who will operate the facility?

The City of Saint Paul will manage the project, specifically our chosen Station 7 planning team which includes operational and administrative employees from Saint Paul Fire and employees in the Real Estate division of the Office of Financial Services.

Who will use or occupy the facility?

Saint Paul Fire Department employees will be stationed out of the new Station 7. Included in the plans are a community room to support prevention education and community outreach. Station 7 serves the East Side community, both residents and visitors to the City of Saint Paul.

Public Purpose

The current Fire Station 7 is 92 years old and is not able to support the personnel or resources that are needed in Saint Paul's East Side. This neighborhood houses some of the City's most vulnerable residents as there are areas of concentrated poverty, including many that have been disproportionately impacted by the pandemic. A new fire station is critical to serve the growing needs of our community and for our emergency response needs in the area.

In addition to lacking resources, the current station cannot be fitted for measures that would otherwise significantly reduce exposure to cancer causing carcinogens, such as spaces for decontamination and storage of personal protective equipment separate from living and equipment areas. The facility is also lacking in space conducive to gender equity, privacy, and to general employee wellness including separate shower facilities for men and women, adequate locker room space, and appropriate private sleeping quarters.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Fire Station 7

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,328	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$6,750	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$6,750	\$4,328	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$236	\$0	\$0	\$0
Predesign Fees	\$82	\$0	\$0	\$0
Design Fees	\$515	\$0	\$0	\$0
Project Management	\$170	\$0	\$0	\$0
Construction	\$5,747	\$3,600	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$97	\$0	\$0
Occupancy Costs	\$0	\$327	\$0	\$0
Inflationary Adjustment	\$0	\$304	\$0	\$0
TOTAL	\$6,750	\$4,328	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Robert Street South Corridor

AT A GLANCE

2024 Request Amount: \$4,665

Priority Ranking: 15

Project Summary: Complete pre-design work on three significant projects -- all of which need reconstruction in the coming 15 years: * Robert Street Bridge over the Mississippi; * Robert Street South (TH3) from the Bridge to Cesar Chavez Street. * Robert Street Viaduct from Cesar Chavez to King Street. This is a street with enormous historical, cultural, and commercial value to the community - and the region. With all of these structures in need of reconstruction, how can they be imagined as a single project

Project Description

* Robert Street from the Mississippi River to King Street includes three critical segments: each with historical significance to the Region and to Saint Paul; critical transportation significance with multiple forms of transportation to the Region and community; commercial significance to the Region and local community; and each in need of reconstruction in the next 10 years.

* Robert Street Bridge over the Mississippi. Constructed in 1924, this is both a visible landmark, and a critical piece of transportation infrastructure to the region. While it's gone through repairs recently, it likely needs t more substantial reconstruction soon.

* Robert Street South, from the Mississippi River to Cesar Chavez Street. The road hasn't been fully reconstructed since approximatley the 1920s. It's extremenly important for many reasons: it's commercial value to local businesses/residents; it's purpose as a multi-modal transitway in the region; it's historical role going back to Indigineous communities before European settlers, and including immigrant communities since the late 1800s; and the need to address safety, pedestrian, and accessibility needs.

* Robert Street Viaduct from Cesar Chavez Street to King Street. The retaining walls have been assessed and short-term improvements made (including monitoring for slope movement), but the entire viaduct needs to be reconstructed. As a visible landmark in the community, how can it be reconstructed to maximize accessibility to the community, as well as sustainability in the long-term?

Bonding funds to MNDOT and the City of Saint Paul will allow pre-design work to proceed that links each of these critical pieces of infrastructure.

* What is a vision for their role, based on engagement and partnership with the community?

* How can they serve transportation, safety, sustainability, and equity needs for the next generations?

* What is a reasonable set of expectations/goals that will allow formal design work to begin?

* Can the artistic creativity of the community be part of the 'reimagining' process, influencing future design?

The ultimate goal is to create the framework that will allow these three regionally significant

structures to be fully reconstructed in the next 12-15 years.

Project Rationale

Each of these structures is near the end of their useful life. They need to be fully reconstructed.

Rather than delay the work or do short-term improvements, consider these three substantial projects as one interconnected 'project' that should be reimagined and planned at the same time. Even if full reconstruction takes years, it's more efficient and effective to plan for them together.

Following reconstruction, the City could consider ownership of the portion of Robert Street from the bridge to Cesar Chavez. (This is what's happening in Downtown: MNDOT is reconstructing Robert and transferring ownership to the City.)

Project Timeline

Planning work would begin in 2024, and likely take two years. Reconstruction could take up to 10 years.

Other Considerations

* Historical value to Indigenous communities, as well as immigrant communities since the 19th Century, would need to be considered. The structures also serve as visible artistic landmarks to the community.

* This Robert Street corridor is critically important to almost every form of transportation: barges on the Mississippi; nearby passenger and commercial rail; air travel at nearby Holman Field Airport; commercial/truck traffic on Robert and TH52; bus rapid transit; connections to regional trails; and pedestrian, bicycle, and commuter-residential mobility on Robert. All of these need to be considered as the structures are redesigned and reconstructed.

Impact on State Operating Subsidies

To be determined. Reduction in maintenance costs for Robert Street structures.

Who will own the facility?

MNDOT currently owns all three structures. Ownership would have to be considered separately regarding who would continue to own the bridge, street, and viaduct. (MNDOT is transferring ownership of reconstructed Robert Street in downtown to the City.)

Who will operate the facility?

To be determined.

Who will use or occupy the facility?

Not applicable.

Public Purpose

This stretch of TH3 is critically important to the Region and to local communities. It is vital to advance equity, sustainability, safety, and mobility goals. It is a commercial node for local businesses and

wealth creation, and near sites that will undergo future redevelopment and increased density.

Description of Previous Appropriations

Analysis of conditions of each structure have been completed.

Project Contact Person

Eric Petersen
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(\$ in thousands)

Robert Street South Corridor

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,665	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$4,665	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$3,500	\$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	\$1,165	\$0	\$0
TOTAL	\$0	\$4,665	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Battle Creek Park Field Improvements**AT A GLANCE**

2024 Request Amount:	\$2,894
Priority Ranking:	16
Project Summary:	Field improvements at Battle Creek Park supporting athletic recreation and programming.

Project Description

Battle Creek Park provides critical recreational space on the East Side of Saint Paul. The existing sports fields are in poor condition and investment is needed to provide quality recreational opportunities in this well-used public park that is uniquely connected to a regional park operated by Ramsey County. The regional park, Battle Creek Regional Park, is a regional destination offering top of the line mountain biking in the summer and Nordic skiing in the winter.

The existing fields support the regional park as well as the adjoining elementary school and residents.

Project Rationale

Saint Paul's recreation facilities are aging and represent programming trends and resident interests from the 1980s. Investment in high-quality field space supports neighborhoods and allows Saint Paul to continue to provide high-quality recreation activities for free or at low-cost for the community.

Project Timeline

July 2024 - December 2024 Schematic Design
 January 2025 - May 2025 -Design Development
 June 2025 - December 2025 - Construction Documents
 January 2026 - March 2026 - Bidding
 April 2026 - November 2026 Construction

Other Considerations

In 2022, Saint Paul Parks and Recreation began offering free sports for young people ages 9 to 18 years old. The elimination of fees increased participation in year one by nearly 90% across our program offerings. To continue to serve the community and grow young people's participation in sports programs that help develop social and emotional skills to be used throughout their lives Saint Paul Parks will need to invest in locations offering programming.

Impact on State Operating Subsidies

The City of Saint Paul provides the operating budget for Saint Paul Parks and Recreation.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Department of Parks and Recreation

Who will use or occupy the facility?

Residents of Saint Paul and visitors from surrounding areas.

Public Purpose

Saint Paul Parks and Recreation athletics programs provide our residents with the opportunity to be active and social, as well as develop skills and the life long love of healthy lifestyles at free or extremely reduced rates.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
eric.petersen@ci.stpaul.mn.us

(\$ in thousands)

Battle Creek Park Field Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,894	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$2,894	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$338	\$0	\$0
Project Management	\$0	\$135	\$0	\$0
Construction	\$0	\$2,027	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$394	\$0	\$0
TOTAL	\$0	\$2,894	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Belvidere Park Improvements

AT A GLANCE

2024 Request Amount:	\$2,894
Priority Ranking:	17
Project Summary:	Field improvements at Belvidere Park supporting athletic recreation and programming.

Project Description

Belvidere Park provides critical recreational space on the West Side of Saint Paul. Existing sports fields are in poor condition and investment is needed to provide quality recreational opportunities in this well-used park that is defined by two state highways and bluff.

The Westside Boys and Girls Club is a critical programming partner adjacent to Belvidere Park and investment in outdoor parkspace will greatly support recreational opportunities for Saint Paul residents.

Project Rationale

Saint Paul's recreation facilities are aging and represent programming trends and resident interests from the 1980s. Investment in high-quality field space supports neighborhoods and allows Saint Paul to continue to provide high-quality recreation activities for free or at low-cost for the community.

Project Timeline

- July 2024 - December 2024 Schematic Design
- January 2025 - May 2025 -Design Development
- June 2025 - December 2025 - Construction Documents
- January 2026 - March 2026 - Bidding
- April 2026 - November 2026 Construction

Other Considerations

In 2022, Saint Paul Parks and Recreation began offering free sports for young people ages 9 to 18 years old. The elimination of fees increased participation in year one by nearly 90% across our program offerings. To continue to serve the community and grow young people's participation in sports programs that help develop social and emotional skills to be used throughout their lives Saint Paul Parks will need to invest in locations offering programming.

Impact on State Operating Subsidies

The City of Saint Paul provides the operating budget for Saint Paul Parks and Recreation.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Department of Parks and Recreation

Who will use or occupy the facility?

Residents of Saint Paul and visitors from surrounding areas.

Public Purpose

Saint Paul Parks and Recreation athletics programs provide our residents with the opportunity to be active and social, as well as develop skills and the life long love of healthy lifestyles at free or extremely reduced rates.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
eric.petersen@ci.stpaul.mn.us

(\$ in thousands)

Belvidere Park Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$2,894	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$2,894	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$338	\$0	\$0
Project Management	\$0	\$135	\$0	\$0
Construction	\$0	\$2,027	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$394	\$0	\$0
TOTAL	\$0	\$2,894	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Baker Park Improvements

AT A GLANCE

2024 Request Amount:	\$3,473
Priority Ranking:	18
Project Summary:	Building and field improvements at Baker Park supporting athletic recreation and programming.

Project Description

Baker Park provides critical recreational space on the west side of Saint Paul. Existing sports fields are in poor condition and investment is needed to provide quality recreational opportunities in this well-used park.

Baker Park is heavily used by Cherokee Heights Elementary School and the West Side Community Organization as public partners located adjacent to Baker Park. Surrounding suburban communities also use Baker Park for community and athletic events.

The existing recreation center is located in a WPA stone shelter building constructed in the 1930s. While the structure is architecturally pleasing, building improvements are needed to meet accessibility guidelines and support park functions.

Project Rationale

Saint Paul's recreation facilities are aging and represent programming trends and resident interests from the 1980s. Investment in high quality field space supports neighborhoods and allows Saint Paul to continue to provide high-quality recreation activities for free or at low-cost for the community.

Project Timeline

- July 2024 - December 2024 Schematic Design
- January 2025 - May 2025 -Design Development
- June 2025 - December 2025 - Construction Documents
- January 2026 - March 2026 - Bidding
- April 2026 - November 2026 Construction

Other Considerations

In 2022, Saint Paul Parks and Recreation began offering free sports for young people ages 9 to 18 years old. The elimination of fees increased participation in year one by nearly 90% across our program offerings. To continue to serve the community and grow young people's participation in sports programs that help develop social and emotional skills to be used throughout their lives Saint Paul Parks will need to invest in locations offering programming.

Impact on State Operating Subsidies

The City of Saint Paul provides the operating budget for Saint Paul Parks and Recreation.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Department of Parks and Recreation

Who will use or occupy the facility?

Residents of Saint Paul and visitors from surrounding areas.

Public Purpose

Saint Paul Parks and Recreation athletics programs provide our residents with the opportunity to be active and social, as well as develop skills and the life long love of healthy lifestyles at free or extremely reduced rates.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
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(\$ in thousands)

Baker Park Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,473	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$3,473	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$405	\$0	\$0
Project Management	\$0	\$135	\$0	\$0
Construction	\$0	\$2,460	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$473	\$0	\$0
TOTAL	\$0	\$3,473	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Randolph Avenue Bridge**AT A GLANCE****2024 Request Amount:** \$13,699**Priority Ranking:** 19

Project Summary: The City of Saint Paul is requesting \$13.7 million in state bond funds for design and construction to replace the Randolph Bridge over Union Pacific Railroad. This 3-span, 170-foot long bridge is in need of reconstruction to address age-related deterioration and to restore its load-carrying capacity. The bridge serves a critical transportation link connecting Shepard Road to multiple facilities on Randolph Ave (a dead-end road) including Xcel Energy High Bridge Power Generating Plant.

Project Description

This project will reconstruct the Randolph Avenue Bridge between Shepard Road and James Avenue. In addition to funding removal of the existing bridge over Union Pacific railroad, the project includes reconstruction of approach roadways, acquisition of right-of-way, design, construction engineering and inspection, and construction of a replacement bridge that includes multimodal elements for bicycles, pedestrians, and vehicles including freight truck traffic. The bridge provides the sole access to dead-end Randolph Avenue and numerous commercial and industrial businesses, including the Xcel Energy High Bridge Power Generating Plant, the (truck freight-dependent) River Bend business park and the Sam Morgan Regional Trail. As such, maintaining adequate and continuous use during construction is of critical importance to the project, business stakeholders and their many statewide customers.

Project Rationale

Randolph Avenue provides the sole access for both the River Bend Business Park and Xcel Energy's "High Bridge Generating Plant". The Xcel High Bridge plant provides electricity to more than 500,000 Minnesotans in the Twin Cities area. Despite extensive bridge maintenance and repair actions performed by the City of Saint Paul, Bridge No.7272 has shown rapid deterioration over the last several years requiring truck load restrictions. Bridge replacement will resolve railroad clearance requirements, restore heavy truck capacities, improve freight access, and encourage new development.

Project Timeline

If full funding is secured by June of 2024:
 Planning and Design - December 2024 to December 2025
 Project bidding - March 2026
 Advance to Construction - June 2026
 Complete project - June 2027

Other Considerations

The bridge carries daily truck traffic, and repairs have been made over the years to address age-related deterioration of concrete and corrosion of beams. Historically those load restrictions have placed burden on businesses and affected their ability to perform daily operations. The bridge is load-restricted to vehicles in its current condition and two trucks are not allowed to meet on the bridge. Only a project of this magnitude will restore its capacity to carry common legal truck loads. Total project length is approximately 1000 feet.

The south side of the bridge carries the Sam Morgan Regional Trail. This portion of the bridge would need to be replaced. The work provides opportunities to collaborate with City Parks, neighbors and trail users to improve safety, comfort and aesthetics in the project area.

Impact on State Operating Subsidies

No new additional state operating dollars will be requested by Saint Paul Public Works for this project.

Who will own the facility?

The City of Saint Paul is the sole owner of this project.

Who will operate the facility?

The City of Saint Paul will operate the project. The City of Saint Paul Public Works will oversee the inspection, maintenance and repair of the bridge system over its lifetime. The City's Bridge Division conducts routine bridge inspections for bridges within City limits per the Federal Highway Bridge Inspection Program as administered by the Minnesota Department of Transportation.

Who will use or occupy the facility?

Residents, students, workers and visitors utilize the bridge to access facilities off of Randolph Avenue including Xcel Energy High Bridge Plant, a chemical manufacturing facility, the River Bend business park, an elementary school and a multi-unit residential apartment complex. There are no alternative routes for access to this area, and reconstructing this bridge is vital to avoiding disruption to the residential, commercial and industrial activities in the area.

Public Purpose

Open to public use.

Description of Previous Appropriations

There are no previous state appropriations for this project.

Project Contact Person

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(\$ in thousands)

Randolph Avenue Bridge

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$13,699	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$2,641	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$2,641	\$13,699	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$2,641	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$11,614	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,085	\$0	\$0
TOTAL	\$2,641	\$13,699	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Pedro Park Revitalization**AT A GLANCE****2024 Request Amount:** \$8,986**Priority Ranking:** 20**Project Summary:** Park improvements and revitalization for Pedro Park. Downtown parks are incredibly important to the fabric of Saint Paul– helping to improve the quality of life for residents and employees, while supporting regional tourism and commerce and driving further investment and development in the area.**Project Description**

Pedro Park is located at the corner of 10th St. E and Robert St. N in a vibrant and growing part of downtown Saint Paul. Formerly the site of Pedro Luggage Center, the plot of land was donated by the Pedro family to the City of Saint Paul to be developed as a park. The recently demolished Public Safety Annex building has expanded the parkland.

The downtown community has been advocating for parkland to support surrounding residents and economic development for almost 10 years. This project is requesting funds to implement a park vision that has been vetted by the community resulting in a transformation of vacant land into a beautiful public space that will foster community interactions, passive recreation and provide environmental, recreational, and cultural benefits.

Project Rationale

As the city continues to grow, providing new, quality open space is important to support residents and fostering economic development in downtown Saint Paul. Vibrant parkland brings people together and creates community connections while supporting local businesses.

This is an incredible opportunity to transform former building sites into a high-quality public park.

Project Timeline

July 2024 - January 2025 Construction documents

February 2025 - April 2025 -Bidding

May 2025 - May 2026- Construction

June 2026 - Park Opening

Other Considerations

Engagement and design work has been completed.

Impact on State Operating Subsidies

The City of Saint Paul provides the operating budget for Department of Parks and Recreation.

Who will own the facility?

City of Saint Paul

Who will operate the facility?

City of Saint Paul Department of Parks and Recreation

Who will use or occupy the facility?

General public residents and visitors along with City of Saint Paul Parks and Recreation Staff.

Public Purpose

Accessible public parkland is critical to the livelihood of residents. It provides a place to move, meet neighbors, and take a mental break from daily life. The residential and business community has been advocating for Pedro Park since 2006.

Description of Previous Appropriations**Project Contact Person**

Eric Petersen
Intergovernmental Relations Associate
952-215-8776
eric.petersen@ci.stpaul.mn.us

(\$ in thousands)

Pedro Park Revitalization

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,986	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$8,986	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$650	\$0	\$0
Project Management	\$0	\$310	\$0	\$0
Construction	\$0	\$7,040	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$986	\$0	\$0
TOTAL	\$0	\$8,986	\$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.	N/A

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
15th Avenue NE Paving & Storm Drainage Improvements	1	GO	1,500	0	0	0	0	0
Total Project Requests			1,500	0	0	0	0	0
General Obligation Bonds (GO) Total			1,500	0	0	0	0	0

15th Avenue NE Paving & Storm Drainage Improvements

AT A GLANCE

2024 Request Amount: \$1,500

Priority Ranking: 1

Project Summary: Funding of \$3.0 million for the connection of a State Aid Highway link, the adjusted right-of-way acquisition, and reconstruction of an approximate (1) mile section of 15th Avenue NE, which falls within High Forest Township limits, and is adjacent to, and borders the City Of Stewartville, in Olmsted County, serving as an agricultural commerce/commercial business route, as well as, an increasingly used commuter route for regional transit traffic, to an improved 10-ton roadway standard.

Project Description

The governmental agencies of Stewartville City Council, High Forest Township Board , and the Olmsted County Commissioners have expressed the need for these improvements. All three of the governmental entities request inclusion on any Bonding Bill(s) for 2024. This approximate (1) mile stretch of roadway has become a much busier transportation commuter and traffic route for general, agricultural, business, commercial, and alternate emergency access route for not only Stewartville, but the surrounding regional area. It also sees use for more multi-modal transportation as well.

High Forest Township, the City of Stewartville and Olmsted County have been looking to make improvements of 15th Ave NE for a couple of decades but are in need of funding to do so. The route is designated by ROCOG as a Major Urban Arterial Corridor. The existing roadway is a rural gravel section within a 66' ROW and is the only alternate route to TH 62 (Main Street) within the Stewartville area that allows for access to cross the North Branch of the Root River (via 15th Ave & 20th St NE). The route is utilized for commuter traffic to Rochester, is a farm to market route, and is utilized for access to Fairway and other businesses in northern Stewartville for citizens of High Forest Township, Stewartville and surrounding communities. The traffic that utilizes this roadway has caused High Forest Township to utilize a unreasonably large portion of its maintenance budget for this one (1) mile route alone. Grading is needed on a weekly basis at a minimum in order to try to keep the surface as safe as possible for the traveling public. In order to be proactive for usage and area growth, keeping safety and environmental concerns at the forefront, the project is an essential project for the area. This project proposes to maintain a rural section for this roadway, reclaiming the aggregate base and supplementing it to support a paved bituminous 10 ton section for two 12 foot lanes with 4 foot paved shoulders on both sides, creating a 32 foot wide paved surface. With the project, the two existing centerline culverts will be evaluated for condition as well as sized for current standards, utilizing Atlas 14 data, and improvements made to address drainage issues at the intersection of 6th St NE. Prior to analysis it is assumed that the existing culverts and storm sewer are undersized and need to be replaced. ROW acquisition is not proposed or required for this project.

Project Rationale

This is a regional project for the balancing of traffic flow, create safety, and economic development. Due to increased traffic volumes from beyond the immediate trade area, as well as increased population of our entities, this improvement is a need that has exceeded the orderly growth and development being planned for this arterial corridor. In addition, MNDOT themselves have recognized the increased traffic use by the recent installation of a right turning lane from MN State Hwy. #30 unto this 15th Avenue NE. This will also serve as a catalyst for addressing safety concerns, and additional economic development opportunities.

Project Timeline

Funding approval May 2024
Funding Appropriation August 2024
Preliminary Design June - October 2024
Final Design October 2024 - March 2025
State Plan Review April 2025
Advertise for bids April - May 2025
Bid Letting May 2025
Award Bid June 2025
Construction July 2025 - July 2026

Other Considerations

Ease of truck traffic, and bridge replacement. Economic development and safety. There is only one paved route N/S through town that crosses the North Branch of the Root River, which is Main Street (TH63). When the bridge was built for the highway, a temporary single lane bridge was utilized and there is a story of a toll being placed on it. The route connects TH 30 to CR 120. CR 120 is the route which crosses the river and an new bridge would not be needed. This improvement will allow for emergency services a redundant route per the future event of closing of US Trunk Hwy 63 for repairs or other natural disasters occurrence. Economic development will have an advance route to allow for future growth of agribusiness and heavy industry with this road improvement.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Stewartville

Who will operate the facility?

The City of Stewartville

Who will use or occupy the facility?

The approximate one mile stretch of roadway will be used by commuter, general, agricultural, business, and commercial traffic. It will also provide an alternate emergency access route for not only Stewartville, but the surrounding regional area. In addition, it will also be used for additional multi-modal transportation.

Public Purpose

The project will allow for an alternative emergency access route for Stewartville and the surrounding regional area. The stretch of roadway has seen increased use by commuter, agricultural, business, commercial, and general traffic and multi-modal transportation. It will improve safety for the roadway by upgrading to the current design standards and allowing for a 10 ton route for the current traffic. The route is designed to be as a major urban arterial corridor and will provide better traffic controls, flow, safer traffic route and future economic development.

Description of Previous Appropriations

N/A

Project Contact Person

Bill Schimmel
City Administrator
507-533-4745
bschimmel@stewartvillemn.com

(\$ in thousands)

15th Avenue NE Paving & Storm Drainage Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$500	\$0	\$0
County Funds	\$0	\$500	\$0	\$0
Other Local Government Funds	\$0	\$500	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$3,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Myrtle Street Reconstruction	1	GO	1,927	0	0	0	0	0
Washington Avenue Intersection	2	GO	1,268	0	0	0	0	0
Historic Downtown Stillwater Street Lighting	3	GO	1,928	0	0	0	0	0
Recreation Center Expansion	4	GO	24,796	0	0	0	0	0
Total Project Requests			29,919	0	0	0	0	0
General Obligation Bonds (GO) Total			29,919	0	0	0	0	0

Myrtle Street Reconstruction

AT A GLANCE

2024 Request Amount: \$1,927

Priority Ranking: 1

Project Summary: Myrtle Street is a collector street with Average Daily Traffic of 8,500 vehicles. The street is a continuation of Washington County Road 12 that serves as the west entrance to Historic Downtown Stillwater.

Project Description

Remove existing concrete (road and sidewalks) and asphalt surface and install new pavement and sidewalks from Owens Street to Main Street (TH95) in the City of Stillwater.

Myrtle Street is one of three primary ways to enter Downtown Stillwater. The other two main entrances to Downtown Stillwater are north and south on Trunk Highway 95. Myrtle Street serves as the local collector road entrance.

Project Rationale

Existing concrete roadway and sidewalks were built nearly 60 years ago and the condition of the roadway is beyond repair through methods other than reconstruction.

The sidewalks and pedestrian ramps are not built to ADA compliance standards and need to be updated.

Project Timeline

Engineering and Design in 2024
Construction in 2025

Other Considerations

Myrtle Street is a critical road and entrance into Downtown Stillwater, which serves hundreds of thousands of visitors every year and is premier tourist destination in the State of Minnesota.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Stillwater

Who will operate the facility?

The City of Stillwater

Who will use or occupy the facility?

General Public

Public Purpose

Myrtle street is not only a local collector road, it is also the main artery to enter Downtown Stillwater from State Highway 36 and CSAH 5. These two State Highways feed traffic into Stillwater and serve as a key route to entering Downtown Stillwater which serves hundreds of thousands of visitors every year.

Description of Previous Appropriations

None

Project Contact Person

Joe Kohlmann
City Administrator
651-430-8801
jkohlmann@ci.stillwater.mn.us

(\$ in thousands)

Myrtle Street Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,927	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,927	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,854	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$350	\$0	\$0
Project Management	\$0	\$350	\$0	\$0
Construction	\$0	\$2,800	\$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	\$354	\$0	\$0
TOTAL	\$0	\$3,854	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Washington Avenue Intersection

AT A GLANCE

2024 Request Amount:	\$1,268
Priority Ranking:	2
Project Summary:	Improvements to Washington Avenue and North Frontage Road intersection to relieve congestion and improve safety.

Project Description

Relocate the intersection of Washington and North Frontage Road so that the intersection is further away from Trunk Highway 36.

Project Rationale

The intersection is within a few hundred feet north of Trunk Highway 36. With increasing traffic, congestion at the intersection makes turning movements and crossing traffic difficult.

Within the last 10 years there have been 18 reported accidents. A new alignment and intersection control is necessary.

Project Timeline

Engineering and Design 2025
Construction in 2026

Other Considerations

This is a dangerously close intersection with an at grade crossing for Trunk Highway 36. There has been preliminary studies that suggest the relocation and upgrading of the intersection control device are necessary safety improvements.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Stillwater

Who will operate the facility?

City of Stillwater

Who will use or occupy the facility?

General Public

Public Purpose

The City of Stillwater attracts hundreds of thousands of visitors every year. With increasing popularity, the City has massive strain on the road system, much of which was designed up to over 100 years ago.

Description of Previous Appropriations

None.

Project Contact Person

Joe Kohlmann
City Administrator
651-430-8801
jkohlmann@ci.stillwater.mn.us

(\$ in thousands)

Washington Avenue Intersection

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,268	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,269	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,537	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$220	\$0	\$0
Project Management	\$0	\$220	\$0	\$0
Construction	\$0	\$1,760	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$337	\$0	\$0
TOTAL	\$0	\$2,537	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Historic Downtown Stillwater Street Lighting

AT A GLANCE

2024 Request Amount: \$1,928

Priority Ranking: 3

Project Summary: City owned street lights in downtown Stillwater need to be replaced for safety reasons and energy savings. The City will install approximately 240 Street Lights throughout downtown Stillwater with new LED lights and capabilities for security cameras for illumination and safety.

Project Description

Design, engineer, and install 240 Street lights in downtown Stillwater. All cables, electrical, and light poles are included in the project.

Project Rationale

The current city owned lights in downtown Stillwater are approximately 30 years old, broken, removed from accidents and/or have severely deteriorated.

There is currently a lack of lighting in downtown Stillwater, which creates major safety concerns. In addition, the upgraded lighting system will have the ability to have security cameras attached for increased security.

Project Timeline

Construction and installation in 2024 and 2025.

Other Considerations

The City has predesigned the project and consulted for all the materials necessary.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Stillwater

Who will operate the facility?

City of Stillwater

Who will use or occupy the facility?

General Public

Public Purpose

Providing lighting and security to heavily traveled tourism area in Downtown Stillwater

Description of Previous Appropriations

none

Project Contact Person

Joe Kohlmann
City Administrator
651-430-8801
jkohlmann@ci.stillwater.mn.us

(\$ in thousands)

Historic Downtown Stillwater Street Lighting

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,928	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,928	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,856	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$3,400	\$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	\$256	\$0	\$0
TOTAL	\$0	\$3,856	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Recreation Center Expansion

AT A GLANCE

2024 Request Amount: \$24,796

Priority Ranking: 4

Project Summary: The City of Stillwater is looking the expand the St. Croix Valley Recreation Center to include a curling center and additional amenities for the regional recreation center.

Project Description

The St. Croix Valley Recreation Center serves the St. Croix River Valley for recreational amenities. The City is partnering with local foundations to expand the Recreation Center to include a curling center.

Project Rationale

The north and east metro area is underserved for recreational curling.

Project Timeline

Cost estimating and conceptual design have been completed.
 Funding raising in 2024
 Construction in 2025 or 2026

Other Considerations

The St. Croix Valley Recreation Center has a wide array of offerings from ice rinks to an indoor recreation area covered by a dome. Adding a curling center to the Recreation Center will boost the regional recreation opportunities.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of Stillwater

Who will operate the facility?

City of Stillwater

Who will use or occupy the facility?

Open to the public and general membership

Public Purpose

This facility will serve the metro area for curling recreational needs.

Description of Previous Appropriations**Project Contact Person**

Joe Kohlmann
City Administrator
651-430-8801
jkohlmann@ci.stillwater.mn.us

(\$ in thousands)

Recreation Center Expansion

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$24,796	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$24,796	\$0	\$0
TOTAL	\$0	\$49,592	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$4,000	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$39,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$6,592	\$0	\$0
TOTAL	\$0	\$49,592	\$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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Airport Terminal Construction	1	GO	9,000	0	0	0	0	0
Runway Extension	2	GO	8,644	0	0	0	0	0
Total Project Requests			17,644	0	0	0	0	0
General Obligation Bonds (GO) Total			17,644	0	0	0	0	0

(\$ in thousands)

Airport Terminal Construction

AT A GLANCE

2024 Request Amount:	\$9,000
Priority Ranking:	1
Project Summary:	\$9 million in state funds is requested to predesign, design, construct, furnish and equip a new airport terminal building for the Thief River Falls Regional Airport.

Project Description

This project replaces an existing airport terminal that is approximately 50 years old. The project includes predesign, design, construction, furnishing, and equipping a new airport terminal to be used by the public for commercial air transportation, general aviation services, and relocation of airport administration. The total estimated cost of terminal construction is \$25,810,000. Funding sources that are pending for the project include at least two federal sources (ATP grant and AIP discretionary grant) as well as \$9,000,000 from state funds. The \$9M in state funding represents approximately 35% of design/construction costs which historically fall outside of federal eligibility for funding. This includes necessary areas of the building including (but not limited to) airline leased space, TSA leased space, rental car leased space, airport administration offices, janitorial areas, and other airport terminal maintenance space.

Project Rationale

This project is needed because the current airport terminal is reaching the end of its useful life. Built in the early 1970's there are many deficiencies in the current building including (but not limited to) inadequate ADA access, unacceptable building (utility) efficiency, post 9/11 security considerations, lack of a sprinkler system, lack of restroom facilities post security checkpoint, and more.

Project Timeline

- June 2024 - Predesign
- August 2024 - Final Design
- November 2024 - Bidding
- April 2025 - Construction
- June 2026 - Project Completion

Project initiation dependent on the successful grant award of federal funding sources.

Other Considerations

With a new building design using the B3 efficiency guidelines, the new terminal will have a focus on climate.

Impact on State Operating Subsidies

N/A

Who will own the facility?

Thief River Falls Regional Airport Authority

Who will operate the facility?

Thief River Falls Regional Airport Authority

Who will use or occupy the facility?

Thief River Falls Regional Airport Authority, airline personnel, TSA personnel, general aviation sector, and the general public.

Public Purpose

Air Transportation

Description of Previous Appropriations

None

Project Contact Person

Joe Hedrick
Airport Manager
218-684-1013
trfairport@mncable.net

(\$ in thousands)

Airport Terminal Construction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$16,810	\$0	\$0
TOTAL	\$0	\$25,810	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$25,810	\$0	\$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	\$25,810	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Runway Extension

AT A GLANCE

2024 Request Amount:	\$8,644
Priority Ranking:	2
Project Summary:	\$8.644M in state funds is requested to predesign, design, and construct a runway extension, taxiway extension, NAVAID relocation, and roadway relocation of CSAH 17 with supporting elements to accomplish aforementioned goals.

Project Description

This project extends the primary runway (runway 13/31) by 797 feet under federal funding sources and another 700 feet under state funding sources resulting in a total runway length of 8,000 feet (current length is 6,503 feet). The extension to 8,000 allows loaded aircraft to arrive/depart on a runway with medium braking action. This typically occurs during the winter months with as little as 1/4" of dry snow present (many other contaminate types can cause medium braking). The project is listed as a priority 2 project as the federal sources of funding are still 4-6 years in the future presenting a challenge with the state funding sunset policy of 4 years.

Project Rationale

Winter operations in Northwest Minnesota present a challenge for operating aircraft in the area. An extension of the primary runway will allow fully loaded aircraft to operate during normal conditions and partially loaded aircraft to operate during medium braking conditions.

Project Timeline

- May 2026 - Acquire Property
- May 2027 - Relocation CSAH 17
- June 2028 - Extend Runway 13/31
- June 2029 - Extend Taxiway A
- October 2029 - Project Completion

Other Considerations

Impact on State Operating Subsidies

N/A

Who will own the facility?

Thief River Falls Regional Airport Authority

Who will operate the facility?

Thief River Falls Regional Airport Authority

Who will use or occupy the facility?

Thief River Falls Regional Airport Authority

Public Purpose

Air Transportation

Description of Previous Appropriations

None.

Project Contact Person

Joe Hedrick
Airport Manager
218-684-1013
trfairport@mncable.net

(\$ in thousands)

Runway Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,644	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$20,016	\$0	\$0
TOTAL	\$0	\$28,660	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$28,660	\$0	\$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	\$28,660	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	No
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Greater Minneapolis Active Transportation Network: Phase 1, Regional Trail Network Safety, Stewardship, and Expansion Project	1	GO	24,400	0	0	0	0	0
Greater Minneapolis Active Transportation Network: Phase 2, Regional Trail Network Safety, Stewardship and Expansion Project	2	GO	8,638	0	0	0	0	0
Total Project Requests			33,038	0	0	0	0	0
General Obligation Bonds (GO) Total			33,038	0	0	0	0	0

(\$ in thousands)

Greater Minneapolis Active Transportation Network: Phase 1, Regional Trail Network Safety, Stewardship, and Expansion Project

AT A GLANCE

2024 Request Amount: \$24,400

Priority Ranking: 1

Project Summary: \$24.4 million in state funds is requested to design, construct, reconstruct and extend the useful life of over 52 miles of Three Rivers Park District’s 180-mile regional trail system that is the backbone of the active transportation network in Hennepin County. The project will result in construction of 10.7 miles of new regional trails, reconstruction of 11.4 miles of existing regional trails and life-extension treatments of 30.2 miles of trails.

Project Description

This project improves 14 different regional trails located within 40 cities within Hennepin County, but which continue into Anoka, Carver, McLeod and Wright counties and serve the western half of the metropolitan area.

The trails involved in this project are:

1. Bassett Creek Regional Trail (Golden Valley, Crystal, New Hope, Plymouth)
2. Bryant Lake Regional Trail (Eden Prairie, Minnetonka)
3. Cedar Lake Regional Trail (Hopkins, St. Louis Park)
4. Crow River Regional Trail (Carver County, Wright County, Delano, Independence, Rockford, Greenfield, Hanover, Corcoran, Rogers, Otsego, Dayton)
5. Dakota Rail Regional Trail (Wayzata, Orono, Minnetonka Beach, Mound, Spring Park, Minnetrista, St. Bonifacius, Carver County, McLeod County)
6. Dakota Rail-Luce Line Connector Regional Trail (Wayzata, Orono)
7. Eagle Lake Regional Trail (Maple Grove, Plymouth, Minnetonka)
8. Lake Independence Regional Trail (Orono, Medina, Loretto, Corcoran, Hanover)
9. Lake Minnetonka Regional Trail (Hopkins, Minnetonka, Greenwood, Excelsior, Shorewood, Tonka Bay, Victoria)
10. Minnesota River Bluffs Regional Trail (Carver County, Chaska, Chanhassen, Eden Prairie, Minnetonka, Hopkins)
11. Nine Mile Creek Regional Trail (Hopkins, Minnetonka, Edina, Richfield)
12. Rush Creek Regional Trail (Anoka County, Brooklyn Park, Maple Grove, Dayton, Rogers)
13. Shingle Creek Regional Trail (Minneapolis, Brooklyn Center, Brooklyn Park)
14. West Mississippi River Regional Trail (Brooklyn Center, Brooklyn Park, Champlin, Dayton)

The project improves over 52 miles of the active transportation network through construction of 10.7 miles of new regional trails, reconstruction of 11.4 miles of existing regional trails, life-extension treatments of 30.2 miles of trails, and features that make the off-road regional trail system safe, comfortable and accessible for all regardless of skill and ability.

The total estimated project cost is \$48.8 million, including all aspects of design and construction. Three River is requesting 50 percent (\$24.4 million) of funding through state bonds to help complete

the project. The balance of the project will be funded through secured federal transportation grants totaling \$14.35 million, and through local match funds of \$10.05 million from Three Rivers. Three Rivers will also seek to secure additional local match funding from partners such as Hennepin County and the Metropolitan Council as well as additional grant opportunities.

Project Rationale

This project is needed to better develop and maintain the active transportation network in the western metropolitan area. The project will result in significant decreases in to Vehicle Miles Traveled (VMT) and the associated greenhouse gases (GHG) and pollution associated with vehicle trips. This is critically important, as the transportation sector is the leading cause of GHG in Minnesota. This project also provides a healthful and very safe transportation alternative to the public and connects communities to both local and regional destinations such as job centers, restaurants, commercial nodes, places of worship, health care services, transit, schools, libraries and parks across 40 cities and four counties. Three Rivers' regional trail system typically serves more than 6 million visitors each year.

Three Rivers Park District's regional trail system serves dual roles. It began as a recreational amenity for bicyclists, walkers, in-line skaters and dog-walkers, and has now evolved into the primary arterial component, or for simplicity, backbone of the active transportation network within the western metropolitan area. Studies have shown that over 90 percent of community members are interested but concerned about biking as they do not feel comfortable bicycling on-street with traffic. The regional trail system and this project directly serve these community members by providing a safe place, physically separated from vehicular traffic and with grade-separated crossings of major roads and other barriers. In today's changing world of hybrid work, the system provides critically-needed suburban city to suburban city connections, while also providing direct connections to the urban core. The regional trail system, which serves as the backbone of active transportation network, needs capital funding partners. To date, Three Rivers has constructed and assumed operations and maintenance of the majority of the active transportation network in suburban Hennepin County, which is outside its core statutory purpose as a special park district. Capital funding support from state bonds for trail expansion, reconstruction and life extension recognizes the critical role the regional trail system plays in the greater active transportation network. Additionally, it helps balance state and regional investment, which is often concentrated in support of transit and road systems at the expense of the active transportation network.

Project Timeline

The schedule assumes securing state bonds in 2024, with a five-year window to expend the funds and complete the project. The schedule reflects the needed coordination with secured federal grants, with related park projects, and with staff workload capacity.

The project involves 21 different sub-projects that have various timing schedules. The general timeline for the overall project is as follows:

- 2025/26: Design of new subprojects, construction of subprojects where design is already complete
- 2027/28: Construction of remaining subprojects
- 2029: Project completion

Other Considerations

Metro areas across the nation are competing to attract and to retain businesses and employees. One

of the greatest assets Minnesota can offer is our quality of life. The active transportation network, and specifically the regional trail network within it, plays an important role in making the metro a more desirable place to live, work and play. In addition, the active transportation network creates significant environmental benefits by providing the infrastructure needed for non-motorized transportation, reducing carbon emissions and reducing congestion on roadways.

For suburban Hennepin County, the regional trail system was substantially built and maintained for recreation purposes by Three Rivers, a special park district whose statutory purpose is for the acquisition, development and maintenance of large parks, protection of natural areas, and means for public access to historic sites and waterbodies. Over time, the regional trail system has evolved from solely recreational use to also include transportation to the extent that it now serves as the backbone of the active transportation network. In fact, transportation use exceeds 50% on some regional trails. To ensure that park agencies, like Three Rivers, can continue to dedicate their scarce resources for the acquisition, stewardship and enjoyment of our world-class regional parks system, a new funding structure for the active transportation network is needed. Additionally, in recognition of the critical role the active transportation network plays in reducing VMT and GHGs, the new funding structure must provide adequate and equitable funding levels that are consistent with other transportation network providers such as the Minnesota Department of Transportation and Metro Transit.

Impact on State Operating Subsidies

Three Rivers will not request any new or additional state operating dollars for this project.

Who will own the facility?

Three Rivers Park District

Who will operate the facility?

Three Rivers Park District

Who will use or occupy the facility?

Three Rivers Park District

Public Purpose

The existing Three Rivers regional trail system sees over 6 million visits annually. This project will better serve those existing users and, upon completion, will likely attract another 2 million annual visits by improving and expanding the active transportation network for residents of 40 cities within the western portion of the Twin Cities metropolitan area.

Description of Previous Appropriations

None

Project Contact Person

Boe Carlson
763-559-6761
Boe.Carlson@threeriversparks.org

(\$ in thousands)

Greater Minneapolis Active Transportation Network: Phase 1, Regional Trail Network Safety, Stewardship, and Expansion Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$24,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$14,350	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$10,039	\$0	\$0
TOTAL	\$0	\$48,789	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$623	\$0	\$0
Predesign Fees	\$0	\$935	\$0	\$0
Design Fees	\$0	\$4,050	\$0	\$0
Project Management	\$0	\$623	\$0	\$0
Construction	\$0	\$42,558	\$0	\$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	\$48,789	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Greater Minneapolis Active Transportation Network: Phase 2, Regional Trail Network Safety, Stewardship and Expansion Project

AT A GLANCE

2024 Request Amount:	\$8,638
Priority Ranking:	2
Project Summary:	\$8.6 million in state funds is requested for design, construction, reconstruction, trail improvements and crossing safety improvements for 17.3 miles of trails that are part of the Three Rivers Park District-managed 165-mile active transportation network in Hennepin County. Three Rivers regional trails serve as the safe off-road arterial component of the active transportation system.

Project Description

This project improves seven different regional trails located within Hennepin County. These trails are located within nine cities in the western half of the metropolitan area.

The trails involved in this project are:

1. CP Rail Regional Trail South (Bloomington, Edina)
2. CP Rail Regional Trail North (Golden Valley, Crystal and New Hope)
3. Bassett Creek Regional Trail (Golden Valley)
4. Twin Lakes Regional Trail (Brooklyn Center)
5. Shingle Creek Regional Trail (Brooklyn Center, Brooklyn Park)
6. Eagle Lake Regional Trail (Plymouth, Maple Grove)
7. Medicine Lake Regional Trail (Plymouth)

The project improves over 17 miles of the active transportation network. The project has four primary components: construction of 5.5 miles of new regional trails, reconstruction of the 9.4 miles of existing regional trails that have reached the end of their life, trail improvements (wayfinding, striping, amenities) on 2.4 miles of existing trails, and 89 road/rail crossing improvements, including installation of Accessible pedestrian Signals (APS) to 10 intersections and upgrading over 100 ramps to meet Americans with Disabilities Act (ADA) standards.

The total estimated project cost is \$32.67 million, including all aspects of design and construction. Three Rivers is requesting 26 percent (\$8.64 million) of funding through state bonds to help complete the project. The balance of the project is tentatively funded through the federal “Rebuilding American Infrastructure with Sustainability and Equity (RAISE)” grant program. The RAISE grant is highly competitive and final awards will be announced on June 28, 2023. If Three Rivers Park District is not awarded the RAISE grant, Three Rivers will contact MMB to retract this request.

Project Rationale

This project is needed to better develop and maintain the active transportation network in the western metropolitan area. The project will result in significant decreases in Vehicle Miles Traveled (VMT) and the associated greenhouse gases and pollution associated with vehicle trips. It also provides a healthful and very safe transportation alternative to the public across nine cities, with an emphasis on north/south connections in the first-ring cities surrounding Minneapolis. Three Rivers' regional trail network typically serves more than 6 million visitors each year.

Three Rivers Park District's regional trail network serves dual roles. It began as a recreational amenity for bicyclists, walkers, in-line skaters and dog-walkers, and has now evolved into the primary arterial component of the active transportation network within the western metropolitan area. Studies have shown that over 90 percent of bicyclists do not feel comfortable bicycling on-street with traffic. The regional trail network provides an off-road alternative, with grade-separated crossings of major roads and other barriers. In today's changing world of hybrid work, the network provides critically needed suburban city to suburban city connections, while also providing direct connections to the urban core. The active transportation system needs a partnership. Capital funding partners are needed. Three Rivers and the other regional park agencies have built the arterial network of regional trails that are the backbone of the active transportation system, and these agencies are adept at being operating/maintenance partners. Capital funding for life extension, reconstruction and new trail expansion of the active transportation network competes poorly with the massive needs of the transit and road systems.

Project Timeline

The schedule assumes securing state bonds in 2024, with a five-year window to expend the funds and complete the project. The schedule reflects the needed coordination with secured federal grants, with related park projects and with staff workload capacity.

The general timeline for the overall project is as follows:

2024: Predesign and environmental review begins

2026: Design begins

2027: Construction begins

2028: Project completion

Other Considerations

This project is considered Phase 2 of Three Rivers' current Active Transportation Network initiative. It compliments and builds upon the Phase 1 request. The two phases are necessary as Phase 2 is dependent on Three Rivers Park District being awarded a 2023 Federal RAISE Grant. The RAISE grant program is highly competitive and final awards will be announced on June 28, 2023. If Three Rivers Park District is not awarded the RAISE grant, Three Rivers will contact MMB to retract its request for the Phase 2 project.

Metro areas across the nation are competing to attract and to retain businesses and employees. One of the greatest assets Minnesota can offer is our quality of life. The active transportation network, and specifically the regional trail network within it, plays an important role in making the metro a more desirable place to live, work and play. In addition, the active transportation network creates significant environmental benefits by providing the infrastructure needed for non-motorized

transportation, reducing carbon emissions and reducing congestion on roadways. To date, the regional trail network is the primary arterial component of the larger active transportation network across the Twin Cities metropolitan area. This network has been built and is maintained by Three Rivers and the other nine regional park agencies. Use of the trail network is changing from recreation to transportation, with some trails now having over 50 percent of use for transportation purposes. Park agency budgets are very small compared to the budgets afforded other transportation network providers such as the Minnesota Department of Transportation and Metro Transit. There is a need for a new funding structure for the regional trail network so that it will not inadvertently consume scarce resources needed for the acquisition, stewardship and enjoyment of our world-class regional parks system.

Impact on State Operating Subsidies

Three Rivers will not request any new or additional state operating dollars for this project.

Who will own the facility?

Three Rivers Park District

Who will operate the facility?

Three Rivers Park District

Who will use or occupy the facility?

Three Rivers Park District

Public Purpose

The existing regional trail network sees over 6 million visits annually. This project will better serve those existing users and will likely attract another 2 million annual visits when complete. This project improves and expands the active transportation network for residents of nine cities within the western portion of the Twin Cities metropolitan area. The project improves safety at 89 trail/road crossings and upgrades over 100 ramps to meet ADA standards.

Description of Previous Appropriations

None

Project Contact Person

Boe Carlson
Superintendent
763-559-6761
Boe.Carlson@threeriversparks.org

(\$ in thousands)

Greater Minneapolis Active Transportation Network: Phase 2, Regional Trail Network Safety, Stewardship and Expansion Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,638	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$24,036	\$0	\$0
TOTAL	\$0	\$32,674	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$764	\$0	\$0
Predesign Fees	\$0	\$1,145	\$0	\$0
Design Fees	\$0	\$4,963	\$0	\$0
Project Management	\$0	\$764	\$0	\$0
Construction	\$0	\$25,038	\$0	\$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	\$32,674	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
2024 Street and Utility Infrastructure Project	1	GO	3,160	0	0	0	0	0
Total Project Requests			3,160	0	0	0	0	0
General Obligation Bonds (GO) Total			3,160	0	0	0	0	0

2024 Street and Utility Infrastructure Project**AT A GLANCE**

2024 Request Amount:	\$3,160
Priority Ranking:	1
Project Summary:	Replace several streets and underlying utilities in southern part of Tonka Bay.

Project Description

Reconstruct several streets in the south portion of Tonka Bay. Project would include replacement of water and sanitary sewer infrastructure, along with installation of new storm water infrastructure and complete reconstruction of streets. The primary streets in the area are Brentwood Ave, Pleasant Ave, and Birch Bluff Rd, although the scope of the project would also include several smaller offshoots from these streets.

Project Rationale

The Tonka Bay City Engineer performed an infrastructure assessment in 2022 that showed these areas to be the highest priority areas in need of reconstruction. The area has seen several watermain breaks and roads are severely degraded.

Project Timeline

Planning and design would take place in the fall of 2023. Bids would be solicited and the project awarded in late 2023 or early 2024, with construction activities expected to take place spring through fall of 2024.

Other Considerations

None.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Tonka Bay

Who will operate the facility?

The City of Tonka Bay

Who will use or occupy the facility?

The streets are all public and will be used primarily by Tonka Bay residents.

Public Purpose

Funds are to be used for public streets and utility infrastructure.

Description of Previous Appropriations

Project Contact Person

Dan Tolsma
City Administrator
952-474-7994
dtolsma@cityoftonkabay.net

(\$ in thousands)

2024 Street and Utility Infrastructure Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,160	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$200	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$3,160	\$0	\$0
TOTAL	\$200	\$6,320	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$200	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$6,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$320	\$0	\$0
TOTAL	\$200	\$6,320	\$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?	N/A
Has the predesign been approved by the Department of Administration?	N/A

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Treatment Facility Improvement	1	GO	3,000	0	0	0	0	0
Total Project Requests			3,000	0	0	0	0	0
General Obligation Bonds (GO) Total			3,000	0	0	0	0	0

Water Treatment Facility Improvement**AT A GLANCE****2024 Request Amount:** \$3,000**Priority Ranking:** 1**Project Summary:** The City of Tower is applying on behalf of the Tower Breitung Wastewater Board and are requesting \$3,000,000 in state funds to upgrade our water treatment facility.**Project Description**

The City of Tower and the Tower Breitung Wastewater Board (TBWWB) are upgrading the water treatment facility to meet Department of Health drinking water standards. Improvements will include Water Treatment Plant Improvements, Abandonment of existing wells, Improvements to existing wells, and replacement of the main service line to the City of Tower. The City of Tower did receive \$3,375,000 from the US Army Corps of Engineers. The total estimated cost of the project is \$8,000,000.

Project Rationale

The Minnesota Department of Health has recently identified potentially harmful levels of disinfection byproducts (DBP) in the water distribution system. These DBP's are typically a result of the chemical interaction of chlorine with natural organic material (such as naturally occurring tannins and other organic material) in the source water. These organic materials are not easily removed by a conventional iron/manganese removal WTP such as the City's current filtration plant. MDH issued an operational evaluation level exceedance for DBP's, which set in motion a public notification phase, followed by an enhanced testing and monitoring program, along with a requirement for an operational evaluation.

Project Timeline

Engineering Design/Permitting - 9/2024
 Project Bid - 3/2025
 Award Contract - 4/2025
 Begin Construction - 5/2023
 Project Completion - 12/2026

Other Considerations

Tests were recently made at the water plant that detected microbes that could make someone sick. Any time a pathogen is detected in water, there is a possibility that individuals could become sick from drinking the water. The level of concern is higher when pathogens are detected versus indicator organisms (which cannot make people sick from drinking water but do not indicate a pathway to contamination), when there are multiple detections when concentrations are elevated, and/or when a pathogen is cultured or observed with a microscope. Results from the wells showed that we meet

one or more criteria for a higher level of concern.

Impact on State Operating Subsidies

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

Who will own the facility?

Tower Breitung Waste Water Board and the City of Tower

Who will operate the facility?

Tower Breitung Waste Water Board and the City of Tower

Who will use or occupy the facility?

Residents and Vistors to the City of Tower and Breitung Township

Public Purpose

Municipal Water System

Description of Previous Appropriations

None.

Project Contact Person

Michael Schultz
Clerk/Treasurer
218-753-4070
clerk.treasurer@cityoftower.com

(\$ in thousands)

Water Treatment Facility Improvement

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$3,375	\$0	\$0
Non-State Funds Pending				
Other Local Government Funds	\$0	\$1,625	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$850	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,150	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$8,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
County Courthouse	1	GO	8,500	0	0	0	0	0
Total Project Requests			8,500	0	0	0	0	0
General Obligation Bonds (GO) Total			8,500	0	0	0	0	0

County Courthouse

AT A GLANCE

2024 Request Amount:	\$8,500
Priority Ranking:	1
Project Summary:	\$8.5 million in state funding is being requested to complete a pre-design, design, construction, furnishing and equipment for an addition to the existing Human Services and County Jail, and will serve as a replacement facility for the Government Services and Justice Center for Traverse County.

Project Description

The existing Courthouse is past its existing life expectancy and will continue to deteriorate until the facility is unusable to serve the Community of Traverse County. The proposed plan would be to provide a 23,300 GSF addition that would be connected to the existing Human Services and County Jail buildings. The addition would be constructed on the existing courthouse site, and house Government Services and the Justice Center for the County. This change would provide a centralized customer focused entry and service counter which will optimize efficiency and operations for County staff and the public coming into the facility. This new layout will also create a secure corridor from the County Jail into the courtroom.

Project Rationale

It is the responsibility of the county to provide and conduct such services and other statutory requirements related to real property, taxes, court functions, and all other related government functions of a county. The existing Traverse County courthouse has major safety, security, and service challenges and issues that are not able to be solved with our current facilities.

The current courthouse is currently in such disrepair that the infrastructure failures are hindering the daily work environment of the staff. Over the years the County has made adjustments to help provide access for all individuals including those with disabilities, but the vintage of the original building makes updating to accommodate ADA issues a bit challenging. In order to fix the infrastructure, maintenance, and ADA issues it would cost more than building a new addition which will accommodate all the changes needed.

Project Timeline

Assuming 2024 funding. The design of the facility would take approximately 9 months to complete, and depending on staff operations and occupancy construction could take anywhere from 12 months to 18 months once design is completed.

Other Considerations

Traverse County lies on the west central edge of Minnesota. With a population of 3,275, it is the least populous county in Minnesota. It is made up of 4 cities, Browns Valley, Dumont, Tintah and Wheaton. If awarded this funding, it would take some of the tax burden off of the limited number of taxpayers. The current facility, due to the vintage of the original construction, is designed with multiple counters and entry points. To optimize on security for staff and a better customer service model for the County, a new facility would be needed.

Impact on State Operating Subsidies

Who will own the facility?

Traverse County

Who will operate the facility?

Traverse County

Who will use or occupy the facility?

The County Government Services and State courts will be located in this addition which includes the following: County Assessor County Auditor/Treasurer County Recorder Motor Vehicle Veteran Services County Extension County Coordinator Building and Grounds Maintenance County Attorney County Probation Court Administration Court Room

Public Purpose

To provide a better service model for the public. The courthouse serves a critical purpose of serving the public through the Assessor, Auditor/Treasurer, Recorder, Motor Vehicle, Veteran Services, Extension, Probation, Attorney offices and the Courtroom holding civil and criminal proceedings.

Description of Previous Appropriations

Project Contact Person

Lisa Zahl
HR Director/County Coordinator
320-422-7778
lisa.zahl@co.traverse.mn.us

(\$ in thousands)

County Courthouse

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
County Funds	\$0	\$8,500	\$0	\$0
TOTAL	\$0	\$17,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$975	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$13,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$2,825	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$0	\$17,000	\$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?	Yes
Has the predesign been submitted to the Department of Administration?	No
Has the predesign been approved by the Department of Administration?	No

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	No
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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Trimont Infrastructure Improvements	1	GO	25,000	0	0	0	0	0
Total Project Requests			25,000	0	0	0	0	0
General Obligation Bonds (GO) Total			25,000	0	0	0	0	0

(\$ in thousands)

Trimont Infrastructure Improvements

AT A GLANCE

2024 Request Amount:	\$25,000
Priority Ranking:	1
Project Summary:	\$50 million dollar total project rebuild for wastewater treatment facility & conveyance system, water treatment, storage, & distribution, & related storm & streets as they are at end of life. This is a major once in lifetime infrastructure rebuild for the City. The project will help resolve Infiltration and Inflow issues as well as wastewater treatment facility compliance with MCPA. This project is only feasible with grant and other help along with USDA-RD long term fixed loan financing.

Project Description

The City of Trimont is located in the western part of Martin County in Fox Lake/Galena Townships (T103N R32W/ T104N R32W). It is approximately 45 miles southwest of Mankato and 15 miles northwest of Fairmont, located along TH 4. The surrounding area is predominately agricultural. Population 731.

This project is a comprehensive town rebuild of water and sewer infrastructure, rebuild storm water drainage and streets, water treatment plant and water storage system upgrades, and a rebuild of a wastewater treatment facility to a modern environmentally compliant treatment system. This project is a once in every 70 years type rebuild. This is a huge undertaking for the city and financially is a burden. Along with USDA RD funding the bonding bill will help what would be a financially impossible rebuild; a reality for our small town.

The following are a list of project components that are proposed:

Wastewater Treatment System Eligible Costs: Construct stabilization pond, force main, and lift station. \$26,882,205

Street & Utility Improvement Project (SUIP) Wastewater Eligible Costs: Replace existing gravity with new gravity (in kind) or rehabilitate using CIPP methods, easy to maintain and operate, reline where possible, low operating costs. \$8,508,917

Water Treatment and Storage System Eligible Costs: RO softening system and water treatment plant upgrades and emergency backup power along with a re-coat, repair, and miscellaneous modifications to the water tower for OSHA compliance. \$7,135,854

SUIP Water Eligible Costs: Replace aged infrastructure to maintain reliable and safe water supply. No expansion of system is proposed. \$4,852,946

SUIP Storm Sewer Eligible Costs: Storm is aged and may have private cross connections with sanitary sewer, inundating the WWTF with flow. Replace storm sewer with other proposed improvements. \$804,841

SUIP In-eligible Costs: Replace remaining portion of street outside replaced utilities and improve to modern construction standards. \$1,815,238

Total Estimated Project Cost \$50,000,000

Project Rationale

The City needs to upgrade its water and sewer infrastructure to modern times. The infrastructure in place currently is at life end. To ensure the water safety, wastewater needs, and compliance the City must complete this work now. This infrastructure is not a want, but a need to ensure environmental compliance and health and safety needs. In the current state of the existing wastewater system, I&I has caused the City to treat additional clean water which is costly and unnecessary. The existing system is over-taxed by the excessive I&I flowing through the current conveyance system to the outdated mechanical wastewater treatment system. This project is a must for the community.

Project Timeline

August 31, 2023 USDA-RD: PER/ER Completion; submittal to USDA-RD
September 2023–February 2024 USDA-RD: PER/ER Review (6 months)
March 2024 USDA-RD: Funding Obligation
March 2024-March 2025 USDA-RD: Engineering Design (12 months)
April 2025 USDA-RD: Legal Review
April 2025-June 2025 USDA-RD: Legal/Engineering Approval (3 months)
July 2025 Bidding – Priority 1 SUIP
August 2025 Award Priority 1 SUIP
September 2025 Start Construction Priority 1 SUIP

Other Considerations

This project is needed to upgrade the infrastructure systems to handle volumes and create healthy environmental safe conditions that also are compliant with MN Dept. of Health and MPCA standards. This is a huge financial undertaking for this community of 731. Without bonding bill help, it would be a huge financial burden to our rural community and likely would not happen for years to come. Even with USDA RD grants and loans the project will not be feasible without additional State grants. This is a need for our community, not a want. To remain a viable and healthy community we must upgrade our infrastructure systems.

Impact on State Operating Subsidies

N/A

Who will own the facility?

The City of Trimont will own all the components of the project.

Who will operate the facility?

The City will operate the project.

Who will use or occupy the facility?

The City of Trimont and its residents.

Public Purpose

This funding will help the residents of Trimont (pop 731) along with businesses in our town. Beyond

helping our community it will also help to preserve environmental water systems after waste treatment, help reduce flooding and ensure the town is economically viable for years to come. With many residents on fixed incomes and lower income levels this request is highly needed for the public to maintain the ability to live in our rural community and flourish.

Description of Previous Appropriations

Project Contact Person

Kelli Harder
City Clerk/Treasurer
507-639-2060
cityclerk@trimontmn.com

(\$ in thousands)

Trimont Infrastructure Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$25,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$25,000	\$0	\$0
TOTAL	\$0	\$50,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$7,682	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$42,318	\$0	\$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	\$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?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Klondike Clean Water Retention Project	1	GO	16,100	0	0	0	0	0
Total Project Requests			16,100	0	0	0	0	0
General Obligation Bonds (GO) Total			16,100	0	0	0	0	0

Klondike Clean Water Retention Project

AT A GLANCE**2024 Request Amount:** \$16,100**Priority Ranking:** 1

Project Summary: The Project is a multi-purpose public project providing both flood damage reduction and natural resources enhancement components. Located in Roseau and Kittson Counties and within the Red River watershed, the project will reduce flooding, improve water quality and aquatic habitat, protect and enhance a prairie rich fen, and provide drainage benefits to State Ditch 95 and for State Ditch 72. This project will benefit climate, aquatic resources, the economy, and social issues.

Project Description

Background/History: In the mid 1940's Lateral 1 of State Ditch 95 was constructed to divert Badger Creek from its original northerly outlet in the Roseau River to a westerly outlet in the Two Rivers watershed. The new ditch was not constructed with proper capacity and this combined with the slope of the land and rather large upstream drainage area causes frequent breakouts from the ditch leading to large scale overland flooding. Typical damages that occur both in spring and summer floods are road washouts, flooding of residences, culvert and bridge damages, sloughing along side slopes, overland flooding resulting in erosion, sedimentation, and crop damage.

Beginning in 2009 the Two Rivers Watershed District convened a "Project Work Team" to assess the situation, look at alternatives to solve the problem, and recommend a preferred alternative. This team consisted of local, state, and federal agencies, landowners, and non-government natural resources agencies and followed the process of the Red River Flood Damage Reduction Work Group's mediation agreement. Monthly meetings were held over a 3 year period to determine priorities for both flood damage reduction and for natural resources enhancement. A variety of alternatives were considered, including new ditches, upstream impoundments, diversions and other common structural and non structural solutions. The Project Work Team eventually recommended an impoundment project to the Two Rivers Watershed District. The TRWD initiated the project under MN Statute §103D. The purpose of the project is to reduce flooding along the State Ditch 72 and the State Ditch 95 systems, and also to contribute to the regional goal of 20% flood flow reduction on the Red River of the North, which will address the severe and repeated damage that currently occurs to public infrastructure, private property, and agricultural lands.

In order to accomplish the flood damage reduction and natural resource enhancement components of the project, a seven mile long inlet ditch will be constructed to divert runoff and overland flooding from an upstream drainage area of approximately 181 square miles into a diked impoundment. Eight miles of new dike will be constructed and eight miles of an existing dike will be improved to divert and contain runoff in an impoundment of over 10 square miles in size. Water will be held at an

average depth of five feet up to a surface water elevation of 1017 feet mean sea level, resulting in the storage of up to 35,250 acre feet of water. Water storage will typically occur during spring snowmelt runoff and large summer rainfall events. Duration of storage will be variable and drawdown of the impoundment's primary pool will be timed to occur as soon after a flood event when downstream watercourses are able to accept water. A low flow pool is planned to allow for summer releases to augment flows on the Two Rivers. The impoundment will typically be drained dry by each fall according to a detailed operating plan. The operating plan was jointly written by the TRWD, DNR, and MPCA to address floods, fish and aquatic habitat, and water quality.

Project Rationale

In a September, 2011 report to the MN Legislature, the Red River Basin Commission analyzed long term flood solutions. One of the solutions this report proposed was to reduce peak flood flows on the Red River by 20%. This regional goal has been adopted by international, interstate, state, regional and local agencies such as the Red River Watershed Management Board and its 7 members, local watershed districts, the Red River Retention Authority, and numerous others.

The report discusses several flood control strategies to accomplish the regional goal. One significant strategy is to build multi purpose impoundments to store floodwater and slowly release it after the flood has subsided. The Red River Basin Commission has developed extensive modelling that allocates storage goals to each tributary of the Red River, and these are contained in "Distributed Detention" reports. This proposed project if completed would achieve the storage goal for the Two Rivers Watershed.

Several natural resources goals are also included in this project. The current Overall Plan of the Two Rivers Watershed District indicates goals to increase habitat, improve water quality, provide flow capacity to handle a 10 year runoff event, prevent flooding, and reduce erosion and sedimentation. A study commissioned by the MPCA utilized computer modelling of the watershed and determined that at the impoundment outlet, sediment could be reduced 62%, total nitrogen by 81%, and total phosphorous by 77%. This would provide benefits to the Two Rivers, to Lake Bronson State Park, and to the Red River.

Project Timeline

The project has been in planning and design since 2009. To date, plans and specifications are 90% completed. The land area needed for the impoundment has been purchased, and right of way needed for inlets and inlet structures has been 75% acquired. Numerous permits are needed. The project has completed an Environmental Assessment Worksheet, a historic preservation review, and several local road permits. Currently permits are pending for state and federal wetlands, a dam safety permit, and alterations that are proposed to impound water on three legal ditch systems. A land exchange with the MN DNR is pending. Most permits are expected to be obtained by the end of 2023.

Funding to date has been approved by the Two Rivers Watershed District, Red River Watershed Management Board, USDA Natural Resources Conservation Service, Red River Flood Damage Reduction Work Group, and Lessard Sams Outdoor Heritage Council. If 50% funding is provided through bonding / DNR's Flood Hazard Mitigation Program, construction could begin as early as 2024. Because of the size and complexity of the project, it is anticipated it will take 2 construction

seasons to complete and therefore could be operational in spring 2026.

Other Considerations

During the historic spring flood of 2022, Governor Walz met with the Red River Watershed Management Board at a farmstead ring dike north of the City of Oslo, MN. He has seen first hand flooding on the landscape and the extreme damage it causes to public infrastructure, cities, farmsteads, roads, bridges, agricultural land, and the environment.

Impact on State Operating Subsidies

The Two Rivers Watershed District is requesting up to \$17,000,000 from the Flood Hazard Mitigation Program, which represents 50% of the cost to construct this project. This funding will be used to complete the final 10% construction plans, finalize permits, bid the project, hire a contractor, and construct all project components. The other 50% of the project costs will be covered by the Red River Watershed Management Board, Two Rivers Watershed District, and others.

Who will own the facility?

The project will be owned by the Two Rivers Watershed District under Minnesota Statute 103D.

Who will operate the facility?

The project will be operated by the Two Rivers Watershed District under Minnesota Statute 103D.

Who will use or occupy the facility?

The project area will be open to the public for activities such as hiking, bird watching, hunting, snow shoeing, and potentially other forms of recreation.

Public Purpose

Under MN Statute 103D, watershed districts have 14 specific powers, among them are to: control or alleviate damage from floodwaters, regulate the flow of streams and conserve the streams water, to divert or change all or part of watercourses, to provide for sanitation and public health, and regulate the use of streams, ditches, or watercourses to dispose of waste, to repair, improve, relocate, modify, consolidate, and abandon all or part of drainage systems within a watershed district, to control or alleviate soil erosion and siltation of watercourses or water basins, to protect or enhance the water quality in watercourses or water basins.

Description of Previous Appropriations

\$250,000 was appropriated to this project in 2020.

Project Contact Person

Dan Money
District Administrator
218-843-3333
dan.money@tworiverswd.com

(\$ in thousands)

Klondike Clean Water Retention Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$250	\$16,100	\$0	\$0
Other Funding	\$3,015	\$0	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$256	\$0	\$0	\$0
Other Local Government Funds	\$6,506	\$6,800	\$0	\$0
Non-Governmental Funds	\$100	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$10,127	\$22,900	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$7,400	\$0	\$0	\$0
Predesign Fees	\$620	\$0	\$0	\$0
Design Fees	\$1,525	\$475	\$0	\$0
Project Management	\$216	\$77	\$0	\$0
Construction	\$366	\$20,159	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$2,189	\$0	\$0
TOTAL	\$10,127	\$22,900	\$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):	

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 comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Virginia City Hall HVAC and Window Improvements	1	GO	1,701	0	0	0	0	0
Total Project Requests			1,701	0	0	0	0	0
General Obligation Bonds (GO) Total			1,701	0	0	0	0	0

Virginia City Hall HVAC and Window Improvements

AT A GLANCE**2024 Request Amount:** \$1,701**Priority Ranking:** 1

Project Summary: The historic City Hall in Virginia is in need of much needed updates to the existing heating, ventilation and cooling systems in order to ensure employee safety and building viability. As part of the City's goals for making our City buildings more efficient, cheaper to operate, and less polluting, City Hall was our first choice as this well preserved historic building has a lot of useful life in it!

Project Description

VIRGINIA CITY HALL HVAC AND WINDOW IMPROVMENT PROJECT includes the following upgrades to existing HVAC systems and exterior windows:

- HVAC improvements to the City Hall Building would include a VRF system (variable refrigerant flow) that would consist of many small units located above ceilings to cool and ventilate the areas, a dedicated outdoor unit will be installed to ensure fresh air is supplied to all occupied spaces. This system will minimize the need for ductwork but require a higher level of piping and controls.
- Interior building finishes that are removed to accommodate the installation of the piping, duct work and controls wiring would be replaced in-kind to maintain the buildings historic appearance.
- Exterior windows and previously installed glass block masonry infill would be removed and replaced with new aluminum clad wood windows to mimic the original buildings appearance.

Project Rationale

Built in the Colonial/Georgian style, construction on Virginia City Hall located at 327 1st Street South, Virginia MN began in 1923 and was completed in 1924 based on design by architect Fredrick German.

The building is a basic rectangle with rear extensions, located one block south of the main business district. The symmetrical front facade is dominated by a central, ceremonial grand staircase leading to a portico with four classical stone columns, effectively dividing the front into three visually defined bays, with the central (portico) bay projecting slightly. The outside bays are defined by a smooth faced, limestone block foundation course that visually merges with the staircase limestone. A cornerstone laid in 1923 "BY THE MASONIC FRATERNITY" (Virginia Lodge 264) is set in the foundation course in the southwest corner.

The interior of the building retains many of its historic features and functions. On the first and second floors, a central atrium provides access to the offices housed in the sides and the rear of the building.

Original features include an oak and iron staircase railing, a central stained-glass rosette window in the ceiling of the second floor atrium, and doors off the atrium which have heavy wood surrounds with broken pediments echoing those on the building's front facade. The second-floor council room retains most of the original decor, including the extensive Craftsmanstyle furnishings (council table, chairs, podium, benches, etc.). As designated in the original blueprints, the basement area houses heating and electrical functions and finished spaces for meetings, including a frequently used community room.

Interior alterations have accommodated the evolving needs of modern offices, and include the reconfiguration of office spaces and the unobtrusive installation of an elevator in the west wing.

Over the last 100 years, the City has been able to maintain the character and design of the historic building. In order to accommodate changes in heating, cooling, and air quality technology, the City has had to piece meal components and systems into existing offices. While these changes have sufficed, newer more energy efficient technology would allow City Hall to function smoother, better, and more cost efficiently. This project is the 1st phase of our City's goals to make our City buildings more efficient, cheaper to operate, and to create less energy pollution.

Project Timeline

May 2024 - Design, Permitting, SHPO Review, Plans & Specs created
Jan 2025 - Competitive Bids Sought
Feb 2025 - Bids Awarded
March 2025 - Construction to Begin
December 2025 - Construction Substantially Completed

Other Considerations

City Hall is on the National Historic Register

Impact on State Operating Subsidies

N/A

Who will own the facility?

City of Virginia, MN

Who will operate the facility?

City of Virginia, MN

Who will use or occupy the facility?

City Staff including City Council, Finance Director City Attorney, City Clerk, Community Development and City Administrator Offices.

Public Purpose

Municipal Building.

Description of Previous Appropriations

Project Contact Person

Britt See-Benes
City Administrator
218-748-7500
britts@virginiamn.us

(\$ in thousands)

Virginia City Hall HVAC and Window Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,701	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,601	\$0	\$0
Non-State Funds Pending				
Non-Governmental Funds	\$0	\$100	\$0	\$0
TOTAL	\$0	\$3,402	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$378	\$0	\$0
Project Management	\$0	\$504	\$0	\$0
Construction	\$0	\$2,520	\$0	\$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	\$3,402	\$0	\$0

STATUTORY REQUIREMENTS

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

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Highway 60 Re-Route	1	GO	4,893	0	0	0	0	0
Total Project Requests			4,893	0	0	0	0	0
General Obligation Bonds (GO) Total			4,893	0	0	0	0	0

Highway 60 Re-Route

AT A GLANCE

2024 Request Amount: \$4,893

Priority Ranking: 1

Project Summary: \$4.893 million in state capital budget funds is requested to construct a new roadway segment to re-route Trunk Highway (TH) 60, an important interstate bridge crossing and key freight corridor. This will drastically improve safety and eliminate a dangerous T-shaped intersection at the foot of a steep bridge approach. It will also improve freight traffic mobility and reduce road closures due to flooding. The project will also activate land for future affordable and workforce housing.

Project Description

The City is proposing a project that would construct a new roadway segment that would allow for realignment of Trunk Highway 60 within the city and create a safer, more efficient route. The project significantly improves regional and state-wide freight and traffic mobility. The roadway would be built through the City’s former Athletic Field, which has been rebuilt in another area of town with City funds in preparation for the project. The City will have invested over \$2.2 million to rebuild its new Athletic Field at a new site, in preparation for this future project.

The project improves safety by eliminating a dangerous T-shaped intersection at the foot of a steep bridge approach. There have been numerous crashes at this site, including one this past year. It would also eliminate three stop-controlled intersections that go past schools, residential homes, day cares. It is estimated that this project would reduce crashes by 20 to 50 percent.

The current TH60 route is subject to frequent closures due to flooding. This past year alone, the route was closed 20 days due to flooding, significantly impacting regional freight transportation. The project will ensure climate resiliency by building a route out of the flood plain, not subject to frequent flooding and closures.

Finally, the land surrounding the new highway would have new public infrastructure added to incentive future residential and commercial growth that is desperately needed by the community. In particular, a 2023 Housing Study conducted by the City of Wabasha, documented that the City of Wabasha needs a variety of homes and types to meet its workforce demands. The project will lead to future, new affordable housing opportunities for families and disabled individuals in a walkable neighborhood.

The project will also address historical and systemic disparities by adding new sidewalks on busy streets. This will improve people’s ability from traditional low-income housing in Wabasha’s lowest income neighborhood, to fresh food access (grocery store, Kwik Trip, food shelf, and farmer’s market).

The total cost of the project is \$9,831,150, which includes the cost to move and rebuild the Athletic Fields (paid for by the City of Wabasha). The City is requesting \$4,893,250 for this project and anticipates the balance of funds to come from a federal Congressional request. In addition the City has already invested over \$2.2 million to move and rebuild the Athletic Fields in 2023.

Project Rationale

1. This project has been 20 years in the making for a rural Minnesota community and the project possesses significant community support, having undergone significant public participation and community planning.
2. This request to construct a new route for Highway 60 will have important state-wide impact by improving transportation through a safer, more reliable, and more efficient route, highway alignment.
3. The project will significantly improve bicycle and pedestrian safety for historically marginalized communities by re-routing dangerous truck traffic away from schools, child-care, and residential areas. It will also create trail connections to grocery stores and commercial.
4. The project will improve water quality and habitat in the backwaters of the Mississippi River (the Zumbro Slough), create economic development, housing, and jobs, and create opportunities for youth engagement for a rural community facing a declining population.
5. The public infrastructure created a result of this project will create opportunities for new, affordable, mixed-use residential and commercial development, creating job opportunities in a walkable neighborhood.

Project Timeline

Move Athletic Field 2023

Environmental/Design/Permitting 2024-2026

Construction 2027

Other Considerations

This project was designed and developed from 2017-2019 with grant support from the Minnesota Design Center, University of Minnesota. The University of Minnesota worked in partnership with the City of Wabasha on the Greater Minnesota's Futures, a pilot economic development project funded by the State that identified effective, 21st century economic development strategies for Greater Minnesota communities under 5,000 by building upon existing community assets and existing state programs of assistance. The project's goals were to strengthen communities by getting added community value and state value to state investments in Greater Minnesota projects that impact its economic present and future. An efficient and effective transportation system is at the heart of 21st century economic development. This project has had significant community engagement and has preliminary designs and engineering estimates.

Impact on State Operating Subsidies

Who will own the facility?

City of Wabasha

Who will operate the facility?

City of Wabasha

Who will use or occupy the facility?

the Wabasha Community

Public Purpose

This project will involve a public highway, public trails and sidewalks, an athletic field owned and operated by the City for public recreational use, a waterway and smaller park features for access by the public.

Description of Previous Appropriations

None.

Project Contact Person

Caroline Gregerson
City Administrator
651-560-4860
cityadmin@wabasha.org

(\$ in thousands)

Highway 60 Re-Route

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,893	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,200	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$3,738	\$0	\$0
TOTAL	\$0	\$9,831	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$979	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,852	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,831	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Trunk Highway 5 Phase 2 Reconstruction	1	GO	9,600	0	0	0	0	0
Total Project Requests			9,600	0	0	0	0	0
General Obligation Bonds (GO) Total			9,600	0	0	0	0	0

Trunk Highway 5 Phase 2 Reconstruction

AT A GLANCE**2024 Request Amount:** \$9,600**Priority Ranking:** 1

Project Summary: The City of Waconia is seeking \$9.6 million in state funds for the Trunk Highway 5 Phase 2 Project. This project is the second and final phase of more than \$18 million in prior investments to reconstruct and urbanize Highway 5 in Waconia, one of the state's fastest growing cities. A bonding allocation will fill remaining funding gaps associated with all aspects of design, environmental, right-of-way acquisition and construction. The project is on track to begin construction by 2026.

Project Description

The City of Waconia will reconstruct a one-mile stretch of Highway 5 between State Highway 284/Olive Street and County Road 59/Main Street in Waconia beginning in 2026. The proposed Highway 5 Phase 2 project will improve safety and mobility for pedestrians, bicyclists, motorists, and freight haulers on one of the highest crash-rate corridors in Carver County.

Project scope

The Highway 5 Phase 2 project includes:

- Reconstructing Highway 5 between Highway 284/Olive Street and County Road 59/Main Street.
- Adding new concrete medians, curb and gutter, dedicated turn lanes and shoulders on Highway 5 within the project area.
- Constructing a new multiuse trail along the north side of Highway 5 between Highway 284 and Main Street; along the south side of Highway 5 between Hartmann Drive and Main Street.
- Constructing a new frontage road from Hartmann Drive to County Road 59/Main Street.
- Upgrading municipal water and sanitary sewer systems located within the project area.
- Adding a pond between Highway 5 on the north side, the new frontage road on the south, Hartmann Drive on the west and Main Street on the east.
- Other improvements include new traffic signals, lighting and pedestrian ramps.

Project location

The Highway 5 Phase 2 project is located in the Waconia, a city in Carver County that is home to 13,033 people, according to the 2020 United States Census. Waconia is one of the fastest growing cities in the fastest growing county in Minnesota. The city's population is forecasted to nearly double to 24,000 by 2040, according to the MN demographer.

Currently, more than 6,100 people work within one mile of the proposed project. The city expects to

see steady growth in housing and employment numbers. Almost all designated future developments will take place along the eastern side of Waconia - including near and adjacent to the Highway 5 corridor. Downtown Waconia is the city's primary commercial district, with three business parks and numerous industrial businesses just south of Highway 5.

Regionally, Highway 5 is an essential east-west regional corridor linking Waconia and other rapidly growing cities in Carver County such as Victoria, Chanhassen and Chaska into regional job centers in Minneapolis, St. Paul and first-ring suburbs within the Twin Cities metropolitan area.

Highway 5 also provides access to Ridgeview Medical Center, a top-rated provider in the nation with an urgent care center and medical clinic. Ridgeview serves as a regional job center and is located adjacent to the project area, just a few short blocks west of the Highway 5 intersection with Highway 284.

Project cost and funding

The Highway 5 Phase 2 project will cost approximately \$21 million to complete in 2026, with inflation factored in. The city will use this \$9.6 million funding request to support funding gaps associated with all aspects of design, environmental, right-of-way acquisition and construction of the vision for improvements to Highway 5.

The City of Waconia completed preliminary planning efforts and an assessment of the Phase 2 Corridor as part of the Highway 5 Phase 1 project in 2015. That process led to the identification of key issues to be addressed by the Phase 2 plan, and production of a concept layout. The city also identified sources of local, regional, state and federal funds. This capital budget appropriation will be a critical part of a successful funding plan for the Phase 2 project.

The City of Waconia has secured \$7 million for Highway 5 Phase 2 reconstruction costs through a competitive Regional Solicitation (STBGP) process administered by the Metropolitan Council. This secured federal award has set the project development process as one that will adhere to federal funding requirements. The City of Waconia is now seeking to close the \$9.6 million funding gap and complete the Phase 2 project, the final phase of generational improvements needed for Highway 5 and the local system to support safety, mobility and job growth within the region.

Project history

This project is the second and final phase of more than \$18 million in investments since 2012 to improve Highway 5 through the City of Waconia. Two decades of community-wide visioning, through the Waconia 2040 and 2030 Comprehensive Plans, has prioritized access management on Highway 5 and pedestrian and bicycle network improvements. Waconia residents and the business community support Highway 5 improvements as shown through decades of engagement in planning efforts and direct letters of support.

The Highway 5 Phase 2 project will finish a reconstruction effort first started by the city in 2015 with the completion of Phase 1, which modernized a section of Highway 5 directly west of the project limits between Oak Avenue and Highway 284 in Waconia. Phase 1 included similar improvements aimed at enhancing safety and mobility, including the construction of a new frontage road system to allow for Highway 5 access closures and reduced access intersections.

In 2022, the city constructed a portion of new frontage road between Highway 284 and Hartmann Drive that connects Pine Street to Hartmann Drive. This new connection improves safety and mobility

by allowing reconstruction of Highway 5 to remove access to and from the highway and allows motorists to travel between existing businesses from Pine Street to Hartmann Drive without using Highway 5. The city's addition of the new frontage road link represents a crucial first step in advancing the Highway 5 Phase 2 project, which will complete reconstruction efforts along Highway 5 in Waconia.

Project Rationale

Trunk Highway 5 is an A Minor Arterial, the most important road type that supplements principal arterials in the region, according to the [Transportation Advisory Board](#). Highway 5 is an essential east-west regional corridor linking people, goods, and services from Carver County and western rural areas to the Twin Cities.

Today, Highway 5 through Waconia presents unsafe conditions and mobility challenges for pedestrians, bicyclists, motorists and freight haulers who use or interact with it. The highway is plagued by a litany of issues, including:

- High crash rates --among the highest in Carver County
- Critical delays for motorists and freight haulers during peak travel hours
- Unsafe sight lines due to unmet clear zone standards; multiple unmet MnDOT design standards
- Gaps in the pedestrian and bicycle network making it hard for non-motorists to safely and efficiently move around the corridor.

These issues will only worsen if Highway 5 is left unchanged. The Highway 5 Phase 2 project will remedy these issues by modernizing a century-old road with a design and access management plan that improves safety and mobility for all Highway 5 users.

Improving safety and mobility for motorists

Nearly 15,000 motorists, freight haulers included, travel on Highway 5 through the project area each day. That number is expected to jump to 16,550 by 2040, according to the Carver County 2040 Travel Demand Forecast.

Between 2019 and 2021, 19 crashes occurred on Highway 5 in the project area, including 11 crashes at Highway 5 and Highway 284. Tragically, one motorist was killed in a head-on collision at Highway 5 and Hartman Drive on April 22, 2019.

Modernizing Highway 5

Some safety issues can be attributed to the fact that the highway has not been significantly modified since its original construction nearly 100 years ago in 1926.

The proposed project will address safety and mobility issues by adding dedicated turn lanes, eliminating conflict points along the corridor and reducing the severity of crashes through access management planning, which will provide significant changes at intersections along the corridor. These changes will increase safety and capacity, improving reliability on Highway 5. This modernized corridor will support Waconia's on-going growth and the changing land uses surrounding it.

Clear zones and sight lines

Currently, this section of Highway 5 fails to meet many current MnDOT design standards, including clear zone standards, causing unsafe sightline issues.

The proposed project will bring this stretch of Highway 5 into compliance by increasing clear zones to meet MnDOT's requirements for an urban section.

The project also includes enhancing access management on Highway 5, including at each intersection along the corridor, greatly improving sightlines. This will primarily be accomplished through a significant reduction in turning movements. The project will reduce current sightline issues by implementing right-in right-out turning movements. Crews will construct a median that will restrict turning movements for vehicles turning onto Highway 5 to right turns. Left turns from Highway 5 to local streets also will be reduced. This will greatly reduce the number of possible conflict points in the project area.

Uncontrolled access against high traffic volumes creates notable safety concerns. Carver County also has documented numerous concerns regarding the need for access management. The city has already made significant investments in a frontage road to make possible the planned access reductions proposed in the Highway 5 Phase 2 project.

Road geometry

In addition to increased safety through access management, the modernization of Highway 5 will improve road geometry. This in turn will improve the capacity and dependability of Highway 5, which serves as the primary regional and local connection for emergency services, employees, and other visitors to Ridgeview Medical Center.

Highway 5 is designated as a tier 3 regional freight route by the Metropolitan Council. Phase 2 improvements will add to the reliability of Highway 5 as a freight corridor, particularly during peak hours. Truck turning movements will be greatly improved due to improvements in intersection geometry and new turn lanes will provide for easier and safer turning movements for motorists and freight haulers turning off of Highway 5.

The project also will address existing shoulder deficiencies by increasing width or constructing shoulders where they don't currently exist.

Reducing highway speeds

Highway 5 is currently designed and posted for 50 mph speeds; however, speeds in excess of 50 mph are common through the project area.

The proposed project will implement a divided, urban section that will help control vehicle speeds even with the speed limit remaining 50 mph through the project area. In addition to access management planning and improving turning radii, work includes narrowing lane widths to 11 feet and adding a median. These two elements will visually narrow the roadway and act as a traffic-calming measure.

Phase 2 improvements will complement significant traffic-calming investments made during the Phase 1 project -- a MnDOT pilot project that ultimately demonstrated a modest reduction in vehicle speeds through roadway design.

As evidenced in the MnDOT pilot project, no loss is expected to roadway capacity with a reduction in speed. Conversely, roadway capacity is expected to increase. This will be accomplished with a reduction in left turning movements onto the roadway and the addition of turning lanes for vehicles turning off the roadway. Turning radii also will be reinforced through curbed medians, which will

better control turning movements.

Improved stormwater mitigation

This area of Highway 5 also is subject to flooding during heavy rains, another safety risk that cannot be overlooked.

The proposed project will address existing flood risks by adding urban storm sewer system enhancements throughout the project area.

Current connections do not extend local storm sewer to Highway 5. This project will create connections to Elm Street and Birch Street, extending storm sewer to the project area.

Runoff currently drains onto properties south of Highway 5 due to lack of stormwater planning. This project will redirect stormwater into dedicated facilities through a swale.

City investment in a stormwater basin at the southwest corner of Highway 5 and Main Street will be leveraged by storm sewer enhancements, which will outlet to this basin.

Pedestrian and bicycle safety

Beyond motorists, this section of Highway 5 also challenges pedestrians and bicyclists.

Currently, this section of Highway 5 does not have sidewalks, paths, or other multimodal facilities. In the absence of any dignified paths, people who do choose to walk, bike, or roll along this corridor must brave the shoulders on either side of Highway 5 with high-traffic volumes and speeds. The present lack of a comfortable path between signalized intersections increases the likelihood that pedestrians choose to cross at uncontrolled locations.

Waconia's 2040 Comprehensive Plan --and the 2030 plan before it --specifically identified pedestrian and bicycle network improvements as priorities. The Highway 5 Phase 2 project will significantly advance transportation goals by incorporating a multiuse trail along the north side of Highway 5 between Highway 284 and Main Street. The trail will provide a comfortable multimodal connection where one does not presently exist. This will directly address issues at unsignalized intersections by adding a trail that connects people to signalized crossings at Highway 284 and Main Street.

The width of the trail, paired with its separation from the road will provide a more comfortable connection between signalized crossings.

The proposed project also includes adding a median to help address several safety concerns. Medians will simultaneously reduce turning movements, calm traffic, and deter pedestrians and cyclists from crossing at midblock locations where vehicles move at highway speeds and signalization is not an option. Instead, pedestrians are encouraged to travel to intersections where appropriate signalization and markings can ensure safer crossing.

The consolidation of travel lanes from 4 to 3 will help to ensure that vehicles on the roadway do not screen pedestrians or cyclists who attempt to cross at unmarked intersections. Planned crossings at intersections along Highway 5 will ensure safety for pedestrians and cyclists is considered at each intersection.

Signalized intersections also will be improved during the project by adding new pavement markings and improving traffic signals to account for pedestrian crossings. Bumpouts will restrict vehicle turning movements while shortening pedestrian crossing distances.

Lastly, the road design will visually narrow the roadway, serving as a traffic calming measure and improving safety for those who walk or bike.

Pedestrian and bicycle mobility

The lack of sidewalks and paths along this section of Highway 5 make it extremely difficult for people who walk, bike, or roll to get to various destination along the corridor.

This project's addition of a new multiuse trail along Highway 5 between Highway 284 and Main Street will serve as a critical connection, linking people to Waconia Public Schools, Ridgeview Medical Center, downtown Waconia, Lake Waconia Regional Park, and quickly developing neighborhoods in the southeast area of the city.

South of Highway 5, a new sidewalk facility will transition into a mixed-use trail. Currently, no pedestrian facilities exist in the city's industrial district within the project area. Transitioning to the east, the sidewalk will connect to a mixed-use trail that runs along the south side of Highway 5. This will create an important multimodal connection, particularly to the southeast area of Waconia where a significant amount of the city's future growth will occur. Planned future land uses include both commercial and mid- to high-density residential development (2040 Comprehensive Plan). Creating linkages to such areas now will only add to future connectivity of the city's multimodal network.

The project will provide key connections to future Tier 1 and 2 alignments of the RBTN (Carver County 2040 Comprehensive Plan). A direct connection is provided to the Tier 1 alignment along Highway 5 That will link Waconia and its residents to the Lake Minnetonka Regional Trail. This connection will extend the overall length of the Tier 1 alignment through the City of Waconia (Met Council Thrive 2040 Plan).

One connection to a Tier 2 alignment north of the project is through Lake Waconia Regional Park, linking to the Dakota Rail Trail. The second connection to a Tier 2 alignment is south of the project area where the alignment along County Road 10 will link to the City of Carver. In both cases, a future linking trail is planned by Carver County connecting Waconia to destination regional trails (Carver County 2040 Comprehensive Plan).

The project also will add sidewalks to portions of the new frontage road. This will add connectivity between commercial uses and reduce instances where pedestrians must cross driveway access points to Highway 5.

Several nearby, and vulnerable, populations will greatly benefit from the newly provided multimodal transportation options providing access to increased job opportunities and recreational resources as a direct result of the proposed project. Of the estimated 12,131 residents (2015-2019 ACS Estimates), 4,928 residents (or 40.8 percent of the city) live within a one-half mile of the project. Approximately 27 percent are children who attend nearby schools and care centers, 17.2 percent are seniors over age 64 residing in nearby assisted living or nursing home communities, and 6.9 percent have a reported disability. Approximately 7 percent of all residents in the one-half-mile area have a household income below 200 percent of the Federal poverty level and 5 percent are Black, Indigenous, or People of Color.

Project Timeline

The Highway 5 Phase 2 project timeline is as follows:

- 2010-2020 - Identification and project vision developed in comprehensive plans.
- 2020-2023 - Concept Development/Funding Plan
- July 2023 - September 2024 - Preliminary Design/ Env Documentation
- Fall - Winter 2024 - ROW Acquisition
- 2025 - Final Design/Permitting/Plan Approval
- February - March 2026 - Letting/Bidding
- May 2026 - October 2027 - Construction

The City of Waconia secured \$7 million for the Highway 5 Phase 2 project from the Metropolitan Council's Regional Solicitation Program. The project will be included in the Metro Region's 2023-2026 Transportation Improvement Program (TIP) and the State TIP. The Metropolitan Council announced the award recently and after the most recent update to the Minnesota State Transportation Improvement Program (STIP). This project will be included in the next annual STIP with \$7 million in funding scheduled for Fiscal Year 2026. MnDOT will establish a STIP ID number for the Highway 5 Phase 2 project when it is added to the STIP in fall 2023.

Other Considerations

Economic and population and growth

In addition to supporting current safety and mobility needs, the proposed project will help bolster investment opportunities.

Another planned city investment adjacent the project area is to extend the local frontage road system in particular will open prime industrial and commercial land with an estimated economic impact of 100-150 new jobs and \$10 million in annual earned income, and a \$5 million increase in income and property tax revenues. See the project one pager.

The new frontage road connection will proactively allow for planned industrial and commercial development without the need for future private access on Highway 5, preserving tens of millions of dollars in investments in safety and mobility improvements to the corridor.

Consistency with Regional Goals

The Highway 5 Phase 2 project is consistent with the goals and policies in the following adopted regional plans:

- Thrive MSP 2040 (2014)
- 2040 Transportation Policy Plan (2018)
- 2040 Regional Parks Policy Plan (2018)
- 2040 Water Resources Policy Plan (2015)

Impact on State Operating Subsidies

The final design effort will include analysis of the proposed projects' impact on state operating subsidies.

Who will own the facility?

MnDOT will own and maintain Highway 5 and state right of way in the project area. The City of Waconia will own and maintain local street, utilities, and pedestrian facilities.

Who will operate the facility?

The final design effort will include reaching an agreement between MnDOT and the City of Waconia for maintenance of all proposed facilities.

Who will use or occupy the facility?

The proposed project will be for public use.

Public Purpose

The public purpose of this Phase 2 reconstruction project is to provide a safe and efficient transportation network to and through the community for pedestrians, bicyclists, motorists, and freight haulers.

The proposed project completes a Phase 1 reconstruction effort to the west and is supported by recent local investments in extending the local frontage road system adjacent to Highway 5.

Description of Previous Appropriations

No state appropriations have been made to the project to date.

Project Contact Person

Shane Fineran
City Administrator
952-442-3100
sfineran@waconia.org

(\$ in thousands)

Trunk Highway 5 Phase 2 Reconstruction

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,600	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$7,000	\$0	\$0
City Funds	\$0	\$1,400	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$21,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$350	\$0	\$0
Predesign Fees	\$0	\$475	\$0	\$0
Design Fees	\$0	\$1,370	\$0	\$0
Project Management	\$0	\$1,605	\$0	\$0
Construction	\$0	\$17,200	\$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	\$21,000	\$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):	

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 comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
The Ledge Amphitheater Park Project	1	GO	5,539	0	0	0	0	0
Total Project Requests			5,539	0	0	0	0	0
General Obligation Bonds (GO) Total			5,539	0	0	0	0	0

The Ledge Amphitheater Park Project

AT A GLANCE

2024 Request Amount: \$5,539

Priority Ranking: 1

Project Summary: \$5.5 million in state funding is being requested to complete the remaining portion of our Amphitheater Park Project. A portion of our funding request was fulfilled in the 2023 legislative session and this request fulfills the remaining funding to complete this project. The funds will be used to improve the surfacing and lighting for the parking areas surrounding The Ledge Amphitheater. In addition, funds will also be used construct an additional restroom facility and plaza area.

Project Description

Martin Marietta, a local mining company, donated the old abandoned quarry site to the City of Waite Park. The City spent over 7 years planning and preparing for the development of the site. As a result, they completed the outdoor amphitheater quarry development in the Summer of 2021, also known as The Ledge Amphitheater Park Project. The project was constructed with a combination of local option sales tax funds, local matches, and \$5 million of State funding. The Ledge Amphitheater opened in July of 2021. The site features a 5,000 outdoor amphitheater surrounded by the natural beauty of the granite quarries. Nestled into this site is also a beautiful natural park and trail that preserves much of the granite and wooded area of the property. The City has teamed up with New West, a Management Company from Kansas City with over 30 years of experience, to assist with operating the facility and bringing in national acts. Since it has opened in July of 2021, over 80,000 people have visited The Ledge with 22% of visitors coming from out-of-state and 53% of visitors staying overnight. In addition to this, the average visitor to The Ledge spends \$125 within the St. Cloud region which results in approximately a \$6-8 million impact to the Central MN Region. The City of Waite Park is now requesting additional funds to assist us in finishing what we started. The cost of construction exceeded the available funds to construct all the needed permanent restrooms and plaza area development, as well as, paving the parking areas surrounding the site. In addition, the need for additional paved parking and lighting to improve the site safety and security became a priority in the first year of opening. As a result, the City of Waite Park was able to secure a purchase agreement with an adjacent property owner to purchase an additional 17 acres of land to address parking for the site. The city will be closing on this land purchase by December 31, 2023. The restroom and West plaza construction will allow us to pave a gravel area, add lighting for safety, add additional electrical needs for food vendors, create additional space for patrons to enjoy their food, and create a permanent restroom facility that can be heated to extend the months of use for the facility. In addition, a secure access for vendors can be added to the site that does not interfere with backstage productions during a show. The Ledge Amphitheater Park has become a popular destination for both residents and visitors alike. It has transformed an old abandoned quarry into a

unique amphitheater like no other in the state. The city has been very pleased with the success of this venue but also recognize the importance of finishing this project. The experience that each of our visitors has to the site is important to maintain which is why the City of Waite Park has made this a priority for completion and is requesting the State's assistance.

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 8,400, our daytime population exceeds 30,000 given the number of visitors that come to our community to work, dine, shop, and play. As a result of our community makeup, the City of Waite Park has identified creating destination entertainment and recreational opportunities as two of our top priorities for the community. The Ledge Amphitheater Park project has already proven to meet this objective by providing a variety of national and local entertainment acts and will allow us to capitalize on this investment by drawing other complimentary uses to the area. While the venue has been extremely popular and well-received by residents and visitors, it is important for us to pay attention to the remaining details on this site that need to be completed. The reputation and success of this venue is based on the patrons and performers experience. Within the site, the plaza area is currently a gravel space with a number of food trucks and portable restrooms. The space needs to be expanded to include additional seating for those dining on site and the space needs to include additional electrical, lighting, and pavement while also creating permanent restrooms in this area for the space to be complete. In addition, addressing parking, lighting, and safety will also be important to complete for the success of this venue to continue.

Project Timeline

The project timeline provided is based on State funding being secured in 2024.

May 2024: Project receives state funding
Summer 2024: State approvals of grand agreement
Summer/Fall 2024: Design Work on Site
Fall 2024: Plans and specs approved for the project
Winter 2024/25: Project approval for bidding

Other Considerations

It is important to note that this project is not possible without the funding assistance from the State of Minnesota. The City of Waite Park is a small community of approximately 8,400 residents but serves a day time population of over 30,000. This limits our financial capacity and forces us to look for outside revenue sources to assist us in finishing this project. The total project cost of The Ledge Amphitheater is over \$26 million and the City of Waite Park has committed over 50% of the cost of this project using our local option sales tax and local matches. It is important for us to finish this project the way we had envisioned this when we originally started this project almost 10 years ago. In order for us to do this, we need the State's assistance in making this happen as the City has exhausted its additional funding for this site.

Impact on State Operating Subsidies

This will not impact any state agency operating budget.

Who will own the facility?

The City of Waite Park will own it.

Who will operate the facility?

The City of Waite Park contracts with a management company to manage and operate the national acts that are hosted on the site. The management contract has been approved by the State of Minnesota. We have averaged 11 national acts in our first two full years of operation and anticipate adding up to 20 national acts. The City manages 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 includes a public park facility of 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 the 60,000-80,000 visitors a year, it has and will continue to have a significant regional draw that has become a unique asset to the City of Waite Park, the region, and the State of Minnesota.

Description of Previous Appropriations

The City of Waite Park received the following State Appropriations for The Ledge Amphitheater Park Project:

2018 Capital Bonding: \$5 Million
2023 Capital Bonding: \$2.5 Million

Project Contact Person

Shaunna Johnson
City Administrator
320-252-6822
shaunna.johnson@ci.waitepark.mn.us

(\$ in thousands)

The Ledge Amphitheater Park Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$7,500	\$5,539	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$13,157	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$20,657	\$5,539	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$2,700	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,515	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$16,442	\$5,539	\$0	\$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	\$20,657	\$5,539	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Phase 2 Infrastructure Capital Improvement Project	1	GO	3,774	0	0	0	0	0
Fire, Rescue, Public Safety and City Hall Facility Project	2	GO	5,967	0	0	0	0	0
Total Project Requests			9,741	0	0	0	0	0
General Obligation Bonds (GO) Total			9,741	0	0	0	0	0

Phase 2 Infrastructure | Capital Improvement Project

AT A GLANCE

2024 Request Amount: \$3,774

Priority Ranking: 1

Project Summary: This project will complete the items that did not get completed on our Phase 1 Infrastructure Project. We are in need to complete our Wastewater Treatment Project that are causing some backup issues, I and I issues, Water Meters, Street Upgrades and Additions and a much-needed Lift Station. This request is for \$3.774 million dollar construct a lift station, additional water, wastewater and storm sew lines in addition to land purchase and the construction of new streets.

Project Description

Since 2001, we have been in need, especially for safe drinking water, wastewater and storm sewer issues. In 2018, we had severe flooding that caused major damage to some of the property within the City. FEMA was responsive to the cleanup process.

But in 2020, we were able to secure the funding to begin the process of our infrastructure process with a new storm sewer, wastewater and water lines throughout the city. This also included us to refurbish our water tower. What we did not expect was for our number 2 well to go down and our treatment plant. This was at an additional cost of \$350,000. Our city was out of water safe drinking water for 3 months while we did something no other city has done before. We replicated our treatment filtration system to look just like the old one. This helps save us millions of dollars. We simply removed a large section of a wall, took out the old treatment filtration system and inserted a new one. Several other cities visited us to see how we did it. While our building was built in the 1950's, it was in good shape and just needed some cosmetic work.

Project Rationale

Waldorf is a city that is feeling the growth of Mankato, MN as a new suburb. We are attracting many people to live here because of our affordable housing. New families are moving in. But we are out of any houses for sale. And the ones that are listed, sell within a matter of days. We have 100 acres of undeveloped land within our city limits.

Our new pond system was a part of the first upgrade or Phase 1 project in 2000. This \$15 million dollar upgrade of a new storm sewer, wastewater system, water lines and reconditioned water tower was just the beginning. Sadly, because of inflation, covid, etc. we were not able to complete the entire project. We are looking for additional funding to complete this project and the other items that were discovered in great need.

Project Timeline

- 2024 Federal Funds.
- 2024 State Bonding Bill Approved for \$3 million for us to complete the project. (Half of the Project Costs).
- 2024 City Funds to cover the remaining balance.
- 2024 (Fall) we will begin the project that is expected to last through the end of 2026.

Other Considerations

We were a part of the 2022 bonding bill that was not completed, but because of the redistricting, there was a miss communication to add this to the 2023 bonding bill to complete this project. We have pending federal matching funds associated with this project, that will be available in 2024. We are up against some of the deadlines to access these funds. We are asking \$3 million dollars that would be half of what is needed to complete this project. We currently have issues with the MN Pollution Control Agency of wastewater contamination of our underground water source. The MN Pollution Control Agency has given us an extension through the end of 2024, but we will have to revisit this with them. The need is urgent, and we were previously fined for non-compliance.

Impact on State Operating Subsidies

None

Who will own the facility?

This City of Waldorf, in cooperation with the State of Minnesota Department of Health will own this project so that the City of Waldorf is in compliance with State Law.

Who will operate the facility?

The City of Waldorf - Ron Fisher (City Maintenance Manager) and with assistance with our City Engineer.

Who will use or occupy the facility?

The general public will use and occupy this project.

Public Purpose

For the disposal of wastewater and to access the public streets.

Description of Previous Appropriations

We started the first part of the project of this in the year 2000. We did receive some assistance from the State of Minnesota.

Project Contact Person

Rob Wilkening
Mayor
612-805-2770

robwilkening@ewef.us

(\$ in thousands)

Phase 2 Infrastructure | Capital Improvement Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,774	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$3,000	\$0	\$0
TOTAL	\$0	\$6,774	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$901	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$5,106	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$767	\$0	\$0
TOTAL	\$0	\$6,774	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	N/A
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Fire, Rescue, Public Safety and City Hall Facility Project**AT A GLANCE****2024 Request Amount:** \$5,967**Priority Ranking:** 2

Project Summary: Building a shared facility that will house our Fire, Rescue, Public Safety and City Hall Facility. Our current facility has some major OSHA violations and carbon monoxide concerns. The importance of this project allows us to continue to support and improves response time. This request is for \$5.967M to purchase land and to construct a Fire, Rescue, Public Safety (Waseca County Substation Office) and City Office. The old space will be repurposed for the City Library and Public Works Facility.

Project Description

This project would provide the following:

1. The Fire and Rescue Department would allow us to improve response times and safety concerns for our responders.
2. Building upon the cooperation of the Waseca County Sheriff's Department, a substation would allow a large public safety presence and improve response times.
3. Our city office would relocate into the new facility that is currently being shared with the public library.
4. The old city office would be remodeled and become our public library providing additional computer stations and library programs for the community.
5. The old fire station would be repurposed for our Public Works Facility and City Storage.
6. The Emergency Helicopter Landing Pad could be relocated to this area rather than the existing football / baseball field. This would allow for easier accessibility to emergency vehicles.

Project Rationale

The major problem is that this facility does not allow for safe space around the fire trucks in addition to a carbon monoxide issue when trucks are started. These and other issues are OSHA Violations we have discovered. The City Hall and Library is affected with the carbon monoxide poisoning. We currently have a force of 21 volunteers that support our Fire and Rescue Team. In addition, this new facility would serve as a regional training site for not just the local community, but the State of Minnesota DNR and Soil and Water Conservation Meetings.

Project Timeline

This project is depended on half of the project costs from the State of Minnesota. We are able to secure matching funds through multiple sources. (Both Federal and Local Funding Raising Efforts).

Other Considerations

The biggest issue here is the safety of our volunteers, library participants, city staff and general public.

Impact on State Operating Subsidies

None

Who will own the facility?

The City of Waldorf, with support from the Waldorf Fire and Rescue Department, Waseca County Sheriff's Department and others.

Who will operate the facility?

City of Waldorf

Who will use or occupy the facility?

City of Waldorf, Waldorf Fire and Rescue Department and the Waseca County Sherriff's Department. The site may provide an emergency helicopter transport area.

Public Purpose

This facility would serve as a public facility for any business associated with the City of Waldorf, Fire and Rescue Department use including a training public space room and offices for the satellite Waseca County Sheriff's Department Office.

Description of Previous Appropriations

None

Project Contact Person

Rob Wilkening
Mayor
612-805-2770
robwilkening@ewef.us

(\$ in thousands)

Fire, Rescue, Public Safety and City Hall Facility Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,967	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$4,757	\$0	\$0
City Funds	\$0	\$50	\$0	\$0
TOTAL	\$0	\$10,774	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$400	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,308	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,846	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,220	\$0	\$0
TOTAL	\$0	\$10,774	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Athletic Complex	1	GO	1,747	0	0	0	0	0
Total Project Requests			1,747	0	0	0	0	0
General Obligation Bonds (GO) Total			1,747	0	0	0	0	0

Athletic Complex

AT A GLANCE

2024 Request Amount: \$1,747

Priority Ranking: 1

Project Summary: We are working on updating our athletic fields due to years of limited maintenance to them they are in disrepair and need some major upgrades. The area is used by the District and the Joint Rec Committees and funding is limited. We have been trying to rebuild it over the past few years and there are hurdles that we need to overcome and these are expenses beyond our budget.

Project Description

- Redo 6 lane track system
- Install artificial turf system on football field
- Drain tiling softball, football areas
- installing new bathrooms in the softball field
- repairing the existing fencing system
- repair current parking area

Project Rationale

The District has been trying to update this area in the past years and with the current renovation of the main facilities they are pressed to go to the community for funding for a project like this. We are looking for additional ways to improve the facilities to make it so there are other communities in this area bring other avenues for the ability to bring sports rescources in this area of the state. We have struggled in the past years to be able to bring our spring sports to start when the season starts and struggle to get all of our games in and make it so that our students are able to compete with schools that are able to compete with the schools that can.

Project Timeline

May 2024

Other Considerations

We are looking at this to better our student athletes to better prepare them for the seasons that they play in. The spring sports are most affected by this and they are only able to train for these sports in the building for the better half of the season and are only able to play outside when they have an oportunity to play at a site that can allow them to play.

Impact on State Operating Subsidies

The District is looking for \$1,747,400.00 to improve the athletic fields.

Who will own the facility?

The Warroad School District and the City of Warroad.

Who will operate the facility?

The Warroad School District and the City of Warroad.

Who will use or occupy the facility?

The Warroad School District and the City of Warroad.

Public Purpose

These areas are used both by the School and the Public they are in use daily year round.

Description of Previous Appropriations

The District has previously reviewed money for the addition of a addition to the Northwest Angle Inlet School in 2020.

Project Contact Person

Kelly Klein
Director of Facilities
218-386-6022
kelly_klein@warroad.k12.mn.us

(\$ in thousands)

Athletic Complex

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,747	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$1,747	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$1,747	\$0	\$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	\$1,747	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Sanitary Sewer Clean Water Inflow and Infiltration Reduction Project	1	GO	5,427	0	0	0	0	0
Waseca 1.0 million Gallon Water Tower	2	GO	4,386	0	0	0	0	0
Total Project Requests			9,813	0	0	0	0	0
General Obligation Bonds (GO) Total			9,813	0	0	0	0	0

Sanitary Sewer Clean Water Inflow and Infiltration Reduction Project

AT A GLANCE

2024 Request Amount:	\$5,427
Priority Ranking:	1
Project Summary:	\$5.427 million in state funds is requested for predesign, design, construction, and construction engineering for sanitary sewer improvements intended to reduce surcharging of the sanitary system and resulting in sewer backups into home basements and periodic bypass pumping of raw sewage into area lakes.

Project Description**Background on Waseca's Clean Water Inflow and Infiltration Problems:**

The City of Waseca suffers from chronic clean water inflow and infiltration (I&I) into its deteriorating sanitary sewer system during prolonged wet periods and large rainfall events. The excessive I & I result in wastewater flows that are far greater than the sanitary sewer's conveyance capacity. As a result, the sanitary sewer system becomes surcharged (pressurized) and overwhelms the City's sanitary sewer conveyance and treatment systems and backs up into the basements of homes in parts of Waseca. During large storm events, Waseca is periodically forced to pump wastewater from the surcharged sanitary sewer system to area lakes to minimize sewer backups into resident basements and relieve pressure on the system. Over the past four years, Waseca has reluctantly conducted sewage bypass pumping operations four times resulting in over 7 million gallons of wastewater being discharged to area lakes. In 2015 / 2016 Waseca experienced historically large rainfall events that resulted in approximately 30 million gallons of wastewater being discharged to area lakes. Consequently, the Minnesota Pollution Control Agency (MPCA) mandated that Waseca take action to avoid future illicit wastewater discharges or it will be subject to fines and enforcement action.

Waseca's Hospital Sewershed experiences the most severe surcharging and accounts for over half of the total wastewater bypass pumping volumes that has been discharged into area lakes. In the Hospital Sewershed, wastewater surcharging is most severe within the sanitary sewer at manhole 258 located on 2nd Street NW, between 4th and 6th Avenue NW and adjacent to Waseca's Mayo Clinic Health Systems facility. It is from manhole 258 that Waseca periodically is forced to relieve sanitary sewer surcharging by bypass pumping wastewater into nearby Loon Lake.

In 2019, Waseca completed a detailed flow monitoring assessment of its sanitary sewer system. The flow monitoring data was used to determine the relative amount of clean water I & I that individual segments of sanitary sewer main contribute to the surcharging problem. Based upon this analysis, each segment of sewer main I & I contribution was characterized as being high, moderate, or low. The locations of sanitary sewer main with high and moderate I & I rates in combination with the locations of past illicit wastewater discharges have been used to develop a phased approach to

rehabilitate or reconstruct deficient segments of the sanitary sewer system and reduce I & I to manageable levels.

Over the past 10 years, Waseca has spent approximately \$5 million reconstructing, and rehabilitating deficient segments of sanitary sewer to mitigate excessive I & I into its system, improved the sanitary sewer system conveyance capacity, and minimize sewer system surcharging. The I & I reduction and conveyance capacity enhancement efforts have resulted in improvements; however, the illicit discharge of wastewater continue to be required to prevent property and infrastructure damage. Waseca understands that additional work needs to be done but cannot afford to rehabilitate or reconstruct the large areas of the sanitary sewer system that require remediation.

Hospital Sewershed I & I Reduction and Sewer Improvement Project Description:

The Hospital Sewershed is generally located between Loon Lake (west) & Clear Lake (east) and between the Canadian Pacific Railroad (south) and 7th Street NW (north) and is drained by a substandard 18-inch diameter sanitary sewer pipe under 2nd Avenue NW that flows west to 7th Street NW. To address the chronic Hospital Sewershed sanitary sewer surcharging problems and the need for periodic wastewater bypass pumping into Loon Lake, the City of Waseca is proposing a two part solution. Part 1 of the solution is to reduce I & I into the sanitary sewer system within the sewershed and Part 2 is to increase the trunk sanitary sewer conveyance capacity draining the area.

Waseca proposes to reduce I & I into the public sanitary sewer system by constructing a combination of cast-in-place Pipe (CIPP) lining of sanitary sewer mains found to have moderate to high infiltration rates (per the 2019 Micro monitoring Report) and rehabilitation of existing block and brick manholes susceptible to I&I by lining the interior of each manhole. In addition, future I & I reduction improvements to privately owned sanitary sewer service pipe may be required in combination with implementation of a sump pump inspection and disconnection program. I & I reduction efforts would be completed as a future phase of the project as needed.

The second part of the project solution is to increase the trunk sewer conveyance capacity draining the sewershed by reconstructing the existing 18-inch diameter sewer under 2nd Avenue NW (7th Street NW to 2nd Street SW) and under 2nd Street West from 2nd Avenue NW to manhole 258 (near Mayo Clinic Heath Systems). The proposed trunk sanitary sewer main would be 24-inch diameter and would have approximately twice the hydraulic conveyance capacity. The reconstruction of these segments of trunk sewer would include sanitary sewer service pipe reconstruction and these combined improvements would also significantly eliminate I & I into the sewer system.

The proposed 2nd Avenue NW trunk sewer improvements would disturb the entire street corridor and as a result, would require the complete reconstruction of the roadways, sidewalk and driveways within the right-of-way along with the reconstruction of miscellaneous components of the existing storm sewer and watermain systems. The proposed 2nd Street West improvements are proposed to be completed in conjunction with a planned municipal state aid roadway and watermain reconstruction project that extends from Elm Avenue to 7th Avenue NW. The 2nd Street W reconstruction project has secured \$1.84 million in grant funding through MnDOT's Surface Transportation Program (STP). Due to the planned roadway, watermain and drainage improvements, the 2nd Street West reconstruction project also includes the reconstruction of all 8-inch lateral sanitary sewer and sewer service pipe. The reconstruct of the 2nd Street West trunk and lateral sewer will also significantly reduce I & I entering the sanitary sewer system.

Project Cost and Schedule:

The project cost of the Hospital sewershed I & I reduction and trunk sanitary sewer conveyance capacity improvement project totals \$10.767 million and includes engineering design, construction, construction engineering and administration. The project would be designed in 2024 and construction would begin in the Spring of 2025 and extend into the Summer of 2026. All project costs not covered by the requested Bonding Bill appropriation, the requested Congressionally Directed Spending (CDS) federal appropriation, or the MnDOT STP grant would be financed via a State Revolving Fund (SRF) loan through the Public Facilities Authority (PFA) and funding via Waseca's Utility Enterprise Funds, assessments to benefiting property owners, and MnDOT Municipal State aid funds.

Project Rationale**Project Purpose, Justification for Receiving Funding and Local Benefits:**

The purpose of Waseca's Hospital sewershed I & I reduction and trunk sanitary sewer conveyance capacity improvement project is to reduce surcharging of the sanitary sewer system following large storm events and the need relief surcharging by bypass pumping raw sewage into area lakes. A State Bonding Bill appropriation would help Waseca fund a project to reduced clean water inflow and infiltration into Waseca's sanitary sewer system and enhance the conveyance capacity of the sanitary sewer system draining the Hospital sewershed. The rehabilitation and reconstruction of deficient sections of the existing sanitary sewer system provides the following local, state and federal benefits:

- Comply with the MPCA's mandate to eliminate illicit discharges of wastewater into area lakes and surface waters and avoids fines and / or enforcement actions.
- Reduce clean water inflow and infiltration into Waseca's sanitary sewer collection system and mixing with wastewater flows received at Waseca's WWTF following large storm events to acceptable levels and ensures that treated water complies with EPA discharge requirements.
- Minimize risk of sanitary sewer surcharging causing backups into resident basements and the associated public liability and cost of private property damage.
- Decrease peak flows conveyed by the sanitary sewer system so that additional sanitary sewer flows can be added from new residential and commercial growth without the risk of surcharging downstream or upstream segments of the sanitary sewer system.
- Foster a budding partnership between the City of Waseca and ConAgra whereby ConAgra would send wastewater flows to Waseca's wastewater facility for treatment and discharge. The proposed clean water I & I reduction improvements would facilitate implementation of this public / private partnership by decreasing existing peak wastewater flows to Waseca's WWTF which would allow the City to provide additional treatment capacity to ConAgra.
- Decrease wastewater pumping and treatment costs resulting from high volumes of clean water I & I into the sanitary sewer / wastewater systems.
- Investment in the rehabilitation of the existing sanitary sewer system will significantly extend the useful life of the existing infrastructure and reduce clean water infiltration into the system. Many portions of the existing sanitary sewer system are constructed of brick or block manholes and vitrified clay pipe with leaking joints at 2 or 3 foot intervals. Segments of sanitary sewer constructed with these materials are prone to infiltration of groundwater and are also nearing the end of its useful life.

- Protect the environment (surface water quality) and public health by eliminating illicit wastewater discharge into area surface waters and lakes.
- Lining of City owned public sanitary sewers will reduce chlorides that leak from road salt runoff to the sewer pipes. Waseca Public Works does comply with State chloride reduction strategies due to winter use of road salt.

Project Timeline

The following bullet points represent a sequence of milestone events in the planning, design and construction of the proposed Hospital sewershed I & I reduction and trunk sanitary sewer conveyance capacity improvement project. Note, various components of the project would likely be designed, bid and constructed as separate projects due to the nature of the work and the scope of the project.

- Schematic Design / Feasibility Report - November 2023
- Project placed on PFA Project Priority List - May 2024
- Bonding Bill Appropriation - May 2024
- Initiate Detailed Design - June 2024
- Execute Funding Agreement - October 2024
- MnDOT and Waseca Plan Approval - February 2025
- Bid Openings - March 2025
- Construction Contracts Awarded - April 2025
- Begin Construction - May 2025
- Substantial Completion - July 2026
- Final Completion - August 2026

Other Considerations

Additional considerations in support of State Bonding Bill appropriation to fund Hospital sewershed I & I reduction and trunk sanitary sewer conveyance capacity improvement project are summarized in the following bullet points:

- Waseca plans to submit an application to have the project placed on the Public Facilities Authority (PFA) Project Priority List (PPL). Unfortunately, the low interest loan that Waseca will qualify for (based upon past experience) is insufficient to make the project financially feasible for the City of Waseca and its wastewater users.
- Supports the economic vitality of rural Minnesota and help reduce the cost of providing water and sewer service to its residents. Waseca's utility rates, taxes and debt load are already high when compared to its peers and also considering Waseca's median income of \$57,022 is 73.4% of the State of Minnesota's median income. Waseca has invested over \$5.5M in the past 10 years to improve its water system and cannot afford to fully fund the additional improvements it needs.
- Waseca's tax, sewer and water rates are significantly higher than neighboring communities competing to attract commercial, industrial and residential growth. The following statistics help document why Waseca needs CDS funding appropriations to fund water tower construction and

compete for commercial, industrial and population growth:

- 70% of Minnesota cities and townships have a lower tax levy per capita than Waseca.
- Waseca's sanitary sewer rates result in average monthly bills that are 171% higher than the combined average for the neighboring cities of Owatonna, Mankato and Faribault.
- Waseca's water rates result in average monthly bills that are 122% higher than the combined average for Owatonna, Mankato and Faribault.
- Lessen the burden on Waseca and its residents caused by the loss of Itron Inc. in March 2023 and Brown Printing / Quad Graphics in 2017. Itron was a long time Waseca manufacturer who recently announced it was ending operations in Waseca, resulting in the loss of 300 jobs. Brown Printing / Quad Graphics was also a major employer in Waseca and their closing resulted in the loss of ~1,000 jobs. Other businesses that have closed their doors in Waseca include Delta Truck Body, Corchran's Metal Manufacturing, Hy-Vee Grocery Store, Cash Wise Grocery Store, Shady Oaks Regional Nursery, Clear Lake Printing Press, Taco Johns, and Dollar General. **Waseca needs help to reverse this disturbing trend!**

Impact on State Operating Subsidies

The proposed Hospital sewershed I & I reduction and trunk sanitary sewer conveyance capacity improvement project would have no impact on State Operating Subsidies for the City of Waseca because Waseca's wastewater utility is not subsidized by the State of Minnesota.

Who will own the facility?

City of Waseca

Who will operate the facility?

The City of Waseca

Who will use or occupy the facility?

The City of Waseca will use (operate) the facility.

Public Purpose

The Hospital sewershed I & I reduction and trunk sanitary sewer conveyance capacity improvement project will improve the sanitary sewer collection system operations and performance and will decrease long term operation and maintenance costs for the City and its wastewater users.

Description of Previous Appropriations

None

Project Contact Person

Carl Sonnenberg
City Manager and Utilities Director
507-835-9713

carls@ci.waseca.mn.us

(\$ in thousands)

Sanitary Sewer Clean Water Inflow and Infiltration Reduction Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$5,427	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$1,840	\$0	\$0
Non-State Funds Pending				
Federal Funds	\$0	\$3,000	\$0	\$0
Other Funding	\$0	\$500	\$0	\$0
TOTAL	\$0	\$10,767	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$1,258	\$0	\$0
Project Management	\$0	\$74	\$0	\$0
Construction	\$0	\$8,180	\$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	\$1,255	\$0	\$0
TOTAL	\$0	\$10,767	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Waseca 1.0 million Gallon Water Tower

AT A GLANCE

2024 Request Amount:	\$4,386
Priority Ranking:	2
Project Summary:	\$4.386 million in state funds is requested to acquire land, predesign, design, construct, and equip a new 1.0-million-gallon water tower located in the City of Waseca.

Project Description**Background on Waseca's Water System:**

In 2014 the City of Waseca completed a Water System Master Plan and evaluated water supply, storage, and distribution needs for the next 20 years. The Water System Master Plan included an updated water system hydraulic model and identified infrastructure improvements necessary to meet current and future water system needs based upon existing and projected water demand in accordance with Waseca's 2013 Comprehensive Plan and including the development of the TH 14 - CSAH 2 West Interchange area. Increasing water demand, the need for enhanced fire protection and the deteriorated condition of segments of existing watermain have required the City of Waseca to begin implementing this plan, which includes recent construction of trunk watermain improvements along Elm Avenue, Brown Avenue, 5th Street, North State Street, and South State Street. These investments totaling over \$5.5 million and completed over the past 10 years have significantly improved Waseca's water distribution system and enable the next phase of planned water system improvements which is the construction of a 1.0 M gallon water tower.

Waseca's 1.0 M gallon Water Tower Project Description:

The proposed 1.0 M gallon elevated water storage tank is to be located on a triangular parcel in the SW quadrant of the Elm Avenue (CSAH 14) and Brown Avenue (CSAH 2) intersection. This parcel previously housed a lumber yard and storage facility that are no longer in use and the City has begun negotiations to acquire the property. The 1.0 million gallon water tower would provide water storage needed to meet current and projected peak demand, greatly enhance fire protection, improve system operations and reliability, and decrease system operation and maintenance costs.

The proposed water storage tank would be constructed with a steel hydropillar design configuration, having an approximate tank diameter of 74-feet and a pillar diameter of 42-feet. Water tower construction would include modern instrumentation and telemetry systems which would be integrated with Waseca's existing systems. Access to the site would be achieved by the construction of a driveway off Brown Avenue (CSAH 2). A connection to the proposed water tower from the trunk watermain distribution system was constructed in 2021 as part of the Brown Avenue Trunk Watermain Improvement project. To facilitate water tower construction and completion of a connection to the existing water system, minor demolition of existing buildings would be required along with construction of a short segment of watermain within the site.

Project Cost and Schedule:

The project cost of the 1.0 Million Gallon Water Tower totals \$7.386 Million and includes property acquisition, engineering design, construction and construction administration. The project would be designed in 2024 and construction would begin in the Spring of 2025 and extend into the Summer of 2026. Water tower operation would begin in the Summer of 2026. All project costs not covered by the requested Bonding Bill appropriation would be financed via a Drinking Water Revolving Fund (DWRP) loan through the Public Facilities Authority (PFA). In addition, the City of Waseca will finance the cost to extend trunk sanitary sewer and watermain to the TH 14 / CSAH 2 (West Interchange) to support development of commercial and multi-family residential development after funding for the water tower is secured.

Project Rationale**Project Purpose, Justification for Receiving Funding and Local Benefits:**

The purpose of Waseca's 1.0 million gallon water tower is to provide water storage and pressure head needed to meet current and projected peak demands, greatly enhance fire protection, improve system operations and reliability, and decrease operation and maintenance costs. More specifically, project purpose and local benefits of the proposed 1.0 M gallon elevated water storage tank are summarized in the following bullet points. The 1.0 M gallon water tower would:

- Adequately support the newly constructed ConAgra Manufacturing and Vegetable Processing complex located 1,000-feet southwest of the tower site.
- Support the reuse of the former Brown Printing / Quad Graphics industrial complex (~0.7M Square Feet) located adjacent to the tower site that is in need of enhanced fire protection and increased water pressure.
- Provide needed increase in fire protection to the west side of Waseca.
- Enhance drinking water quality throughout Waseca.
- Allow the City of Waseca to decommission the existing 1954 downtown 0.5 MG legged tank, which would decrease long-term operation and maintenance costs.
- Support commercial and residential growth at the TH 14 West Interchange.

Project Timeline

The following bullet points represent a sequence of milestone events in the planning, design and construction of the proposed 1.0 Million gallon water tower:

- Schematic Design / Feasibility Report Completed - September 2021
- Water Tower Project placed on PFA Project Priority List - May 2022
- Bonding Bill Appropriation - May 2024
- Execute Funding Agreement - October 2024
- Initiate Detailed Design - October 2024
- Execute purchase Agreement for Water Tower Parcel - October 2024
- MDH and Waseca Plan Approval - February 2025
- Bid Opening - March 2025

- Construction Contract Award - April 2025
- Begin Construction of Water Tower - May 2025
- Water Tower Substantial Completion - June 2026
- Water Tower Final Completion and Begin Operations - August 2026

Other Considerations

In addition, justification for a State Bonding Bill appropriation to fund Waseca's 1.0 million gallon water tower are summarized in the following bullet points:

- In 2022, Waseca submitted an application and scoring worksheet to the Minnesota Department of Health (MDH) and the project is currently ranked 108th on the Drinking Water Revolving Fund programs Project Priority List (PPL). Unfortunately, the low interest loan that Waseca will qualify for through the Public Facilities Authority is insufficient to make the project financially feasible for the City of Waseca and its water users.
- Supports the economic vitality of rural Minnesota and help reduce the cost of providing water and sewer service to its residents. Waseca's utility rates, taxes and debt load are already high when compared to its peers and also considering Waseca's median income of \$57,022 is 73.4% of the State of Minnesota's median income. Waseca has invested over \$5.5M in the past 10 years to improve its water system and cannot afford to fully fund the additional improvements it needs.
- Waseca's tax, sewer and water rates are significantly higher than neighboring communities competing to attract commercial, industrial and residential growth. The following statistics help document why Waseca needs CBS funding appropriations to fund water tower construction and compete for commercial, industrial and population growth:
 - 70% of Minnesota cities and townships have a lower tax levy per capita than Waseca.
 - Waseca's sanitary sewer rates result in average monthly bills that are 171% higher than the combined average for the neighboring cities of Owatonna, Mankato and Faribault.
 - Waseca's water rates result in average monthly bills that are 122% higher than the combined average for Owatonna, Mankato and Faribault.
- Lessen the burden on Waseca and its residents caused by the loss of Itron Inc. in March 2023 and Brown Printing / Quad Graphics in 2017. Itron was a long time Waseca manufacturer who recently announced it was ending operations in Waseca, resulting in the loss of 300 jobs. Brown Printing / Quad Graphics was also a major employer in Waseca and their closing resulted in the loss of ~1,000 jobs. Other businesses that have closed their doors in Waseca include Delta Truck Body, Corchran's Metal Manufacturing, Hy-Vee Grocery Store, Cash Wise Grocery Store, Shady Oaks Regional Nursery, Clear Lake Printing Press, Taco Johns, and Dollar General. **Waseca needs help to reverse this disturbing trend!**

Impact on State Operating Subsidies

The proposed Water Tower would have no impact on State Operating Subsidies for the City of Waseca because Waseca's water utility is not subsidized by the State of Minnesota.

Who will own the facility?

City of Waseca

Who will operate the facility?

City of Waseca Water Utility

Who will use or occupy the facility?

The City of Waseca Water Utility will use (operate) the facility. The water tower will not be occupied.

Public Purpose

The water tower would provide water storage and pressure head needed to meet current and projected City wide peak water use demands, greatly enhance fire protection, improve system operations and reliability, and decrease water system operation and maintenance costs.

Description of Previous Appropriations

None

Project Contact Person

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City Manager and Utilities Director
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(\$ in thousands)

Waseca 1.0 million Gallon Water Tower

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,386	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$3,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$7,386	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$450	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$500	\$0	\$0
Project Management	\$0	\$50	\$0	\$0
Construction	\$0	\$5,525	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$861	\$0	\$0
TOTAL	\$0	\$7,386	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
TH 36 and TH 120 Study and Concept Design	1	GO	3,000	0	0	0	0	0
CSAH 5 (Stonebridge Trail) and Brown's Creek State Trail Connection	2	GO	3,000	0	0	0	0	0
Hardwood Creek Regional Trail Extension	3	GO	1,000	0	0	0	0	0
Cottage Grove Ravine Regional Park Trail Lighting and Improvements	4	GO	0	2,000	0	0	0	0
Washington County South Public Works and Environmental Center Campus	5	GO	0	5,000	5,000	0	0	0
Total Project Requests			7,000	7,000	5,000	0	0	0
General Obligation Bonds (GO) Total			7,000	7,000	5,000	0	0	0

TH 36 and TH 120 Study and Concept Design

AT A GLANCE

2024 Request Amount:	\$3,000
Priority Ranking:	1
Project Summary:	A concept design study of an interchange at Trunk Highway 36 and Trunk Highway 120 (Century Avenue) to further refine and update recommended alternatives from a MnDOT 2014 Corridor Study report.

Project Description

There is an existing at-grade intersection of Trunk Highway 36 and Trunk Highway 120 (Century Avenue) in the cities of North St. Paul and Oakdale. The proposed interchange project will extend along Trunk Highway 36 approximately 1800' west of the existing intersection with Trunk Highway 120 (Century Avenue) to approximately 2000' east of the existing intersection with Trunk Highway 120 (Century Avenue). The proposed interchange project scope along Trunk Highway 120 (Century Avenue) would be from approximately 1700' south of the existing intersection with Trunk Highway 36 to approximately 800' north of the existing intersection with Trunk Highway 36. The scope of work for local roads include closing off access to Trunk Highway 120 (Century Avenue) at 16th Avenue East and Georgia Boulevard via new cul-de-sacs, and closing off access to Westbound Trunk Highway 36 at 50th Street North via a new cul-de-sac.

Project Rationale

The 2014 MnDOT Highway 36 Corridor Study included participation from MnDOT, Oakdale, North St. Paul, Washington County, Ramsey County, Metropolitan Council, MnDNR, and the Federal Highway Administration. Significant community engagement took place throughout the corridor study's duration; ultimately, the "T2" Alternative (Tight Diamond Interchange at Trunk Highway 120 (Century Avenue)) became the most favorable alternative by study partners and the public (area residents and business owners).

In short, this alternative includes a grade separated interchange with Trunk Highway 120 (Century Avenue) going over Trunk Highway 36 and maintains Trunk Highway 36 access at Trunk Highway 120 (Century Avenue). Three new signals are proposed; two are located at the Trunk Highway 36 on/off ramp termini and one located at the intersection of Trunk Highway 120 (Century Avenue) and 7th Avenue East. The "T2" Alternative has strong support from local project partners due to traffic safety and operation improvements, upgraded access points, the accommodation of existing businesses, and the avoidance of impacts to the MnDNR's Gateway Trail bridge, which is located immediately south of Trunk Highway 36. The project recommendation assumes that the "T2" Alternative would be the starting-off point for further concept study and design.

Project Timeline

The concept study would be implemented as soon as the funds were available.

Other Considerations

Since the St. Croix Crossing Bridge was completed in 2017, traffic in the TH 36 corridor has increased more than 20% and is expected to grow another 20-30% by 2040. The Trunk Highway 36/Hadley Avenue interchange project was completed in 2019 and Trunk Highway 120 (Century Avenue) is the last at-grade signalized intersection of Trunk Highway 36, west of I-694. MnDOT's long-term corridor vision for Trunk Highway 36 west of I-694 is an access controlled expressway with grade separated intersections. Significant study went into Trunk Highway 36 interchange alternatives as part of MnDOT's Highway 36 Corridor Study in 2014, which included both Trunk Highway 36/Hadley Avenue and Trunk Highway 36/Trunk Highway 120 (Century Avenue) intersections. The Hadley Avenue interchange project has advanced through construction, so the TH 36/TH 120 (Century Ave) interchange is the next improvement focus.

Impact on State Operating Subsidies

Not yet known.

Who will own the facility?

MnDOT currently owns 36 and TH 120. TH 120 is on the list to be turned back to Washington and Ramsey Counties. They would have a shared ownership role based on the location and type of infrastructure.

Who will operate the facility?

MnDOT and the Counties would have a shared role in operations.

Who will use or occupy the facility?

The traveling public and freight on heavily used TH 36 and TH 120 corridors, and pedestrians and bicyclists on the Gateway State Trail.

Public Purpose

The project will greatly improve safety and mobility for the traveling public, including freight movement on both TH 36 and TH 120 in this critical corridor. Improved pedestrian safety and accessibility to local businesses and the Gateway Trail are also substantial benefits of this project and the proposed design.

Description of Previous Appropriations

Project Contact Person

Sara Allen
Planner
651-430-4363

sara.allen@co.washington.mn.us

(\$ in thousands)

TH 36 and TH 120 Study and Concept Design

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$2,534	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$466	\$0	\$0
TOTAL	\$0	\$3,000	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

CSAH 5 (Stonebridge Trail) and Brown's Creek State Trail Connection**AT A GLANCE****2024 Request Amount:** \$3,000**Priority Ranking:** 2**Project Summary:** Washington County requests \$3M in state funds to construct a trailhead and trail connection(s) from County State Aid Highway (CSAH) 5 to the Brown's Creek State Trail.**Project Description**

The total estimated project cost is \$8 million and includes the addition of new trails along CSAH 5 (Stonebridge), resurfacing of the existing trails and roadway, rehabilitation of the existing highway bridge, intersection safety improvements, a trail connection to the Brown's Creek State Trail, and trailhead improvements.

Project Rationale

The Brown's Creek State Trail is a 5.9 mile-trail which connects the City of Stillwater and the City of Grant on a former railroad bed. The trail connects to local parks and trail systems - including the Gateway Trail, the most used Department of Natural Resources trail in Minnesota. Currently, users who wish to access the Brown's Creek State Trail from City of Stillwater neighborhoods must use an uneven, unsanctioned footpath down a steep ravine. A new pedestrian and bicycle connection from the roadway would make this linkage safe, accessible, and ADA compliant.

Project Timeline

Improvements on CSAH 5 (Stonebridge) from Sycamore Street to Trunk Highway 96 are scheduled to take place in 2025. If state funding is not allocated, the proposed transportation project will not include a connection to the Brown's Creek State Trail.

Other Considerations

The trail connection will not take place with the overall CSAH 5 bridge and roadway rehabilitation project if funding is not allocated by the state.

Impact on State Operating Subsidies

None.

Who will own the facility?

Washington County, MN. County has limited use permit for trail connection.

Who will operate the facility?

Washington County, MN.

Who will use or occupy the facility?

Visitors and residents walking, biking, or rolling from the City of Stillwater, Grant, or beyond, who want a safe, accessible and clear connection from the Brown's Creek State Trail to neighborhoods, businesses and schools in Stillwater and the surrounding area.

Public Purpose

Accessible and safe connection from a County State Aid Highway to a popular and well used State trail.

Description of Previous Appropriations

None.

Project Contact Person

Sara Allen
Planner
651-430-4363
sara.allen@co.washington.mn.us

(\$ in thousands)

CSAH 5 (Stonebridge Trail) and Brown's Creek State Trail Connection

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$3,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
County Funds	\$0	\$225	\$0	\$0
Non-State Funds Pending				
Other Funding	\$0	\$4,780	\$0	\$0
TOTAL	\$0	\$8,005	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$7,211	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$794	\$0	\$0
TOTAL	\$0	\$8,005	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Hardwood Creek Regional Trail Extension

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	3
Project Summary:	\$1 million in state funds is requested to acquire land, design, and construct a new 10 foot multiuse trail to address the one mile Hardwood Creek Regional Trail gap between 130th Street and 120th Street within the City of Hugo.

Project Description

The Hardwood Creek Regional Trail is a north-south multiuse trail in northwestern Washington County. The trail connects to the Sunrise Prairie Regional Trail in Chisago County to the north and will link with the Bruce Vento Regional Trail in Ramsey County to the south - meaning a fully developed trail will connect 40+ miles between Downtown Saint Paul and Downtown North Branch via a dedicated trail.

Washington County developed a Master Plan for the Hardwood Creek Regional Trail in 2013. This plan defined an overall vision for the regional trail, developed design and performance standards, and identified a preferred route for the trail. Since then, the county has been working to fund and implement the plan's vision.

Within Washington County, the Hardwood Creek Regional Trail traverses through residential areas, natural areas, and commercial areas, along the west side of Highway 61. The existing trail is constructed primarily on 11 miles of former railroad right-of-way, extending from the Washington/Chisago County Line in Forest Lake, to 130th Street in Hugo. A one-mile gap in the trail exists due to the rail line remaining active between 130th Street and Fenway Boulevard and the Washington-Ramsey County line at 120th Street.

In 2022, Washington County conducted a feasibility study in collaboration with the City of Hugo to address the trail gap. The study identified solutions to key barriers in the project area. This process proposed a project layout that reflects an accessible, direct, grade separated route.

The proposed project will construct a 10-foot-wide paved trail extending southward from 130th Street through a proposed permanent easement. As the trail alignment reaches Falcon Court, it will be located in another easement on the east side of Falcon Court and west of the railroad right-of-way line. The trail will continue on the east side of Falcon Avenue in City of Hugo right of way until reaching 120th Street, where it will ultimately connect to Ramsey County's Bruce Vento Regional Trail and Bald Eagle-Otter Lakes Regional Park.

The project has \$1.2 million of local funding allocated. Washington County is requesting \$1 million of state funds to fully fund the project.

Project Rationale

With the implementation of the Hardwood Creek Regional Trail extension, Washington County will provide a safe, accessible, and continuous trail that will serve as a key link in the state's active

transportation network.

To the north, the trail connects to the Sunrise Prairie Regional Trail in Chisago County. To the south, it connects to the future Bruce Vento Regional Trail extension in Ramsey County. Once fully developed, the entire 40+ mile corridor will be one of the longest, most well-connected trails in the metropolitan area, allowing trail users to travel from downtown Saint Paul to downtown North Branch, and the many destinations in between.

In Washington County, the existing 10 miles of the trail was constructed mostly along an abandoned rail corridor in Forest Lake and Hugo. A gap in the trail exists due the rail line remaining active between 130th St and the County line at 120th St, in the City of Hugo. This rail line is expected to remain active for the foreseeable future, preventing its ability to be repurposed as a regional trail. Washington County's proposed project is the solution to this barrier, extending this existing trail from 130th St N and Fenway Blvd to 120th and Falcon Ave, where it connects to Bald Eagle-Otter Lake Regional Park in Ramsey County. Together, these segments will complete the entire regional trail through Washington County.

The proposed project was designed specifically to close a transportation network gap and provide a facility that circumvents the active railroad. There is currently no north-south trail in the area, leaving bicyclists and pedestrians to share the road with traffic on Falcon Ct and Falcon Ave or Highway 61. Furthermore, the proposed project will provide direct access to key destinations. The trail will connect people to living wage jobs at Hugo's significant and growing employment hub that consists of Xcel Energy training facility, Schwieters Companies construction, and Wilson Tool International manufacturing. The trail will also connect park and recreation destinations, such as Oak Shore Park, Bald Eagle-Otter Lake Regional Park, Clearwater Creek Preserve, and Watertower Park. Finally, the Transition Education Center and the New Creation Child Care & Learning Center will be accessible by trail for more households.

Project Timeline

Completed project phases:

Hardwood Creek Regional Trail Master Plan: 2013

Hardwood Creek Regional Trail Extension Predesign: 2021

Upcoming phases:

Acquisition and Final Design: May 2024 - February 2025

Construction: May 2026 - August 2026

Other Considerations

Washington County has conducted comprehensive engagement and planning for the Hardwood Creek Regional Trail. In 2013, the proposed project is a result of the master plan. As part of this planning process, the general public, community organizations, and nearby residents had opportunities to provide input. As a requirement through the Regional Parks Policy Plan, master plan outreach included engagement to underserved populations.

Additionally, the proposed project was identified as a key gap in the region's trail system in multiple planning documents, all of which consisted of extensive public engagement processes that sought to mitigate barrier to underserved populations. These plans included 2040 Comprehensive Plans for the City of Hugo (2019) and Washington County's 2040 Comprehensive Plan (2018) and Bicycle and Pedestrian Plan (2020).

Throughout the different stages of this work, Washington County has worked closely with the City of Hugo, who supports the project and the county's capital request. In 2021, Washington County partnered with the City of Hugo to complete a feasibility study to detail and address the design

challenges that posed with extending the trail south. This included targeted engagement with Bald Eagle Estate Townhomes, an impacted townhome community of seniors.

Impact on State Operating Subsidies

The proposed trail will have minimal impact on the state operating subsidies. The county finances approximately 91% of the overall operations and maintenance for the regional park and trails it manages. Approximately 9% funding for operations and maintenance comes from the state lottery in lieu of property taxes and general fund from the state. Thus, the county will be responsible for approximately 91% of any impact to operations and maintenance costs generated out from this project.

Who will own the facility?

Washington County

Who will operate the facility?

Washington County

Who will use or occupy the facility?

Washington County regional trails are open to the general public. Users will consist of people walking, biking, or rolling on the Hardwood Creek Regional Trail, who want a safe, accessible and clear connection to neighborhoods, businesses and schools.

Public Purpose

With the implementation of the proposed project, Washington County will provide a safe, accessible, and continuous trail that will serve as a key link in the region's active transportation network.

Description of Previous Appropriations

Project Contact Person

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(\$ in thousands)

Hardwood Creek Regional Trail Extension

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$0	\$600	\$0
County Funds	\$0	\$0	\$600	\$0
TOTAL	\$0	\$1,000	\$1,200	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$700	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$1,200	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,000	\$1,200	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Cottage Grove Ravine Regional Park Trail Lighting and Improvements

AT A GLANCE

2024 Request Amount:	\$0
Priority Ranking:	4
Project Summary:	\$2 million in state funds is requested to design and construct improvements to the trails at Cottage Grove Ravine Regional Park in Washington County. Improvements will include trail lighting, resurfacing, and accessibility upgrades.

Project Description

Cottage Grove Ravine Regional Park resides in Cottage Grove and consists of 500+ acres of hills and forested ravines. The park features Ravine Lake (popular for kayaking, fishing), playground, picnic area, indoor multiuse facility and more. The most popular feature is the 12 miles of trails for visitors to use. These trails provide access and recreation for walkers/hikers, bicyclists, skiers, snowshoers, snowmobilers, and more.

The proposed project will address needed improvements to the park's trails. Trail lighting is proposed for specific segments of trails, including turf/natural trail loops. In addition, four miles of paved trails has reached the end of its usable life and requires resurfacing.

The project has \$2 million of local funding allocated. Washington County is requesting \$2 million of state funds to fully fund the project.

Project Rationale

Park trails are key to the enjoyment and exploration of park users. The proposed trail improvements will expand the park's year-round use and improve the visitor experience and safety. It will build upon recent improvements at Cottage Grove Ravine Regional Park, including the Ravine Landing facility, a multiuse facility that has expanded the park's programming and event capacity. This demonstrates an investment in developing this park to meet the needs of growing communities of Washington County. Trail lighting would allow the county to maximize the park's potential as a trail destination. The park hosts many events and programs year-round. The shorter daylight hours Fall and Winter limit the use of the park. This is especially limiting during the high school cross-country season and ski season. This park has the ideal terrain, elevation, and facilities to accommodate larger practices and meets.

The paved trail that requires resurfacing is important because it acts as the "spine" or main arterial connection to the other trails within the park. Due to its grading and accessible surface material, it is designated in the county's "Trails at Your Pace" program that features short, gentle trails designed to make it easier for people of all ages and abilities to start a walking program.

Project Timeline

Anticipated design of trail improvements: May 2026 - February 2027

Anticipated construction: May 2027 - October 2027

Other Considerations

Washington County parks and trails serve both the county and the greater metropolitan region. As the 7-county regional population looks to welcome and additional 700,000 people, Washington County looks forward to welcoming 80,000 new residents. Cottage Grove Ravine Regional Park is located in south Washington County, one of the fastest growing areas in the metropolitan area. Families and businesses choose to locate in the county because of the outdoor recreational opportunities and natural beauty our parks and trails provide.

Impact on State Operating Subsidies

The proposed project will have minimal impact on the state operating subsidies. The county finances approximately 91% of the overall operations and maintenance for the regional park and trails it manages. Approximately 9% funding for operations and maintenance comes from the state lottery in lieu of property taxes and general fund from the state. Thus, the county will be responsible for approximately 91% of any impact to operations and maintenance costs generated out from this project.

Who will own the facility?

Washington County

Who will operate the facility?

Washington County

Who will use or occupy the facility?

Washington County regional parks are open to the general public. Users will consist of Cottage Grove Ravine Regional Park trail users: walkers/hikers, bicyclists, skiers, snowshoers, snowmobilers, and more.

Public Purpose

With the implementation of the proposed project, Washington County will expand the Cottage Grove Ravine Regional Park's year-round use and improve the visitor experience and safety on park trails.

Description of Previous Appropriations

Project Contact Person

Connor Schaefer
Senior Planner
651-430-4303
connor.schaefer@co.washington.mn.us

(\$ in thousands)

Cottage Grove Ravine Regional Park Trail Lighting and Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$0	\$2,000	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Federal Funds	\$0	\$0	\$2,000	\$0
TOTAL	\$0	\$0	\$4,000	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$400	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$3,600	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$4,000	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Washington County South Public Works and Environmental Center Campus

AT A GLANCE

2024 Request Amount:	\$0
Priority Ranking:	5
Project Summary:	Construction of a Washington County Public Works and Environmental Center Campus.

Project Description

The Washington County Public Works South Shop in Woodbury, MN is outdated and in need of major upgrades. A site was recently purchased just south of the existing Washington County Environmental Center, presenting the opportunity to approach both facilities as a campus. The Environmental Center is also outdated and not equipped to handle the extensive public need for services. The Campus project will include a new South Shop facility and improvements to the roadways, circulation, site development and stormwater management with the existing Environmental Center - allowing room for the growth of the facility.

Project Rationale

The Washington County South Public Works and the Environmental Center Campus will serve the rapidly growing southern portion of the County, including the expanding communities of Woodbury and Cottage Grove. The existing South Shop facility is wholly inadequate and in need of replacement. During the Master Planning process for the Washington County Public Works South Shop, it was determined that the existing Washington County Environmental Center Facility should be updated in concert with the South Shop. Roadways, circulation, site development and stormwater management improvements can be shared and beneficial to both facilities. For that reason, the application is being proposed as a campus project.

Project Timeline

The programmed contribution to fund balance is to be used towards the construction of the facility. In 2021 and 2022, \$3,789,100 was added to the fund balance for this future project. The construction cost of this project is included in the planned 2027 bond issue.

Other Considerations

The Washington County Environmental Center is an existing and well used, popular, constituent service center. The facility is a safe, easy, and year-round disposal locations for household hazardous materials, electronics, and recyclables. The Environmental Center plans to grow in the future to meet the needs of the developing surrounding community, and plans to provide Yard Waste drop-off site services at this site. The Public Works South Shop is an important hub for south Washington County road, trail, and park maintenance.

Impact on State Operating Subsidies

None.

Who will own the facility?

Washington County, MN.

Who will operate the facility?

Washington County, MN.

Who will use or occupy the facility?

Washington County, MN.

Public Purpose

The Washington County South Shop Public Works building is in very poor condition with significant deficiencies, is greatly undersized for best practices and operations and the site is too small to support the required operational and equipment needs of the County. Plow trucks, emergency response vehicles, and other maintenance equipment and materials are stored at this site, in the southern portion of Washington County.

The Environmental Center will improve overall public access and circulation at the site and a potential yard waste facility transfer location and site expansion. The surrounding Woodbury and Cottage Grove communities have experienced, and are anticipated to continue experiencing, rapid growth -- meaning the South Shop and Environmental Center need to expand to meet the increasing needs of the community.

Approaching this work on both facilities together as a campus builds in efficiencies and allows coordinated plans for future growth.

Description of Previous Appropriations

None.

Project Contact Person

Sara Allen

Planner

651-430-4363

sara.allen@co.washington.mn.us

(\$ in thousands)

Washington County South Public Works and Environmental Center Campus

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$0	\$5,000	\$5,000
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
TOTAL	\$0	\$0	\$5,000	\$5,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$4,209	\$4,209
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$791	\$791
TOTAL	\$0	\$0	\$5,000	\$5,000

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

16B.325?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Downtown Wayzata Lakefront Park Improvements	1	GO	11,698	0	0	0	0	0
Total Project Requests			11,698	0	0	0	0	0
General Obligation Bonds (GO) Total			11,698	0	0	0	0	0

Downtown Wayzata Lakefront Park Improvements**AT A GLANCE****2024 Request Amount:** \$11,698**Priority Ranking:** 1**Project Summary:** \$11.698 million in state funds is requested to finish the final phase of Wayzata's downtown lakefront as part of the Panoway on Wayzata Bay. The project's goal is to create a more clean, welcoming, and connected lakefront for the region.**Project Description**

Panoway on Wayzata Bay, formally known as the Lake Effect Project, grew out of a 2011 Wayzata City Council-appointed Lakefront Task Force charged to research and provide recommendations for the future of the City's lakefront.

This initiative included years of community-based visioning and recommendations, culminating in "Lake Effect: A Development Framework for the City of Wayzata" (April 2014) and the "Implementation Strategy for the Lake Effect Framework," (December 2014).

The Implementation Strategy laid the path "to create one umbrella project, with a comprehensive, integrated design approach, to create a well connected year-round civic destination" on Wayzata's lakefront. Originally, it was anticipated that this one project would be completed in two phases, with Phase 1 focusing on street side improvements and Phase 2 focusing on shoreline amenities. Between 2014 and 2019 the City and its non-profit partner the Wayzata Conservancy put that strategy into action, laying the foundation for construction to begin on this signature project.

In 2019 the City and Conservancy transitioned to the name "Panoway on Wayzata Bay" (Panoway) to differentiate between the Lake Effect visioning process and the built project. Phase 1 was completed by the City in the Fall of 2020, transforming the former lakeside parking lot into numerous community amenities and trail connections that have been embraced by local and regional residents alike.

As of June 2023, after an extensive engagement and design process, the City has commenced construction of Phase 2--the Lakewalk and Community Docks, which is an approximate \$11 mil phase that will bring public access to the lake.

Building on the success of Phase 1 and 2, the City and Conservancy are now recommending the next and final phase of planning to implement the remaining projects envisioned for Wayzata's Downtown Lakefront:

- Section Foreman House Restoration
- Eco and Depot Park Improvements

- Wayzata Beach and Shaver Park Improvements
- Klapprich Park Improvements

Project Rationale

Panoway on Wayzata Bay and the adjacent public improvements in around Wayzata's Downtown Waterfront are the product of years of community conversation about reconnecting residents to Lake Minnetonka. It began taking shape through a task force that was formed by the City of Wayzata in 2011 to explore lakefront improvements that would make the lakefront:

- safe and connected,
- more environmentally sensitive, and
- open to all members of the community and region (only 2% of lakefront is accessible to public).

With the help of literally hundreds of people from the Fall of 2015 through 2016, the community shaped a vision that takes full advantage of historical assets like the Depot and the Section Foreman's House, our location right on the lake, and our opportunities to activate the lakefront.

Over many community meetings, a vision emerged that includes:

- Pedestrian improvements on Lake Street,
- A new Plaza Park that will create a four-season gathering space where there is now a lakefront parking lot,
- An Eco Park that will improve lake water quality and create educational opportunities, and
- A lakewalk that will for the first time give residents direct access to the lake.
- Enhancements to existing adjacent City parks that are used by visitors.

Years of subsequent community conversations led us to focus on what has become Panoway on Wayzata Bay and the public private partnership; the Wayzata Conservancy.

A recent U of M Study found that approx. 90% of customers at Wayzata restaurants are from the City of Wayzata---indicating that Wayzata, especially downtown along the waterfront, is a regional attraction.

Project Timeline

Construction of Lakewalk and Docks---2023
 Construction of Section Foreman House---2024
 Construction of Klapprich Park---2024
 Final Design of Beach and Shaver Park Improvements---2024
 Final Design of Eco and Depot Park Improvements---2024
 Construction of Beach and Shaver Park Improvements---2025
 Construction of Eco and Depot Park Improvements---2025

Other Considerations

This is a partnership between the City of Wayzata and the Wayzata Conservancy. The City and Three Rivers Parks also partnered with the redesign of Lake Street and the Plaza Park – everything north of the railroad tracks (Phase I).

The Lakewalk and Docks are primarily funded by the City but with \$4mil assistance from the state.

The final and remaining projects will need to be funded with other public dollars. The Wayzata Conservancy will fund assist with maintenance and operation costs. Bonding funds are being requested for the construction and design related costs for the final phase of this project.

Impact on State Operating Subsidies

None.

Who will own the facility?

The City of Wayzata

Who will operate the facility?

The City of Wayzata

Who will use or occupy the facility?

There is limited opportunities along Lake Minnetonka for the public to access the lake without either owning land on the lake or riding on a boat. Downtown Wayzata is already a regional destination. This project will allow for needed general public access to the lake and the rest of the parks. In addition, the City and Wayzata Conservancy has formed a collaborative of non-profits and agencies that came together around their shared interest in serving youth, the local community, engagement with Lake Minnetonka and learning. From that meeting came a vision of engaging youth in experiential, lake-focused learning on Wayzata's lakefront. The collaborative includes the YMCA, Wayzata Community Sailing Center, Science Museum of Minnesota, Wayzata School District, University of Minnesota, MN Department of Natural Resources, Three Rivers Park District, Interfaith Outreach, Minnehaha Creek Watershed District, Lake Minnetonka Association and the Wayzata Conservancy. Together they launched the pilot STEM Lake Exploration Camp over the past two summers as an example of the potential for great interactive STEM learning on Wayzata's lakefront and site of the future Eco Park and Klapprich Park.

Public Purpose

To make the Wayzata's public access along and near Lake Minnetonka:• safe and connected;• more environmentally sensitive; and• open to all members of the community.

Description of Previous Appropriations

In 2018, the City received \$400,000 to assist in railroad crossing safety improvements in the area. In 2020, the City received \$4 million of the \$10 million original request to assist with the Lakewalk and Community Docks.

Project Contact Person

Jeffrey Dahl
City Manager
952-404-5309
jdahl@wayzata.org

(\$ in thousands)

Downtown Wayzata Lakefront Park Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$4,000	\$11,698	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
	\$400			
City Funds	\$15,652	\$0	\$0	\$0
	\$1,883			
Non-Governmental Funds	\$1,230	\$0	\$0	\$0
Non-State Funds Pending				
TOTAL	\$23,165	\$11,698	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$2,000	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,502	\$423	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$21,663	\$8,454	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$821	\$0	\$0
TOTAL	\$23,165	\$11,698	\$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):	

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
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
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Sanitary Sewer Rehabilitation	1	GO	1,114	0	0	0	0	0
Total Project Requests			1,114	0	0	0	0	0
General Obligation Bonds (GO) Total			1,114	0	0	0	0	0

Sanitary Sewer Rehabilitation**AT A GLANCE****2024 Request Amount:** \$1,114**Priority Ranking:** 1**Project Summary:** The City of West St. Paul requests \$1.114 million to rehabilitate 4.5 miles of sanitary sewer. The project will significantly remedy the issues caused by the most hazardous sanitary sewer infrastructure in the city.**Project Description**

Mainline sanitary sewer is responsible for transporting waste from apartments, homes and businesses to be properly treated. Over time clay pipes crack and roots infiltrate the sewer line. There is substantial inflow and infiltration (I&I) coming through these pipes. Roots and offset pipe joints (due to old pipes settling) create dams in the pipe resulting in impeded flow. This creates places for solids to start collecting and eventually leads to backups. A sanitary sewer backup means sewage cannot travel through the pipe resulting in sewage backups in apartments, homes and businesses. Sewer backups create a significant impact to property owners' finances, health and welfare. In addition, backups create an emergency for the Public Works Department to clear the blockage before the problem expands to additional properties. The City's Public Works Department cleans all mainline sanitary sewer lines every other year and televises the entire city's sewer network every three years. The Public Works Department has identified the worst 4.5 miles of sanitary mainline infrastructure in the city for repair.

Project Rationale

This project will:

- Rehabilitate the the most vulnerable sanitary sewer mainline in the city's 65 mile system
- Reduce Inflow and Infiltration in our citywide system
- Reduce I&I sent to the Metropolitan Council wastewater plant for treatment
- Increase structural integrity of the city's sanitary sewer mainline and add another 50+ years of life to our system
- Reduce potential pipe blockages, failures and emergency repairs/digs
- Reduce costly sewer backups in apartments, homes and businesses

Project Timeline

This project will be designed by city staff. This project would be bid in fall of 2024 with construction in 2025.

Other Considerations

The City's Sewer Department (3 full time staff) jets all 65 miles of sanitary sewer mainline over a two year cycle. Our mainline sewer is not neglected from a maintenance standpoint. However, sewer lines that were built as far back as the 1920's have exceeded their useful lifetime and are in critical need of rehabilitation.

Impact on State Operating Subsidies

None.

Who will own the facility?

City of West St. Paul.

Who will operate the facility?

City of West St. Paul.

Who will use or occupy the facility?

City of West St. Paul.

Public Purpose

Sanitary sewer is critical infrastructure for the health and safety of residents and businesses in the City of West St. Paul within the city right-of-way. To have a sewer backup in a property is health risk and costly to remediate both inside the property and within the mainline sewer pipe.

Description of Previous Appropriations

In the 2020 Capital Budget - 5th Special Session the West St. Paul was awarded \$2.2 million in GO bonds for Sewer Lift Station Upgrades Project.

Project Contact Person

Ross Beckwith
Public Works Director / City Engineer
651-552-4130
rbeckwith@wspmn.gov

(\$ in thousands)

Sanitary Sewer Rehabilitation

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,114	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$1,115	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,229	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$229	\$0	\$0
TOTAL	\$0	\$2,229	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

White Bear Township

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
White Bear Township Inflow and Infiltration	1	GO	1,500	0	0	0	0	0
Collector Streets	2	GO	1,000	0	0	0	0	0
Otter Lake Trail	3	GO	200	0	0	0	0	0
H2 Trail	4	GO	250	0	0	0	0	0
South Shore Trail Lighting	5	GO	150	0	0	0	0	0
Public Works Building Remodel	6	GO	1,608	0	0	0	0	0
South East Bald Eagle Improvements	7	GO	1,400	0	0	0	0	0
Mallard Ponds	8	GO	1,625	0	0	0	0	0
Total Project Requests			7,733	0	0	0	0	0
General Obligation Bonds (GO) Total			7,733	0	0	0	0	0

White Bear Township Inflow and Infiltration

AT A GLANCE

2024 Request Amount:	\$1,500
Priority Ranking:	1
Project Summary:	1,500,000 in state funds is requested to pre-design, design, and cured in-place lining of approximately 30,000 linear feet of vitreous clay pipe located around the west, east and south sides of the portion of Bald Eagle Lake within the Township.

Project Description

The project proposes cured in-place lining of roughly 30,000 feet of vitreous clay pipe in the area surrounding Bald Eagle Lake. At the time of installation vitreous clay pipe was standard pipe for sanitary sewer. However, clay pipe has many joints. These joints can move and shift over time leading to infiltration of clean groundwater into the sanitary sewer system. Lining the existing clay pipe seals the joints without the cost of digging and replacing the pipe. The project is based upon the inspection results showing inflow and infiltration (I/I) at pipe joints and manhole access points. The Town has been actively seeking to reduce it I/I for a number of years. The cost of the project is estimated at \$3,000,000.00 and is requesting \$1,500,000.00 in State Funds with the remaining \$1,500,000.00 from the Town's Sewer Fund

Project Rationale

The Metropolitan Council of Environmental Services (MCES) requires that communities served by MCES actively reduce the flows going to the their treatment plants. A portion of the flow that is generated comes from clean ground water that enters through pipe joints and manholes. In order to mitigate the excess from ground water the Town is proposing to line the 30,000 lineal feet of 8" VCP in this area.

Project Timeline

Project predesign: November 2024 Final design: December 2024 Construction: April 2025 - September 2025.

Other Considerations

Since 2016 the Town has been excluded from grant funding opportunities that Cities receive. The legislation language for Inflow and Infiltration grants was changed at that time from "Municipalities" to "Cities". This effectively excluded Townships from these funds. The legislature could simply adjust the current legislation back to "Municipalities" which would allow White Bear Township to apply for MCES funding. Without this funding, the Town would need to fund I/I work through the Sewer Fund budget. The Town continues to investigate other sources of funding.

Impact on State Operating Subsidies

NONE

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project

Who will use or occupy the facility?

White Bear Township

Public Purpose

It is inefficient and costly to transmit and treat clean water through the sanitary sewer system. This project would reduce sanitary sewer pumping and treatment costs. Keeping clean groundwater in place is more environmentally friendly and sustainable.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson
651-747-2768
pat.christopherson@whitebeartownship.org

(\$ in thousands)

White Bear Township Inflow and Infiltration

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$30	\$0	\$0
Design Fees	\$0	\$50	\$0	\$0
Project Management	\$0	\$75	\$0	\$0
Construction	\$0	\$2,845	\$0	\$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?	
Has the predesign been submitted to the Department of Administration?	

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?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Collector Streets

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	2
Project Summary:	\$1,000,000 in state funds is requested for predesign, design and construction of 5 existing collector streets in White Bear Township that have been rated in Fair Condition and declining. Rehabilitation at this time is consistent with the recommendations of the Town's Pavement Management Plan.

Project Description

White Bear Township proposes the reclamation of 5 streets in various locations around the Township. Construction will include reclaimed pavement, curb and gutter and utility improvements. The total project cost is estimated to be \$2,000,000, of which \$1,000,000 is requested from the State and \$1,000,000 would be provided by White Bear Township. The Township will fund its portion through a combination of tax levy, assessments and a stormwater/water quality fund. The streets selected are: - Taylor Avenue between TH 61 and Portland Ave, -Township Drive between Jonquil Lane and County Road H2, -Otter Ridge Road/Meadow View Drive between Otter Lake Road and Otter View Trail, and Anderlie Lane between Pleasant Court and County Road H2. A total of 1.5 miles of road are proposed for reclamation. White Bear Township performs pavement ratings for their entire roadway network. These collector streets have been identified to be in fair Condition. Improvements such as mill and overlay or reclamation will restore the pavement condition before other more costly improvements may be needed. These streets are in worse condition than adjacent local streets.

Project Rationale

Collector roads serve higher volume of traffic and receive more wear than standard residential streets and are more likely to serve as school bus routes and be used by delivery vehicles. These streets carry a higher volume than residential streets. Rehabilitation of the collector streets is important now because of their condition. White Bear Township assesses the condition of its streets every three years and plans for rehabilitation based the Town's Pavement Management Program. Performing the right maintenance at the right time extends the life of a roadway. Because these roads carry more traffic than adjacent streets, they are in need of maintenance before streets around them and should not wait until a full neighborhood project is necessary. Furthermore, cities with population of White Bear Township have access to Municipal State Aid (MSA) funds

Project Timeline

Complete Preliminary Design: November 2025 Complete Final Design: March/April 2026
 Construction: May 2026 - October 2026. No coordination with other projects is required.

Other Considerations

White Bear Township identifies the importance of following its Pavement Management Program in its Comprehensive Plan, which was adopted in 2020 after a robust public engagement program. In accordance with the Town's Pavement Management Program, public engagement will occur during the preliminary planning, project design and construction phases of the program. Engagement tools typically utilized by the Town include direct mailings, informational meetings, project questionnaires, open houses, on-site meetings with property owners, a project website and a formal public hearing

Impact on State Operating Subsidies

NONE

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project.

Who will use or occupy the facility?

The reconstructed streets will be used by the residents living along the streets and other in the neighborhood who use these streets are part of their normal commutes.

Public Purpose

The public purpose of this project is primarily to improve the neighborhood infrastructure. White Bear Township does not receive state funding through the Municipal State Aid account since it is not an incorporated city, but still has streets that function as neighborhood collectors experiencing more wear and tear. State funding would ease the burden of assessments on the property owners and reduce the impact on the tax levy to the residents of White Bear Township.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson
651-747-2768
pat.christopherson@whitebeartownship.org

(\$ in thousands)

Collector Streets

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$1,728	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$272	\$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?	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?	

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Otter Lake Trail

AT A GLANCE

2024 Request Amount: \$200

Priority Ranking: 3

Project Summary: \$200,000 in state funds is requested to design and construct a trail along Otter Lake Road between Hickory Trail and Meadow View Drive in White Bear Township. Total project cost is \$400,000. It is anticipated that Ramsey County will fund \$160,000 in accordance with its cost participation policy and White Bear Township would fund the balance of \$40,000.

Project Description

White Bear Township proposes construction of trail on Otter Lake Road (CSAH 60) between Hickory Trail and Meadow View. Trail would be 8 feet wide. Destinations include the Tamarack Nature Center, Otter Lake School, and would connect to the future County Road H2 East trail (CSAH 5).

Project Rationale

This trail would provide a route for children to walk to Otter Lake Elementary school. Currently, students and parents bike and walk along the roadway's shoulder. The average daily traffic for Otter Lake Road is between 3700 -4500 vehicles per day based on 2016 data. As such, walking along the roadway is not safe. The trail would also provide connections to the Bald Lake-Otter Lake Regional Park including the Otter Lake Off-leash Dog Park. Longer term, the trail could connect to future trails in Lino Lakes. The White Bear Township Comprehensive Plan states that the Town should take greater advantage of its strategic location in relation to regional parks. Bike and pedestrian trails should be developed so that residents can take advantage of close to home opportunities without relying on the automobile.

Project Timeline

Project predesign: Complete. Final Design: November 2024 - February, 2025 Construction: May 2025 to September 2025. No coordination with other projects is required.

Other Considerations

This project was identified during the public engagement component of the Township's 2020 Comprehensive Planning Process. The Township has had conversations with representatives from the school and with Ramsey County Public Works. Ramsey County has indicated that they would be willing to partner on the project if the Township is successful in securing funding.

Impact on State Operating Subsidies

None

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project.

Who will use or occupy the facility?

The trail will serve a variety of users. Students going to and from Otter Lake Elementary School, residents using the trail for recreation, regional users using the trail as a link between different parks and trails.

Public Purpose

The public purpose of this project is to make it safer and easier for all users to walk or cycle between destinations rather than using a vehicle.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson
651-747-2768
pat.christopherson@whitebeartownship.org

(\$ in thousands)

Otter Lake Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Federal Funds	\$0	\$200	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$400	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$80	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$320	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$400	\$0	\$0

*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?	
Has the predesign been submitted to the Department of Administration?	

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?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

H2 Trail

AT A GLANCE

2024 Request Amount:	\$250
Priority Ranking:	4
Project Summary:	\$250,000 in state funds is requested to design and construct a Trail along County Road H2 between Bald Eagle Boulevard and Otter Lake Road in White Bear Township.

Project Description

The project proposes construction of a trail along County Road H2 East (CSAH 5) between Bald Eagle Boulevard West and Otter Lake Road. The trail would be constructed to eight feet in width but could be wider where feasible and necessary. The project has been conceptually developed and discussed through the community's comprehensive planning process and through official meetings of the Township Board. The White Bear Township Comprehensive Plan states that the Town should take greater advantage of its strategic location in relation to regional parks. Bike and pedestrian trails should be developed so that residents can take advantage of close to home opportunities without relying on the automobile. The total project budget is \$500,000. White Bear Township proposes \$250,000 from local funds and \$250,000 from State Funds.

Project Rationale

This trail would provide a route for children to walk to Otter Lake Elementary school. The current roadway has a narrow shoulder and Township staff have observed significant numbers of pedestrians and bicyclists during school and non-school hours. The AADT for County Road H2 East is 3500. Roadway lighting is minimal. As such, walking along the roadway is not safe. Due to a shortage of bus drivers, school officials have had to increase the walking area for the school, making this project even more important. This trail could eventually connect to the proposed Bruce Vento Regional Trail and a proposed trail on Otter Lake Road north of County Road H2.

Project Timeline

Project predesign: Complete Public Engagement and Final Design: Complete November, 2024
 Construction: May 2025 - September 2025 No coordination with other projects is required.

Other Considerations

This project was identified during the public engagement component of the Township's 2020 Comprehensive Planning Process. The Township has had conversations with representatives from the school and with Ramsey County Public Works. Ramsey County has indicated that they would be willing to partner on the project if the Township is successful in securing funding.

Impact on State Operating Subsidies

NONE

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project

Who will use or occupy the facility?

The trail will serve a variety of users. (Students going to and from Otter Lake Elementary School, residents using the trail for recreation, regional users using the trail as a link between different parks and trails)

Public Purpose

The public purpose of this project is to make it safer and easier for all users to walk or cycle between destinations rather than using a vehicle.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson
651-747-2768
pat.christopherson@whitebeartownship.org

(\$ in thousands)

H2 Trail

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$250	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$250	\$0	\$0
TOTAL	\$0	\$500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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

*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?	
Has the predesign been submitted to the Department of Administration?	

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?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

South Shore Trail Lighting

AT A GLANCE**2024 Request Amount:** \$150**Priority Ranking:** 5**Project Summary:** \$150,000 in state funds is requested for design and construction of trail lighting along South Shore Boulevard between 200' west of Bellaire Avenue to Ramsey County Road F.**Project Description**

White Bear Township proposes to install trail lighting along the portion of South Shore Boulevard from 200' west of Bellaire Avenue to Ramsey County Road F. This portion of the trail is just under 3/4 of mile in length. The lighting will provide improved safety and security for pedestrians, bicyclists, and residents. The total project is estimated at \$300,000 of which \$150,000 is requested the State and \$150,000 would be provided by White Bear Township, funded by the general tax levy.

Project Rationale

The trail lighting would provide safety and security for pedestrians, bicyclists, and area residents.

Project Timeline

Project predesign: Complete Final design: July 2024-September 2024 Construction: October 2024.
This will enhance the recently completed trail segment along South Shore Boulevard.

Other Considerations

The trail is one segment of the route around White Bear Lake. The Lake Links Trail Association has been seeking a full route around White Bear Lake, this segment completes a vital connection to the City of White Bear Lake and the City of Birchwood and beyond.

Impact on State Operating Subsidies

none

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project.

Who will use or occupy the facility?

The trail will serve a variety of users region wide as a connection to other existing and proposed trail links.

Public Purpose

The trail lighting would provide safety and security for pedestrians, bicyclists, and area residents.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson
651-747-2768
pat.christopherson@whitebeartownship.org

(\$ in thousands)

South Shore Trail Lighting

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$150	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$150	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$300	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$20	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$280	\$0	\$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	\$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?	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?	

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?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Public Works Building Remodel

AT A GLANCE

2024 Request Amount:	\$1,608
Priority Ranking:	6
Project Summary:	\$1,277,000 in state funds is requested to design and remodel the Township Public Works Building in White Bear Township.

Project Description

White Bear Township proposes to remodel their existing public works facility. Total project budget is \$2,554,000 with \$1,277,000 requested from the State and \$1,277,000 in local funds provided by White Bear Township. The existing facility is 28,500 square feet. The project includes the addition of 1,252 square feet and renovation of 3,036 square feet for a project total of 4,288 square feet.

Project Rationale

Constructed in 1988, the existing Public Works facility needs updates to meet the current needs of Township Public Works Staff. The Township has added two more FTE's since the original construction and recently hired its first female public works employee. A single unisex shower and locker room facility would be replaced with separate mens and womens facilities to accommodate a diverse workforce. Additional office space and a conference room would be created more in line with the current use and needs. A water testing room would provide a dedicated space to test drinking water samples. An updated kitchen and break area will provide a place for staff to eat, accommodate larger group training events, and provide surplus work space when necessary.

Project Timeline

Project schematic design is complete. Final Design is scheduled to begin in November 2024, construction beginning in May 2028 (or sooner if funded) and with completion in November of the same year. No coordination with other projects is required.

Other Considerations

As an "Urban Township" (largest Township in Minnesota) serving over 10,000 persons, the Township operates similar to a mid-sized City. The Township owns and operates a municipal sanitary sewer system and water supply system which requires maintenance staff and equipment. White Bear Township also provides maintenance to 42 miles of street and 120 acres of parkland. White Bear Township does not receive Local Government Aid or Municipal State Aid and does not have the authority to implement Franchise Fees within this community.

Impact on State Operating Subsidies

NONE

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project.

Who will use or occupy the facility?

The White Bear Township Public Works staff

Public Purpose

Upgrades to the public works facility building will correct current inequities between male and female staff, provide for efficiencies in water testing and administrative functions, and improve access and security to the building.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson
651-747-2768
pat.christopherson@whitebeartownship.org

(\$ in thousands)

Public Works Building Remodel

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,608	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,609	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,217	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$510	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,044	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$663	\$0	\$0
TOTAL	\$0	\$3,217	\$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

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?	
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	No
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

South East Bald Eagle Improvements

AT A GLANCE

2024 Request Amount:	\$1,400
Priority Ranking:	7
Project Summary:	\$1,400,000 in state funds is requested to acquire land, predesign, design and construct 7 existing roadways in the SE Bald Eagle area of White Bear Township.

Project Description

White Bear Township proposes the reconstruction of 7 streets in the SE Bald Eagle Neighborhood totaling 1.73 miles. Streets include: Hoxie Ave, Gaston Ave, O'Connors Alley, Williams Ave, Ridgeway Ave, East St Ally, East St, Short St, Fourth St, Hugo Ct, Gilbert Ave, Fifth Ct, Shadyside Ln, and Oakwood Dr. These streets have reached the end of their useful life with ratings of 1.75 out of 5. Substantial drainage improvements are needed to correct drainage issues. Construction will include new pavement, curb and gutter and utility improvements. The total project cost is estimated to be \$2,800,000, of which \$1,400,000 is requested from the State and \$1,400,000 would be provided by White Bear township, funded by a combination of tax levy, assessments and a stormwater/water quality fund.

Project Rationale

Originally constructed in 1971, the existing pavement of the roads is in poor condition. Existing utilities and stormwater infrastructure are over 50 years old and stormwater discharges directly to Bald Eagle Lake. Updated stormwater collection would provide an opportunity to infiltrate groundwater on site and remove sediment and phosphorus prior to discharging into the lake.

Project Timeline

Complete Pre-design: 2023 Prepare Final Design: November 2024 to February, 2025 Construction: May 2025 to October 2025. No coordination with other projects is required.

Other Considerations

White Bear Township identifies the importance of following its Pavement Management Program in its Comprehensive Plan, which was adopted in 2020 after a robust public engagement program. In accordance with the Town's Pavement Management Program, public engagement will occur during the preliminary planning, project design and construction phases of the program. Engagement tools typically utilized by the Town include direct mailings, informational meetings, project questionnaires, and open houses Bald Eagle Lake and tributary to Bald Eagle Lake on the north side of the project are impaired waters. Drainage improvements include volume control, rate control and pre-treatment which will help reduce pollution entering these waters.

Impact on State Operating Subsidies

NONE

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project.

Who will use or occupy the facility?

The reconstructed streets will be used by the residents living along the streets and other in the neighborhood who use these streets are part of their normal commutes.

Public Purpose

The public purpose of this project is to invest in Township infrastructure in accordance with its Pavement Management Program.

State funding would ease the burden of assessments on the property owners and reduce the impact on the tax levy to the residents of White Bear Township. the property owners and reduce the impact on the tax levy to the residents of White Bear Township.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson

651-747-2768

pat.christopherson@whitebeartownship.org

(\$ in thousands)

South East Bald Eagle Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,400	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,400	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$2,800	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$420	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$2,380	\$0	\$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	\$2,800	\$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?	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?	

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?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Mallard Ponds

AT A GLANCE

2024 Request Amount:	\$1,625
Priority Ranking:	8
Project Summary:	\$1,625,000 in state funds is requested for predesign, design and construct 11 existing roadways in the Mallard Ponds area of White Bear Township.

Project Description

White Bear Township proposes the reconstruction of 11 streets in the Mallard Ponds Neighborhood totaling 2.61 miles. Streets include: Mallard Ponds Dr, Blue Bill Cir, Santerra Cir, Pintail Ln, Pintail Ct, Mallard Ponds Blvd, Red Pine Blvd, Bayberry Dr, Norway Pine Dr, Norway Pine Ct, and Polar Bear Ln. Construction will include reclaimed pavement, curb and gutter and utility improvements. The total project cost is estimated to be \$3,240,000, of which \$1,620,000 is requested from the State and \$1,620,000 would be provided by White Bear township, funded by a combination of tax levy, assessments and a stormwater/water quality fund

Project Rationale

Constructed in 1999, the existing pavement of the roads is in poor condition. Currently, the condition of the streets allows for reclamation as the rehabilitation method. Should further deterioration occur, full reconstruction would be necessary at a higher cost.

Project Timeline

Complete Preliminary Design: Fall 2023 Final Design: November, 2023 - February, 2024 Construction: May, 2024 - October, 2024. No coordination with other projects is required.

Other Considerations

White Bear Township identifies the importance of following its Pavement Management Program in its Comprehensive Plan, which was adopted in 2020 after a robust public engagement program. In accordance with the Town's Pavement Management Program, public engagement will occur during the preliminary planning, project design and construction phases of the program. Engagement tools typically utilized by the Town include direct mailings, informational meetings, project questionnaires, open houses, on-site meetings with property owners, a project website and a formal public hearing.

Impact on State Operating Subsidies

NONE

Who will own the facility?

White Bear Township

Who will operate the facility?

White Bear Township will operate and maintain the project.

Who will use or occupy the facility?

The reconstructed streets will be used by the residents living along the streets and other in the neighborhood who use these streets are part of their normal commutes.

Public Purpose

The public purpose of this project is to invest in Township infrastructure in accordance with its Pavement Management Program.

State funding would ease the burden of assessments on the property owners and reduce the impact on the tax levy to the residents of White Bear Township. the property owners and reduce the impact on the tax levy to the residents of White Bear Township.

Description of Previous Appropriations

No previous appropriations have been received for this project.

Project Contact Person

Patrick Christopherson

651-747-2768

pat.christopherson@whitebeartownship.org

(\$ in thousands)

Mallard Ponds

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$1,625	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$0	\$1,625	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$3,250	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$650	\$0	\$0
Project Management	\$0	\$0	\$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	\$3,250	\$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?	
Has the predesign been submitted to the Department of Administration?	

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?	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wilder Sewer Project	1	GO	4,200	0	0	0	0	0
Total Project Requests			4,200	0	0	0	0	0
General Obligation Bonds (GO) Total			4,200	0	0	0	0	0

Wilder Sewer Project

AT A GLANCE

2024 Request Amount:	\$4,200
Priority Ranking:	1
Project Summary:	\$4.2 million in state bond funding to design and construct a wastewater collection and treatment system improvements project in the city of Wilder.

Project Description

The city of Wilder is a community of approximately 60 residents located within Jackson County in Southwest Minnesota. The city is approximately 5 miles southwest of Windom, MN. MN Trunk Hwy 60 serves as a primary east-west access route adjacent to the city and Jackson County 13 serves as a primary north-south route through the city.

The corporate limits of the city of Wilder are much larger than the actual platted city streets and lots. The developed area is located within the northeast corner of the corporate boundary. The project service area is limited to the existed platted city streets and lots. This plan service area is considered the same as the existing service area provided by the individual septic systems.

The city of Wilder does not have a public sanitary sewer system. The existing sanitary infrastructure in the city consists of individual private septic systems that are aged, deficient and many are in need of replacement. The proposed improvements include the installation of a city wide sanitary sewer collection system, associated street repairs and infrastructure for the waste water treatment. The selected alternative would include a gravity collection system, lift station, and a force main along the north edge of MN T.H. 60 to the Windom Sanitary System and treatment at the Windom waste water facility.

Project Rationale

The city of Wilder does not have a public sanitary sewer system. Residents are currently served by privately owned individual septic systems. Due to localized failures and aging private systems, many of the systems are failing and the remaining systems can be expected to in the near future.

There is inadequate space for each property owner to construct a replacement septic system. The city explored the option of constructing a regional septic system for the community. The city also looked at pumping their waste to the nearby Windom Wastewater Facility. The option to pump waste to Windom is estimated to be less costly.

The systems that are failing and out of compliance, pose health and safety concerns for residents. The failing and non-compliant systems can cause back-ups into homes, leaking tanks, direct discharge into tile systems, and surcharging into yards with exposes residents to pathogens. The surcharged

wastewater can then also be washed into nearby waterways.

Failing drain fields pose a contamination danger to both ground and surface waters. The failing septic systems will be removed and replaced with a municipal collection system. This project will reduce the opportunity for ground and surface water contamination due to overtaxed failing septic systems. If this project is not completed, there may be environmental impacts to not just residents of the city of Wilder but regional impacts in Jackson County.

The area around Wilder supports several endangered and threatened species that are dependent on water for continual survival. Those species include the Rusty Patched Bumble Bee, Northern Long-Eared Bat, and Prairie Bush-Clover. There are also several migratory birds including the Bald Eagle that pass through this area. Wetlands and surface waters around the city recharge the ground water. Contaminants in these surface waters and leaching from the failing septic systems further has potential to enter the ground water. Once in the surface and ground water these contaminants have the potential to travel miles and impact populations miles away from the city limits.

The City explored both the USDA Rural Development Water and Wastewater program and the Minnesota Clean Water Revolving Fund managed jointly by the MPCA and the PFA. The community has a higher percentage of low-income population and population over the age of 64 than the rest of the state. Both the USDA Rural Development program and the Clean Water Revolving Fund program have indicated that it would be difficult to fund this project without an additional funding partners to make the project affordable for the community.

Project Timeline

a. Funding Agency Applications	07/2019
b. Preparation of Plans and Specifications	08/2024
c. Funding Agency Review	11/2024
d. Council Authorizes Advertising	02/2025
e. Council Considers Awarding Project	03/2025
f. Begin construction	06/2025
g. Final completion	10/2026

Other Considerations

The small population and the number of connections make a project at best serves the environment unaffordable for the residents. The Minnesota Pollution Control Agency supports the regionalization with the city of Windom above all other alternatives for this project.

Impact on State Operating Subsidies

None

Who will own the facility?

City of Wilder

Who will operate the facility?

City of Wilder

Who will use or occupy the facility?

City of Wilder

Public Purpose

The City of Wilder will construct a public sanitary sewer collection system which will provide the residents with reliable disposal of waste water. The failing and non-compliant systems cause backups into homes, leaking tanks, direct discharge into tile systems, and surcharging into yards which exposes residents to pathogens. The surcharge waste water can then also be washed into nearby water ways. This project will help to protect both ground and surface water. Public health and sanitary issues are a key for completing this project. Failing drain fields pose a contamination danger to both ground and surface waters. The failing septic systems will be removed and replaced with a municipal collection system. This project will reduce the opportunities for ground and surface water contamination.

Description of Previous Appropriations

This project has not received any previous state appropriations.

Project Contact Person

Lou Masters
City Clerk
507-822-1679
lou.masters2012@gmail.com

(\$ in thousands)

Wilder Sewer Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,200	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other State Funds	\$30	\$30	\$0	\$0
Non-State Funds Pending				
TOTAL	\$30	\$4,230	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$7	\$0	\$0
Predesign Fees	\$30	\$0	\$0	\$0
Design Fees	\$0	\$425	\$0	\$0
Project Management	\$0	\$250	\$0	\$0
Construction	\$0	\$3,548	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$30	\$4,230	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Community Center	1	GO	10,000	0	0	0	0	0
Street Improvement Projects	2	GO	20,000	0	0	0	0	0
Total Project Requests			30,000	0	0	0	0	0
General Obligation Bonds (GO) Total			30,000	0	0	0	0	0

Community Center

AT A GLANCE

2024 Request Amount: \$10,000

Priority Ranking: 1

Project Summary: The City of Willmar is seeking \$10,000,000 for a new Community Center. This building will be owned and operated by the city for continued use of community programs.

Project Description

The City of Willmar is in need of a new community center. The current building was constructed in 1976 and used by the local ELKs club. The building was bought by the City of Willmar to be used as a Senior Center, with an addition and improvements made to the building in 1995 and 2003, respectively. The use of the building and site needs to continue to evolve as the community grows.

The project costs for a stand-alone community center range from \$10,000,000 to \$13,000,000. Anticipated yearly inflation costs are expected to rise within the range between 5 and 7 percent each year. This information has been provided by a consulted architectural firm. \$2,000,000 has been identified and allocated by the City of Willmar to go towards this project with city issued GO bonds completing the funding requirements.

Project Rationale

Willmar is truly a regional center with an embraced multi-cultural community. Our goal to continue to offer community programming for all is embraced and supported by all. Even though this project is located within Willmar, our outreach is beyond city limits. The community has outgrown the current facility, and there is a need for a larger, more efficient, and welcoming building.

Project Timeline

A proposed timeline for this project includes a construction phase timeline beginning in summer of 2024 with an estimated construction phase of 9 - 12 months. If the City was selected for funding we would be able to adjust as necessary.

- Schematic Design Phase: 2 months
- Design Development Phase: 2 months
- Construction Document Phase: 2.5 months
- Bidding & Award Phase: 1.5 months
- Construction Phase: 9 - 12 months

Other Considerations

This Community Center project has a continued focus on being a welcoming community

Impact on State Operating Subsidies

\$10,000,000

Who will own the facility?

City of Willmar

Who will operate the facility?

City of Willmar

Who will use or occupy the facility?

City of Willmar, Willmar community, surrounding communities

Public Purpose

Community Center

Description of Previous Appropriations

NA

Project Contact Person

Kyle Box
City Operations Direct
320-214-5172
kbox@willmarmn.gov

(\$ in thousands)

Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$10,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$2,000	\$0	\$0
Non-State Funds Pending				
TOTAL	\$0	\$12,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$12,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$12,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

Street Improvement Projects

AT A GLANCE

2024 Request Amount: \$20,000

Priority Ranking: 2

Project Summary: The City of Willmar is requesting \$20,000,000 of one-time spending for street improvement projects within the city of Willmar. This request is in line with projects identified in our 10-year street improvement plan for 2024 and 2025.

Project Description

Our street improvement plan currently covers 10 years. This request would assist with funding for 2024 and 2025 projects.

2024 projects have been identified and include approximately 34,307 linear feet of improvements, both mill and overlay, and complete reconstruction. The current estimate for these projects is a 12,871,000 cost to the city, municipal utilities, and taxpayers of Willmar.

2025 projects have been identified and include approximately 34,685 linear feet of improvements, both mill and overlay, and complete reconstruction. The current estimate for these projects is a \$12,804,224 cost to the city, municipal utilities, and taxpayers of Willmar.

These projects are laid out in detail with our consulting engineer, municipal utility partners, and city staff. A majority of our 2024 reconstruction projects have already been designed and shelved, waiting for funding.

Project Rationale

Our street improvement plan currently covers 10 years. The current plan extends to 2033 with an approximate \$130,000,000+ price tag. This request would assist with funding for 2024 and 2025 projects, which have an estimated total cost of \$25,675,224. This funding assist in multiple facets; the funding assist with the burden placed on taxpayers within the city who are currently assessed 20% of improvement projects as allowed by bond statute 429. However, costs for improvement projects are becoming increasingly difficult to finance with the expectation of passing on special assessments to property owners within the city. This option is becoming less and less reasonable as costs for improvements continue to rise at unprecedented rates.

Cities are limited on how to collect and fund improvement projects. With a recent moratorium on local option sales tax for the next two years, cities are left with even fewer options when it comes to funding.

These projects offer the opportunity for Willmar to continue to provide transportation options for its

community. Sidewalks, trails, bike lanes, and bussing connections provide safe and efficient routes of travel for our community, all as a result of well-planned improvement projects.

The City of Willmar is also a grant recipient of DOT funding under the Safe Streets for All program. Currently, we are entering the planning phase of this program and expect to be able to apply for the capital improvement grant in 2024 or 2025 to assist with maintaining and/ or upgrading a city-owned four laned bridge, which was turned over to the city by MnDOT, a pedestrian bridge, and other measures focused on ensuring safe pedestrian travel within Willmar.

The City of Willmar is in discussions with BNSF Rail on completing a corridor study of the rail system which encompasses Willmar. The focus is pedestrian and commuter safety. Willmar is believed to be the second busiest rail yard in Minnesota. Willmar will try to capitalize on funding provided in the IJA Infrastructure bill to further assist in this crucial study and for capital improvements.

Willmar is exploring multiple facets for multiple projects. Our infrastructure is taken seriously and provides the lifeblood for our heavy industrial users to pedestrians.

Project Timeline

2024 projects are expected to begin in the spring and summer of 2024 (weather dependent) and will be substantially complete by the fall of 2024. Projects are expected to close out in the spring and summer of 2025.

2025 projects will be expected to begin in the spring and summer of 2025 (weather depended) and will be substantially complete by the fall of 2025. Projects are expected to close out in the spring and summer of 2026.

Other Considerations

Our projects are heavily scrutinized to ensure that users from all demographics can benefit.

Impact on State Operating Subsidies

\$20,000,000

Who will own the facility?

City of Willmar

Who will operate the facility?

City of Willmar

Who will use or occupy the facility?

The City of Willmar, residents of Willmar

Public Purpose

Street Improvement Projects, commuter traffic, residential traffic, pedestrian traffic

Description of Previous Appropriations

Project Contact Person

Kyle Box
City Operations Direct
320-214-5172
kbox@willmarmn.gov

(\$ in thousands)

Street Improvement Projects

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$20,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Funding	\$0	\$10,000	\$0	\$0
TOTAL	\$0	\$30,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$30,000	\$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	\$30,000	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Red Leaf Court Storm Sewer	1	GO	501	0	0	0	0	0
Total Project Requests			501	0	0	0	0	0
General Obligation Bonds (GO) Total			501	0	0	0	0	0

Red Leaf Court Storm Sewer

AT A GLANCE

2024 Request Amount:	\$501
Priority Ranking:	1
Project Summary:	Installation of Storm Sewer - Red Leaf Court and 18th Avenue Neighborhoods

Project Description

Installation of a 54 inch pipe and improvements to existing ditches and culverts to direct storm water out of the residential area, under a County Road to the West Fork of the Des Moines River.

Project Rationale

In the 1970's and 1980's the residential neighborhoods in Red Leaf Court and 18th Avenue were developed. At that time storm water infrastructure consisting of ditches and culverts were constructed to handle storm water from that neighborhood.

Flooding in the area has been an issue for many years; however, recent weather events related to significantly higher rainfall (climate change) has created occasional severe flooding that damages public infrastructure (Streets, ditches and culverts) along with damage to residential homes.

An engineering study was completed to determine the drainage area. This study concluded that about 422 acres drains through this residential area. A vast majority (approximately 75%) of this drainage area is outside of City limits and consists of agricultural property.

Project Timeline

- January 2024 - Contact impacted property owners re: re-submission of the bonding request.
- February 2024 - Legislative Session start
- May 2024 - State Bonding funds approved
- June - July 2024 - Finalize the plans and specifications
- August 2024 - Bid project
- September 2024 - Award bid and start project
- Sept - Nov 2024 - Construction
- April - May 2025 - Project completed (if needed)

Other Considerations

The agricultural property, located outside of City limits, is not able to be assessed for storm water improvements by the City of Windom. Rural property owners are resistant to paying into the project as they perceive the benefits are to the downstream properties in the City. Neither the County nor Township is willing to help fund the project.

As such, State funds are being requested to help off-set the impact of costs to the City of Windom

and it's residential property owners for the share of the drainage area located outside of the City.

Impact on State Operating Subsidies

None. Local infrastructure to be owned and maintained by the City of Windom.

Who will own the facility?

City of Windom

Who will operate the facility?

City of Windom will be responsible for operation and maintenance.

Who will use or occupy the facility?

Storm water infrastructure will drain approximately 637 acres of property inside and outside of the City of Windom.

Public Purpose

Mitigate damage to public infrastructure (Streets, ditches and culverts) as well as damage to privately owned residential units.

Description of Previous Appropriations

No previous requests or funding awards have been made for the Red Leaf Court Storm Water Project.

The City of Windom completed our Wastewater Treatment Plant that was partially funded with 2018 State Bonding funds. The \$3 million for this project has been expended.

The City of Windom also received State Bonding funds (through the DNR) for a dam removal and installation of rock riffles. This \$300,000 project award was completed in 2010/2011.

Project Contact Person

Steve Nasby
City Administrator
507-831-6129
Steve.Nasby@windommn.com

(\$ in thousands)

Red Leaf Court Storm Sewer

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$501	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
Other Local Government Funds	\$0	\$501	\$0	\$0
TOTAL	\$0	\$1,002	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$91	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$902	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$9	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,002	\$0	\$0

*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Winona Regional Public Safety Facility	1	GO	13,500	0	0	0	0	0
City of Winona Waste Water Treatment Project	2	GO	8,500	0	0	0	0	0
City of Winona Community Center	3	GO	4,500	0	0	0	0	0
Total Project Requests			26,500	0	0	0	0	0
General Obligation Bonds (GO) Total			26,500	0	0	0	0	0

Winona Regional Public Safety Facility**AT A GLANCE****2024 Request Amount:** \$13,500**Priority Ranking:** 1

Project Summary: The City of Winona is seeking \$13,500,000 for a Regional Public Safety facility that could house the Police, Fire, Sheriff, and/or Winona Area Ambulance Departments. The City is seeking funding for property acquisition, site preparation, construction, furnishings, and equipping of the Facility. The Facility would provide regional training for first responders in law enforcement, fire protection, and medical services.

Project Description

The City of Winona is seeking to combine public safety operations. The primary focus of the facility is joint training for Fire, Emergency Management, and Law Enforcement services for Southeast Minnesota.

Our current Central Fire Station was built in 1955. It currently does not meet many national standards related to fire services. The goal with the construction of this public safety facility is to create a facility that will serve the Southeast Minnesota region for 50 plus years. The City is currently exploring the co-location of the Winona Area Ambulance Service within this facility to accommodate EMS to the region.

Our current Police Station is a shared facility with the County Sheriff's Department. The current facility was built in 1977. The current facility is woefully undersized and provides poor workflow and public accommodations. The goal with the construction of this public safety facility is to create adequate training, operational, and public space for law enforcement.

Project Rationale

Winona is a regional center, and due to our location, Winona provides a wide variety of significant emergency and law enforcement services to all of Southeast Minnesota. This request will provide Southeast Minnesota with a regional training facility, up-to-date apparatus facilities, and quality amenities for Southeast Minnesota's Emergency Service Professionals who are performing high stress services.

This regional public safety facility would provide regional training based on our current Tri-County mutual aid that includes Winona, Houston, and Filmore Counties. The facility would also complete trainings for Rail, Waterways and Natural Disaster Emergency Services for all of Southeast Minnesota. These trainings include, but are not limited to: train derailments, leaks, and Hazmat for both CP Rail and Burlington Northern Tracks. Winona is the 2nd largest Port on the Mississippi River, so waterways training is a key component. The facility would also provide regional training for confined space, high

level rescue, search and rescue and trench rescue.

Further, the facility would provide regional training for four other law enforcement agencies in Southeast Minnesota. Those trainings would include, but are not limited to: Emergency Response Teams, "Active Killer" situations, simulator training, and trainings around mental and physical health for law enforcement.

The facility will greatly improve the proper handling of hazardous materials, such as Fentanyl. The facility will provide a separation of staff, victims of crimes, and general public and greater access to public spaces for those needing law enforcement services.

Project Timeline

The timeline for the project is as follows:

07/2023 - 10/2024 - Pre-Design, Design Development, Construction Documents

10/2024 - 04/2025 - Bidding, Contract Award, Procurement

05/2025 - 04/2027 - Construction Phase

Other Considerations

Currently, the City is 20-25% under staffed as it relates to law enforcement. The recruitment and retention of law enforcement personnel are key focus areas for the City. Providing high quality work spaces can contribute to both recruitment and retention.

The financial impact of not receiving state bonding could create a negative impact on our most vulnerable communities. 30% of Winona's property base is tax exempt. 51.8% of households in Winona earn \$50,000 or less annually, according to the 2021 ACS five-year estimate. The State median household income level is \$77,720 and Winona is \$48,662.

As a regional hub and home to a number of industries and colleges, the City's ability to provide Public Safety Service is critical to support the regional economy. The City maintains an excellent ISO rating (fire protection rating), which keeps insurance rates low for our residents and local businesses. The new facility will assist in maintaining that low rating.

Impact on State Operating Subsidies

Who will own the facility?

City of Winona

Who will operate the facility?

City of Winona

Who will use or occupy the facility?

The City of Winona and/or other public safety entities.

Public Purpose

The public purpose is to provide Public Safety Services (Fire Protection, Law Enforcement Services, and EMS) to Winona and surrounding communities. Our Public Safety Services serve Southeast Minnesota. The community will directly benefit from the trainings held at this facility as it relates to

health and wellness. Further, positive financial impacts will be realized in the community, as the City's ISO rating will continue to keep insurance rates low for residents and businesses.

Description of Previous Appropriations

The City of Winona received \$7,500,000 in 2023 through the Capital Improvement Appropriations to acquire real property and design a regional public safety facility.

Project Contact Person

Chad Ubl
City Manager
507-457-8234
Cubl@ci.winona.mn.us

(\$ in thousands)

Winona Regional Public Safety Facility

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$7,500	\$13,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$21,000	\$0	\$0
TOTAL	\$7,500	\$34,500	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$1,500	\$0	\$0	\$0
Predesign Fees	\$3,000	\$0	\$0	\$0
Design Fees	\$3,000	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$34,500	\$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	\$7,500	\$34,500	\$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

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.	
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

City of Winona Waste Water Treatment Project

AT A GLANCE**2024 Request Amount:** \$8,500**Priority Ranking:** 2

Project Summary: The City of Winona’s wastewater treatment facility is over 50 years old. Though the City has continued to invest in upgrades at the facility, including renewable electricity generation from the biogas, the City is now facing a significant improvement project to replace the original treatment technology with a new technology that can meet the impending MPCA nutrient removal requirements. The City estimates the project will cost \$17,000,000 and is requesting \$8,500,000 from the bonding bill.

Project Description

The City of Winona is located in Southeastern Minnesota along the banks of the Mississippi River. Known as the "Island City", Winona covers 24 square miles, with much of the area being composed of bluffs and its most noticeable physical landmark is Sugar Loaf. The city is named after legendary figure Winona, who some sources claimed was the first-born daughter of Chief Wapasha of the Dakota people. The population was 25,948 at the 2020 census.

The City of Winona’s wastewater treatment facility has reliably met the communities needs for over 50 years. The City has updated and maintained the facility over the years to continue to protect one of Minnesota's greatest resources - our surface water. The facility currently has trickling filters to handle a significant portion of the facility's organic loading. However, trickling filters do not fit in the treatment scheme where nutrient (nitrogen and phosphorus) removal is required. As Winona is currently upgrading the plant to address phosphorus, additional improvements are needed to replace the aging trickling filters with a system that aligns with nitrogen removal. The planned improvements for the facility include reusing as much of the existing facilities as possible, but will require additional infrastructure to remove nitrogen and sustainably remove phosphorus. The City will be piloting a new technology in 2023 with plans to begin implementation of the project in 2025.

Project Rationale

With critical components at the wastewater treatment plant at the end of their useful life, it is a necessity to replace them with a technology that is more efficient, better for the environment, and can meet the nutrient reduction goals established by the State. This will require new infrastructure. While some of the current components can be utilized, new modern components will be needed to improve the nutrient reduction that is required by the MPCA . The City is currently working through a phased implementation plan of improvements to the facility. The first phase is currently under construction to improve the safety and reliability of our preliminary treatment building for a cost of \$3 million. The second phase addresses phosphorus, as required by the city's NPDES permit at a cost

estimated over \$4 million. It is the third phase where we are requesting assistance. The third phase requires replacement of trickling filters with a technology that can remove nitrogen. The project is estimated to cost \$17 million. With the other improvements the City is taking on, this third phase is a financial burden on our residents and businesses. Additionally, the City of Winona's wastewater treatment facility serves the City of Goodview, MN also. The City of Winona is requesting \$8.5 million from the bonding bill to help offset the financial burden of phase 3 of the public infrastructure project.

Project Timeline

The timeline for the nutrient removal project is as follows:

7/2023 - 12/2023 - pilot removal technology

4/2024 - 6/2025 - develop preliminary and final design for improvements

9/2025 - 9/2027 - construct improvements

Other Considerations

The City strives to be good stewards of the environment. As a regional hub and home to a number of industries and colleges, the City's ability to provide wastewater service is critical to support the regional economy. The City is planning forward and strategically investing in our infrastructure with an approach that best allows the City to adapt to future needs and regulations.

Impact on State Operating Subsidies

Who will own the facility?

City of Winona

Who will operate the facility?

City of Winona

Who will use or occupy the facility?

City of Winona

Public Purpose

The new, upgraded wastewater treatment plant will serve our residents, businesses, and visitors and will ensure clean wastewater treatment discharge to our rivers and streams for generations to come. Water that is compliant and environmentally treated is best for our community and communities down stream. This financial burden is something we will take on, but the City is requesting State support with this bonding request. The City of Winona Wastewater Treatment Facility also serves the City of Goodview.

Description of Previous Appropriations

Project Contact Person

Chad Ubl

City Manager

507-457-8234
Cubl@ci.winona.mn.us

(\$ in thousands)

City of Winona Waste Water Treatment Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$3,000	\$8,500	\$0	\$0
Non-State Funds Pending				
TOTAL	\$3,000	\$17,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$50	\$0	\$0
Design Fees	\$0	\$1,600	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$3,000	\$15,350	\$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	\$0	\$0	\$0
TOTAL	\$3,000	\$17,000	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

City of Winona Community Center

AT A GLANCE

2024 Request Amount: \$4,500

Priority Ranking: 3

Project Summary: The City of Winona is seeking \$4,500,000 to support a regional Community Center. The City of Winona is seeking to combine the City owned youth recreation center and City owned youth senior center into one facility. The facility would provide older adult programming, youth programming, inter-generational programming, older adult advocacy services, as well as serve as a community resource center for natural disasters. The current services provided serve the Southeast Minnesota area.

Project Description

The City of Winona Senior Center currently operates out of a building built in 1909. The older adult services moved into this facility in 1979 and have outgrown the current space and neighborhood. The facility has accessibility concerns, is located in a intense traffic area, and the current space is outdated for the programming needs. Despite these deficiencies the Senior Center is the only Nationally Accredited Senior Center in the Sate of Minnesota.

The Recreation Center located in Winona was built in 1989. It provides programming and services to all ages, yet primarily youth. The programming is heavily focused on out of school services. The Recreation Center is one only a few municipal operated Recreation Centers that serves as a drop in site (no membership fees are charged). The Center serves a diverse population in Winona and the surrounding area.

The Recreation Center serves as a Community Resource Center in times of community distress. The Center served as a pandemic resource site in 2019-2020. The Center was quickly turned into a vaccination location for Southeast Minnesota. The Center is also Community Resource Center during natural disasters.

The City is seeking to combine the services provided by both the Nationally Accredited Senior Center and Recreation Center into one Community Hub.

Project Rationale

The City is seeking to combine the resource provided by our Nationally Accredited Senior Center and Recreation Center to create a Community Hub at one location within the Community. The expanded facility will create greater access to services, create intergenerational programming and serve the greater region as a Community Resource Center during natural disasters. The combining of facilities does create efficiencies for City operations by combining services.

The facility would be located in a census track low income. The facility would serve the growing older adult population in Winona County. The facility serves a high percentage of the BIPOC community.

Project Timeline

The City has completed pre-design, design development, and construction documents. The following is the timeline for bidding and construction.

- 10/2025 - 11/2025 - Bidding
- 11/2025 - 04/2026 - Procurement
- 05/2026 - 09/2027 - Construction

Other Considerations

Since the pandemic the City has seen an increase in mental health issues. We have, anecdotally, seen this increase in the youth and older adults we serve. Isolation during the pandemic was a major concern. We envision this Community Center as a health and wellness center for both youth and adults. The ability to participate in programming and services without barriers, we feel, is a key to health and wellness.

The City provides information, referral, and assistance to all individuals in Winona County age 60 and better who live independently in our community. The mission is to help older citizens to remain independent in their homes, yet not isolated from the Community. We provide the following services free of charge (non exhaustive list):

Home Visits, Medicare Assistance, Housing Services, Energy Assistance, Health Insurance counseling, and Advance Directive for Health Care Preparation.

Impact on State Operating Subsidies

Who will own the facility?

City of Winona

Who will operate the facility?

City of Winona

Who will use or occupy the facility?

The City services provided are to the greater community and area. The services provided reach residents throughout the County.

Public Purpose

The Community Center will be open to the general public at large and serve the greater Winona Area. The programs and services provided are funded through the local municipality. Both the Senior Center and Recreation Center have a wide variety of community partners. Specifically, the City works closely with Winona State University to provide internships, practicum experiences, and community based volunteer services.

Description of Previous Appropriations

Project Contact Person

Chad Ubl
City Manager
507-457-8234
Cubl@ci.winona.mn.us

(\$ in thousands)

City of Winona Community Center

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$4,500	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$400	\$0	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$4,500	\$0	\$0
TOTAL	\$400	\$9,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$150	\$0	\$0	\$0
Design Fees	\$250	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$9,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
TOTAL	\$400	\$9,000	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	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, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	No

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Water Tower Project	1	GO	7,408	0	0	0	0	0
Total Project Requests			7,408	0	0	0	0	0
General Obligation Bonds (GO) Total			7,408	0	0	0	0	0

Water Tower Project

AT A GLANCE

2024 Request Amount: \$7,408

Priority Ranking: 1

Project Summary: Design and construct a new 2-million-gallon water storage facility and approximately one mile of new water main to increase distribution and storage capacity for treated potable water to support the city's proposed centralized water treatment facility and response to per- and poly-fluoroalkyl substance (PFAS) contamination issues.

Project Description

As part of ongoing efforts to treat per- and poly-fluoroalkyl substances (PFAS) in the community's drinking water, the city must expedite design and construction for a new 2-million-gallon water storage facility and approximately one mile of new 20-inch diameter water main to increase distribution and storage capacity for treated potable water by 2025. The total cost of the project is anticipated to be \$14.8 million and funded through a combination of City Trunk Water & Sanitary Sewer Funds and proceeds from debt issuance.

Project Rationale

As of June 2023, the Minnesota Department of Health (MDH) has issued health advisories on 9 of the city's 20 wells due to per-and poly-fluoroalkyl substances (PFAS) contaminating the drinking water supply. The city currently provides drinking water to more than 82,000 residents and business and over 30,000 homes through an extensive water supply and distribution system.

As part of ongoing efforts to treat PFAS in the community's drinking water, the city is currently in the process of developing a long-term water treatment plant to be constructed in 2028. In the interim, the city has constructed a temporary emergency water treatment plant that treats 6 of the 20 most impacted wells, is currently constructing interim well treatment equipment buildings for 3 additional wells and has enacted one of the most restrictive outdoor watering policies in the state in 2023.

Despite the City's quick action and ongoing efforts, the water system continues to be under operational duress to meet community peak day water demands. Based on the proposed Environmental Protection Agency (EPA) and the Minnesota Department of Health (MDH) regulations anticipated at the end of the year, the city must continue to act quickly to mitigate the impact of these future regulations to support the community's water demand with an anticipated additional eight wells receiving health advisories in the near future.

The city must expedite construction of a new 2-million-gallon water storage facility and approximately one mile of new water main to increase distribution and storage capacity for treated potable water by 2025. This effort was not identified in the State of Minnesota's Conceptual Drinking

Water Supply Plan and the city is facing a significant funding gap of up to \$50 million to complete the projects on the required expedited schedule to address the PFAS contamination issue.

Project Timeline

Funding Coordination: Spring 2024
Design: Summer/Fall 2024
Bid: Winter 2024/2025
Begin Construction: Spring 2025
Complete Construction: Fall/Winter 2025

Other Considerations

This project is the result of a coordinated response to the effect of per-and poly-fluoroalkyl substances (PFAS) contaminating the drinking water supply, which includes a number of new treatment and infrastructure investments. The centralized water treatment plant and a portion of the water distribution piping is being funded via the 3M settlement between 3M and the State of Minnesota; however, the settlement restricts funding for collateral impacts, such as a new water tower to safely store treated drinking water. The community has been inadvertently disadvantaged without dedicated funding from the settlement for this component of the essential infrastructure.

Impact on State Operating Subsidies

The project will have no impact on State Operating Subsidies.

Who will own the facility?

The City of Woodbury will be the sole owner of the 2-million-gallon water storage facility and associated water main improvements.

Who will operate the facility?

The City of Woodbury will operate all components of the 2-million-gallon water storage facility and associated water main improvements.

Who will use or occupy the facility?

The new 2-million-gallon water storage facility and associated water main improvements will provide treated water and pressure to residents and businesses within the City of Woodbury.

Public Purpose

The public purpose of this project is to support a safe and reliable source of potable water supply for residents and businesses within the city. This project supports the interim treatment facilities and proposed long-term centralized water treatment plant that is necessary to treatment the city's water supply for the removal of PFAS compounds. In addition, the water storage facility and associated water main infrastructure will ensure adequate water supply and pressure is available in the city's distribution system.

Description of Previous Appropriations

None.

Project Contact Person

Clinton Gridley
City Administrator
651-714-3521
clint.gridley@woodburymn.gov

(\$ in thousands)

Water Tower Project

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$7,408	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
City Funds	\$0	\$500	\$0	\$0
Non-State Funds Pending				
City Funds	\$0	\$6,908	\$0	\$0
TOTAL	\$0	\$14,816	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$600	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$2,300	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$10,500	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,416	\$0	\$0
TOTAL	\$0	\$14,816	\$0	\$0

STATUTORY REQUIREMENTS

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

STATUTORY REQUIREMENTS

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

Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

Wright Technical Center

Projects Summary

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
Wright Technical Center Maintenance and Modernization	1	GO	9,840	0	0	0	0	0
Total Project Requests			9,840	0	0	0	0	0
General Obligation Bonds (GO) Total			9,840	0	0	0	0	0

Wright Technical Center Maintenance and Modernization

AT A GLANCE

2024 Request Amount:	\$9,840
Priority Ranking:	1
Project Summary:	\$9,500,000 in state funds is requested to predesign, design, construct, renovate, furnish, and equip capital improvements at Wright Technical Center and its affiliated facilities in Buffalo, Minnesota, including projects to preserve or replace mechanical, electrical, and security systems; utility infrastructure; and site renovations to support ongoing operations.

Project Description

These bonding dollars would go to fund desperately needed facilities maintenance projects to the Wright Technical Center (WTC) in Buffalo, MN. The Wright Technical Center is a cooperative public high school established in 1972 to provide instruction in career, technical and alternative education. The WTC provides students with fourteen different career and technical program choices to meet their needs, skills, and career interests.

The WTC building is now fifty years old, and is in urgent need of maintenance, replacement, or repairs of essential infrastructure including mechanical unit replacement, roofing, electrical panel replacement, pavement and access, programmatic move, security and building automation system.

The proposed maintenance and repairs in this bonding request are essential to address structural and safety concerns at WTC's current facility in Buffalo, MN. These projects necessary to enable the Wright Technical Center to continue to serve the student population of its eight-member school districts. Portions of the existing facilities have fallen below the Minnesota Department of Education's recommended standards. As a cooperative school district, WTC does not have levy authority, and therefore has limited options to address these needs without support from the state.

Project Rationale

Wright Technical Center recognizes that instructional buildings are the backbone of our public education system, and that teaching and learning occurs more successfully in well-maintained buildings. Meeting the challenges of 21st-century education and its evolving needs to prepare students for not only post-secondary learning but for living in our global society is paramount. WTC is experiencing many of the dynamic challenges of a public-school district. These include aging buildings, shifting population and student concentration areas, evolving learning programs, and limited fiscal resources-all of which must be addressed within an integrated process of long-range planning which the Wright Technical Center is undertaking.

Without state funds to assist with this project, WTC's fundamental mission will be put at risk, as our facilities will continue to degrade.

Project Timeline

Based on the project approval; the anticipated time line for implementation would be as follows:

Professional Services Procurement - Aug 2024 -1 month

Project Design - September 2024-March 2025 - 7 months

Project Bidding and Contract Execution - April 2025 - 1 month

Permitting and Jurisdictional Review - May 2025 - 1 month

Construction Activities - June 2025 - January 2026 - 8 months - including phasing and maintaining operations during construction

Verifications and Move In - February 2026 - 1 month

Total Project Duration - 19 months

Other Considerations

Wright Technical Center is located in the heart of Wright County--the fastest growing County in Minnesota since 2020. The programs WTC provides are in key areas that will be of significant need in the future workforce of our region and our state.

Impact on State Operating Subsidies

None

Who will own the facility?

Wright Technical Center will continue to own the facility. Again, WTC is a cooperative school district made up of eight member school districts in Wright County and Sherburne County (Annandale, Buffalo, Delano, Howard Lake/Waverly/Winsted, Maple Lake, Monticello, St. Michael/Albertville, Big Lake).

Who will operate the facility?

Wright Technical Center.

Who will use or occupy the facility?

Wright Technical Center will continue to use and be the primary occupant of the facility to deliver its educational programs. Wright County Community Action also currently operates a Head Start Early Childhood/Preschool program on the site. MAWSECO (meeker and Wright County Special Education Cooperative)also currently operate Level IV Special Education programs for High School (Cornerstones) and Middle Level (Easter Wright).

Public Purpose

The proposed maintenance and repairs in this bonding request are essential to address structural and safety concerns at WTC's current facility in Buffalo, MN, and to allow WTC to continue to carry out its public purpose of educating and preparing Minnesotans to thrive in a range of careers. Portions of the existing facilities have fallen below the Minnesota Department of Education's recommended standards. As a cooperative school district, WTC does not have levy authority, and therefore has limited options to address these needs without support from the state.

Description of Previous Appropriations

None

Project Contact Person

Brian Koslofsky

763-684-2200

brian.koslofsky@wrighttech.org

(\$ in thousands)

Wright Technical Center Maintenance and Modernization

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$9,840	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Other Local Government Funds	\$90	\$87	\$416	\$0
Other Funding	\$0	\$0	\$154	\$0
Non-State Funds Pending				
TOTAL	\$90	\$9,927	\$570	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$90	\$0	\$0	\$0
Design Fees	\$0	\$600	\$0	\$0
Project Management	\$0	\$200	\$0	\$0
Construction	\$0	\$8,107	\$266	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$245	\$0
Inflationary Adjustment	\$0	\$1,020	\$59	\$0
TOTAL	\$90	\$9,927	\$570	\$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

STATUTORY REQUIREMENTS

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

Has the predesign been approved by the Department of Administration?	No
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	Yes
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	No
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2024	2026	2028	2024	2026	2028
City of Wyoming Public Safety Building	1	GO	8,000	0	0	0	0	0
Total Project Requests			8,000	0	0	0	0	0
General Obligation Bonds (GO) Total			8,000	0	0	0	0	0

City of Wyoming Public Safety Building

AT A GLANCE

2024 Request Amount: \$8,000

Priority Ranking: 1

Project Summary: The City of Wyoming is asking for \$8 million to assist the construction of a new Public Safety Facility for both Fire and Police services. A dedicated facility will enable all functions of Wyoming Public Safety to better serve our community with greater efficiency, effectiveness, best practices and meet professional standards that improve the overall Public Safety experience for our community.

Project Description

The Wyoming Police Department has never had a permanent facility to call home, our operations have always been a temporary solution, from the back of a mechanics garage to our current temporary location in a decaying 50+ year old pole building that is falling apart. Our current location lacks the basic functions of modern policing. There is no space available to be dedicated to private victim interviews or secure suspect interview/interrogation rooms. Our victims and suspects have to wait together in the small 6' x 8' lobby until interviews can be completed; increasing the trauma to our crime victims.

Our current location is inadequate of meeting modern policing standards and general business practices. The Police Department has no dedicated space for evidence processing, our staff is processing narcotics and bio-hazard materials in the same general space as their food preparation, uniform changing area, general storage, and squad storage.

The Public Safety building should be the one building in our community that is secure and fortified to withstand the worst of Mother Nature. It is our communities' emergency operation center when catastrophic events occur. The one location where government reassures, rebuilds, and reinvigorates a community. Our current location is a 50+ year old pole building; one of the most vulnerable buildings in our community from both a security and safety perspective. In the event of a disaster, based on our current location, we could be rendered nearly helpless to our community in the event we lose the basic infrastructure needed to support an emergency response.

The City of Wyoming is asking for \$8 million to assist the construction of a new Public Safety Facility for both Fire and Police services. A dedicated facility will enable all functions of Wyoming Public Safety to better serve our community with greater efficiency, effectiveness, best practices and meet professional standards that improve the overall Public Safety experience for our community. The City of Wyoming is committed to matching the request with an additional \$8 million for a total project cost of an estimated \$16 million.

The City is taking a conservative approach to the design and construction of the facility to keep costs low, utilizing a green site the City already owns and sharing as many spaces as possible between the two divisions to keep the footprint as reasonable as possible. The proposed new facility is allocating 9,322 square feet for police operations, administration, support staff, evidence processing and

storage, and vehicle garage space. The facility is also allocating 13,767 square feet for fire apparatus bays, equipment decontamination, turnout gear storage, locker facilities, and administrative offices. To best utilize the space, we have committed approximately 4,600 square feet as joint operation and training space to be shared by both divisions.

Project Rationale

Chisago County is situated in the East Central part of the state and is a pretty rural county. Wyoming is the southern most city in the county and is just outside of the Twin Cities metro. The proposed facility will be home to an Emergency Operation Center, which is lacking in this area of the state. The closest one is at least 50 miles away, this building will provide regional significance for emergency operations and trainings. The Wyoming Police Department has never had a permanent facility to call home, our operations have always been a temporary solution, from the back of a mechanics garage to our current temporary location in a decaying 50+ year old pole building that is falling apart. Our current location lacks the basic functions of modern policing. There is no space available to be dedicated to private victim interviews or secure suspect interview/interrogation rooms. Our victims and suspects have to wait together in the small 6' x 8' lobby until interviews can be completed; increasing the trauma to our crime victims. Our current location is inadequate of meeting modern policing standards and general business practices. The Police Department has no dedicated space for evidence processing, our staff is processing narcotics and bio-hazard materials in the same general space as their food preparation, uniform changing area, general storage, and squad storage.

Project Timeline

2023/2024- Secure funding
Summer/Fall 2024- Construction
Summer/Fall 2025- Project Completion

Other Considerations

Impact on State Operating Subsidies

If the city is faced with funding the entire cost of the Public Safety Building the impacts on residents and businesses will be substantial.

Who will own the facility?

The City of Wyoming.

Who will operate the facility?

The City of Wyoming utilizing Kraus Anderson as a construction manager.

Who will use or occupy the facility?

Wyoming Police and Fire Departments.

Public Purpose

Have an operational facility to perform police and fire operations. Having an appropriate and operational facility will assure effective emergency services to the public to meet the expectations of

the community.

Description of Previous Appropriations

No previous State Appropriations.

Project Contact Person

Robb Linwood
City Administrator
651-462-0575
rlinwood@wyomingmn.org

(\$ in thousands)

City of Wyoming Public Safety Building

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2024	FY 2026	FY 2028
State Funds Appropriated and Requested				
General Obligation Bonds	\$0	\$8,000	\$0	\$0
State Funds Pending				
Non-State Funds Already Committed				
Non-State Funds Pending				
City Funds	\$0	\$8,000	\$0	\$0
TOTAL	\$0	\$16,000	\$0	\$0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2024	FY 2026	FY 2028
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	\$14,759	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$1,241	\$0	\$0
TOTAL	\$0	\$16,000	\$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

STATUTORY REQUIREMENTS	
The following requirements will apply to projects after adoption of the bonding bill.	
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	Yes
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2028?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	No
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes