

# 2020 State Capital Budget Requests from Dakota County and Municipalities Within Dakota County

In 2019, local government bodies submitted over 200 proposals seeking state funding for capital projects. The overwhelming majority of capital budget requests are funded via state general obligation bonds if approved by the state legislature. These requests are reviewed by Minnesota Management and Budget staff as well as the Governor’s office and many are likely to be included within the Governor’s overall capital budget proposal to the legislature. The public comment period will be open through November 30, 2019.

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(\$ in thousands)

Project Requests for State Funds					
Project Title	Priority Ranking	Funding Source	2020	2022	2024
Public Safety and Greenway Improvements	1	GO	\$ 22,750	\$ 0	\$ 0
Regional Household Hazardous Waste Collection and Recycling Facility	2	GO	\$ 10,440	\$ 0	\$ 0
Veterans Memorial Greenway	3	GO	\$ 5,000	\$ 0	\$ 0
<b>Total Project Requests</b>			<b>\$ 38,190</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>General Obligation Bonds (GO) Total</b>			<b>\$ 38,190</b>	<b>\$ 0</b>	<b>\$ 0</b>

## Public Safety and Greenway Improvements

**AT A GLANCE****2020 Request Amount:** \$22,750**Priority Ranking:** 1**Project Summary:** Dakota County requests \$22.75M in state funds for costs associated with the acquisition, predesign, design, engineering, and construction of regional greenway improvements. The projects will help protect greenway users and commuters by addressing critical trail gaps and constructing crossings to enhance public safety.**Project Description**

The project will include the implementation of up to 15 sub-projects in the River to River Greenway, Mendota to Lebanon Hills Greenway, Mississippi River Regional Trail, Minnesota River Greenway, Lake Marion Greenway, and North Creek Greenway, adding as many as 10 miles of multiuse accessible trail and safe road crossings. The total estimated cost of the projects is approximately \$50M, with approximately \$34.7M derived from locally-secured funds and approximately \$4.5M coming from other state revenues.

**Project Rationale**

Dakota County is home to 425,000 people, eight percent of the state population, and popular destinations and attractions that draw thousands of visitors each year. In 2017, the County greenway system saw 537,000 visitors according to the Metropolitan Council. With more walkers and cyclists comes more risk. There are ten miles of critical trail gaps in the greenway system and ten dangerous crossings that place over half a million walkers and cyclists at risk of harm. State funding will help to protect greenway users and commuters by addressing these critical trail gaps and constructing crossings to enhance safety.

**Project Timeline**

The 15 sub-projects are in different stages of acquisition, planning and design. To the extent possible, sub-projects will be coordinated with each other and possibly combined with other projects to achieve efficiencies in delivery. It is anticipated that all sub-projects will be completed within a four-year time frame.

**Other Considerations**

The request was introduced as part of the ML19 State Bonding. Dakota County is committed to its vision creating a 200-mile system of trails connecting regional, state and local parks, schools, libraries and communities. Thus far, Dakota County has invested over \$65 million of non-State resources towards this vision. Dakota County is proud of having completed over 35 miles of this system to date. The request we have submitted, if approved, will fill gaps in the system while addressing priority public safety concerns.

**Impact on State Operating Subsidies**

The greenway improvements will increase operational and maintenance costs, but the County does not expect to request any new or additional State funding for operating costs outside of revenues already received.

**Who will own the facility?**

Dakota County

**Who will operate the facility?**

Dakota County

**Who will use or occupy the facility?**

Greenway improvements will be used by the general public.

**Public Purpose**

Greenway improvements will be used for recreation and commuting by the general public. The improvements are part of the Metropolitan Parks Regional Park and Greenway System and consistent with master plans approved by the Metropolitan Council and the Dakota County Board of Commissioners.

**Description of Previous Appropriations**

- River to River Greenway, pending \$2,200,000 State Bonding grant to the City of West Saint Paul

**Project Contact Person**

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(\$ in thousands)

Public Safety and Greenway Improvements

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$22,750	\$0	\$0
<b>Funds Already Committed</b>				
Other State Funds	\$0	\$4,525	\$0	\$0
Federal Funds	\$0	\$7,940	\$0	\$0
City Funds	\$0	\$2,221	\$0	\$0
County Funds	\$0	\$12,655	\$0	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$50,091</b>	<b>\$0</b>	<b>\$0</b>

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$5,009	\$0	\$0
Predesign Fees	\$0	\$1,252	\$0	\$0
Design Fees	\$0	\$8,766	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$35,064	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$50,091</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

STATUTORY REQUIREMENTS

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

<b>STATUTORY REQUIREMENTS</b>	
<b>The following requirements will apply to projects after adoption of the bonding bill.</b>	
Has the predesign been approved by the Department of Administration?	N/A
<b>Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?</b>	Yes
<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

(\$ in thousands)

**Regional Household Hazardous Waste Collection and Recycling Facility****AT A GLANCE****2020 Request Amount:** \$10,440**Priority Ranking:** 2**Project Summary:** Dakota County requests \$10.44 million in state funds is requested to acquire land, predesign, design, construct, and equip a new regional household hazardous waste collection and recycling facility.**Project Description**

Dakota County and Scott County are negotiating a partnership on a regional household hazardous waste and recycling facility to help keep hazardous waste and recyclables out of landfills and the environment.

The facility will be used to collect and properly manage household hazardous waste (e.g. electronics, paint, pesticides, batteries, fluorescent), recyclables (e.g., cans, plastic, paper, cardboard, scrap metal), and problem materials (e.g., tires, appliance, organics).

The facility will be approximately 24,000 square feet on at least an eight-acre site which will allow for sufficient space for access drives, car and truck traffic, parking lots, and outdoor storage. The projected cost for the facility is \$11.6 million. The primary funding source for this project would be state bonding dollars, with matching County funds from money received through negotiated host fee agreements with the landfills located in Dakota County.

**Project Rationale**

Dakota County's and Scott County's existing household hazardous waste and recycling centers are insufficient to meet current and future needs. The two facilities properly manage almost seven million pounds of material per year from over 80,000 participants. Dakota County's facility already handles four times the capacity it was designed to accommodate, and Scott County's program growth is projected to be 325 percent by 2030. In addition, the large geographical area of Scott County and Dakota County results in underserved areas. In a recent survey, 25% of Dakota County residents that did not use the facility said it was either too far away or inconvenient.

A regional facility located in the Burnsville/Lakeville geographic area would increase participation by 32 percent by offering additional convenient opportunities to properly manage hazardous waste and recyclables. An additional site serving both counties also will prolong the life of the two existing facilities by slowing the growth at those sites.

This project will provide convenient and cost-effective drop-off locations for problem materials, household hazardous waste, and recyclables from residents and businesses from both Dakota County and Scott County. In addition, materials from residents living in the other five Twin Cities-area counties will be collected at the site through reciprocal use agreements with those counties. Problem materials, such as tires, appliances, pharmaceutical wastes, and hard-to-recycle items may also be collected. A drop-site for residential organics collection is also being considered.

## **Project Timeline**

Q1 2019: Incorporate bonding request into legislative platform and secure consultant for site selection services (Complete)  
Q2 2019: Present partnership concept to Scott County Board of Commissioners (Complete)  
Q3 2019: Identify potential site location  
Q4 2019: Finalize Cooperative Agreement with Scott County Board and Dakota County Board to secure preferred site  
Q1 2020: Design team selection and approval by the Board, then begin schematic design  
Q2 2020: Complete schematic design and seek approval from the Dakota County Board of Commissioners; start design development  
Q3 2020: Complete design development and start construction documents  
Q4 2020: Complete construction documents and bid the project  
Q1 2021: Obtain County Board approval of construction General Contractor at January meeting; contract award.  
Q2 2021: Mobilize on-site and active construction, nine months +/-  
Jan 2022: Open facility for use

## **Other Considerations**

The facility's primary use will be for the collection and proper management of household hazardous waste, recyclables, and problem materials. A secondary use will include environmental education.

## **Impact on State Operating Subsidies**

There will be no impact on State operating subsidies. Dakota County is requesting bonding for the construction of the facility. Operating costs will be covered by user fees and Dakota County and Scott County.

## **Who will own the facility?**

Dakota County

## **Who will operate the facility?**

Dakota County staff or a consultant for the County

## **Who will use or occupy the facility?**

Dakota County staff and/or consultant staff

## **Public Purpose**

M.S. 473.804 requires each metropolitan county to implement a permanent program to manage household hazardous waste and M.S. 115A.552 requires counties to make at least one recycling center available within the county. The proposed facility will assist Dakota and Scott Counties in meeting this mandate by providing convenient opportunities for residents of Dakota County and Scott County to dispose of household hazardous waste and recyclables, ensuring the proper disposal of these items and protecting the environment and public health from the impacts of improper disposal and contamination.

## **Description of Previous Appropriations**

There are no previous state appropriations for this project.



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(\$ in thousands)

**Regional Household Hazardous Waste Collection and Recycling Facility**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$10,440	\$0	\$0
<b>Funds Already Committed</b>				
County Funds	\$0	\$1,160	\$0	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$11,600</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$2,000	\$0	\$0
Predesign Fees	\$0	\$87	\$0	\$0
Design Fees	\$0	\$783	\$0	\$0
Project Management	\$0	\$85	\$0	\$0
Construction	\$0	\$6,743	\$0	\$0
Relocation Expenses	\$0	\$10	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$1,892	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$11,600</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
<b>Predesign Review (M.S. 16B.335 subd. 3):</b>	
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
<b>Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?</b>	Yes

**STATUTORY REQUIREMENTS**

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

<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

**Veterans Memorial Greenway****AT A GLANCE****2020 Request Amount:** \$5,000**Priority Ranking:** 3**Project Summary:** Dakota County requests \$5 million in state funds is requested to acquire land, predesign, design and construct a five-mile regional greenway trail stretching between Lebanon Hills Regional Park and the Mississippi River in Dakota County.**Project Description**

The Veterans Memorial Greenway is a new five-mile greenway that would include five to seven veteran memorials along the route. At least one of the memorials could accommodate large group gatherings. The project includes a 10 foot wide asphalt trail that would be built to Americans with Disabilities Act standards, accommodating people of all abilities. The trail would be open to the public for the purpose of walking, jogging, and bicycling. The greenway trail corridor would be park-like, connecting open spaces and providing an enjoyable experience in nature. Several neighborhood access points would be located along the route, providing easy access to the trail and the memorials. The greenway trail would connect to existing trails on each end, as part of Dakota County's 200-mile-long planned greenway system.

The memorials along the trail will be planned and constructed in partnership with veterans groups.

Dakota County has adopted a master plan for the greenway trail and is in the process of assembling right of way, and completing a construction feasibility study.

The total cost of the project is \$10 million. Dakota County would match the \$5 million bonding request with the following sources of funding:

- Metropolitan Council Park and Open Space Funding
- Dakota County
- Corporate sponsorships
- Veterans groups
- Grants

Dakota County and the Regional Park System will incur the annual operating costs of operating the facility. Annual operating costs are estimated to be \$25,000 for maintenance, natural resource management, and security.

**Project Rationale**

Dakota County does not have a regional facility to recognize the service of its veterans. There are 25,000 veterans who have served in the armed forces from the 34 cities and townships in Dakota County.

**Project Timeline**

Upon securing funding, Dakota County would begin final design of the infrastructure component of the

greenway including trail, trailheads, grade-separated road crossing and landscaping. Design and construction would occur within three to five years. Concurrently, Dakota County would begin working with veteran organizations on the interpretive/memorial elements along the corridor. The project would be substantially completed in five years according to the following timeline:

Acquisition - Present to July 2021

Predesign - July 2020 to December 2021

Design/Engineering - December 2021 to December 2022

Construction - April 2023 to May 2024

### **Other Considerations**

This project will be designed in partnership with veterans groups and will include coordination with the Cities of Inver Grove Heights and Eagan.

### **Impact on State Operating Subsidies**

*None. Facility will be operated by Dakota County using County funds.*

### **Who will own the facility?**

Dakota County

### **Who will operate the facility?**

Dakota County

### **Who will use or occupy the facility?**

The general public, including veterans and their families.

### **Public Purpose**

Honor the service of veterans, provide locations for remembrance, accommodate recreational needs, and protect nature and the environment.

### **Description of Previous Appropriations**

There have been no previous State appropriations for this project.

### **Project Contact Person**

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(\$ in thousands)

**Veterans Memorial Greenway**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$5,000	\$0	\$0
<b>Funds Already Committed</b>				
County Funds	\$0	\$5,000	\$0	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$1,000	\$0	\$0
Predesign Fees	\$0	\$250	\$0	\$0
Design Fees	\$0	\$750	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$8,000	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

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

**STATUTORY REQUIREMENTS**

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

<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2020	2022	2024
Red Line 147th Street Station Skyway Project	1	GO	\$ 2,625	\$ 0	\$ 0
<b>Total Project Requests</b>			\$ 2,625	\$ 0	\$ 0
<b>General Obligation Bonds (GO) Total</b>			\$ 2,625	\$ 0	\$ 0



**Red Line 147th Street Station Skyway Project**

**AT A GLANCE**

<b>2020 Request Amount:</b>	\$2,625
<b>Priority Ranking:</b>	1
<b>Project Summary:</b>	\$2.625M in State funds for the Apple Valley Red Line 147th Street Station Skyway Project. State funding is requested to upgrade the existing 147th Street Station in Apple Valley by installing a skyway between the two station buildings along with upgrades to the buildings.

**Project Description**

The Apple Valley Red Line 147th Street Station Skyway Project is a modernization improvement project of existing transit facilities in Apple Valley at the 147th Street Station on Cedar Avenue. At the time of construction, the stations (there is a northbound station on the east side of Cedar & a southbound station on the west side) at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The existing stations have a finished area of 270 sq. ft. each for a total of 540 sq. ft. The stations were designed so that a future skyway could be installed, connecting the two stations, & providing transit riders & pedestrians a safe way to cross Cedar Avenue without interfering with traffic. The project proposes to not only add the skyway, but to also upgrade the existing station facilities with larger, indoor waiting areas, staircases & elevators as well as ambient lighting to enhance the experience for transit users. The additional area would add 360 sq. ft. to each station for a total additional area of 720 sq. ft. The skyway would provide another 1824 sq. ft. of indoor area. The total additional square footage would therefore be 2544 sq. ft. The proposed total cost of the project would be approximately \$5.25M. Proposed funding would include \$2.625M of State funding (this application) & a matching \$2.625M from the City of Apple Valley & other project partners.

**Project Rationale**

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

**Project Timeline**

Predesign for the project has largely been completed as the stations are existing & already designed to accept a skyway.

Design/Engineering – November 2021 to March 2022

Bidding – March 2022

Project Award & Construction Start – April 2022

Project Completion – November 2022

### **Other Considerations**

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

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

### **Impact on State Operating Subsidies**

No new or additional state operating dollars will be requested in excess of the amount (\$2.625M) requested in this application.

### **Who will own the facility?**

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

### **Who will operate the facility?**

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

### **Who will use or occupy the facility?**

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

### **Public Purpose**

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

### **Description of Previous Appropriations**

None that the City is aware of.

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(\$ in thousands)

Red Line 147th Street Station Skyway Project

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$2,625	\$0	\$0
<b>Funds Already Committed</b>				
City Funds	\$0	\$400	\$0	\$0
<b>Pending Contributions</b>				
Other Funding	\$0	\$2,225	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$5,250</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$221	\$0	\$0
Project Management	\$0	\$409	\$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
<b>TOTAL</b>	<b>\$0</b>	<b>\$5,250</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

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

**STATUTORY REQUIREMENTS**

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

<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2020	2022	2024
Hastings Historic Courthouse	1	GO	\$ 2,027	\$ 0	\$ 0
Highway 316 Improvements	2	THB	\$ 2,400	\$ 0	\$ 0
<b>Total Project Requests</b>			\$ 4,427	\$ 0	\$ 0
<b>General Obligation Bonds (GO) Total</b>			\$ 2,027	\$ 0	\$ 0
<b>Trunk Highway Bonds (THB) Total</b>			\$ 2,400	\$ 0	\$ 0

Hastings Historic Courthouse

**AT A GLANCE**

**2020 Request Amount:** \$2,027

**Priority Ranking:** 1

**Project Summary:** The historic Dakota County Courthouse, finished in 1871, is the second oldest courthouse in the state and oldest building used for municipal service since being converted to Hastings City Hall in 1993. The City of Hastings has made a great investment in the building over the past 26 years with the original rehabilitation, several minor rehab projects, and regular maintenance. The city now faces a major, once in a lifetime, roof replacement with this project to this important landmark building.

**Project Description**

The center dormer and corner tower roofs are covered with unusual metal panels dating back to the 1912 dome replacement. These panels along with other decorative metal details are well over 100 years old. They have reached the end of their life span and are rusting from the inside out. The metal panels are installed over an organic underlayment as the final barrier against water infiltration. This underlayment has broken down from age and no longer provides adequate protection from water that gets past the leaking panels. There are currently intermittent leaks that occur during large rainstorms. These leaks further degrade the underlayment and have caused damage to the building's original plaster. The leaks cannot be easily repaired because the movement of water through the different layers. The dome and tower roofs are also highly difficult to access and since the roof is past its lifespan, patching would only be a temporary solution. New galvanized metal panels and decorative details must be recreated and installed over a new modern underlayment. The portion of this project being funded by the city of Hastings, along with grants, is the extensive masonry restoration and complete redesign and replacement of the heating ventilation and cooling system, which will improve air quality, high humidity, and make energy improvements.

**Project Rationale**

The roof has lasted over 100 years, which is a testament to the design and craftsmanship that went into this building. Despite past efforts to maintain this roof by performing regular joint sealing and painting, the roof has reached the end of its useful life. The roof of this iconic building is the most important protection against water infiltration, in addition to one of its most distinguishing features. The rehabilitation must be completed in compliance with strict historical design guidelines and should easily last over 100 years once again.

The cost to perform this necessary work could pay for a modest office building to house the current city hall staff. However, doing so would jeopardize this great Minnesota landmark building. The City of Hastings has made a commitment to its preservation.

**Project Timeline**

As soon as the funding for the project is in place, a historical architecture firm will be contracted to develop a predesign and architectural plans for the project based directly on the existing design. This

may include some improvements based on new technology and materials that do not affect the appearance. These plans will then be included in a bid request package to secure a qualified firm to perform the work for a competitive price. A successful bidder will be reviewed for determination of qualifications. Lastly, a selected firm will order the materials and perform the work.

- Development architectural plans and bid specifications – February & March, 2 months
- Solicitation of bids - April - 1 month
- Selection process - May - 3 weeks
- Mobilization and procurement of materials – June & July- 2 months
- Construction – August & September - 2 months

### **Other Considerations**

The City of Hastings has begun other rehabilitation work to the building. This includes HVAC replacement and upgrades to improve air quality and high humidity, which has caused air quality issues, destroyed records, and degraded building materials and historical resources. Additionally, a major masonry rehabilitation is addressing failing and leaking masonry. Completing the roofing rehabilitation is imperative for the protection of the building, but is the most costly portion of the project.

### **Impact on State Operating Subsidies**

No impact on the state operating budget is anticipated, aside from possible opportunities to apply for grants through the Minnesota Historical Society for preservation projects.

### **Who will own the facility?**

City of Hastings

### **Who will operate the facility?**

City of Hastings

### **Who will use or occupy the facility?**

City of Hastings staff and public officials, citizens, tourists, meeting attendees from citizen groups, nonprofits, businesses, and local and state agencies.

### **Public Purpose**

The public purpose of this project is to maintain this Minnesota landmark. Its history is tied to the state's beginnings by multiple connections. Several Hastings founders and city leaders were instrumental in the construction and use of this building and went on to hold a variety of state offices. One of Minnesota's first architects, A.M. Radcliff, designed the building and hired a 17 year old apprentice, Cass Gilbert, who went on to design the State Capitol building. President Rutherford B. Hayes held a grand reception and speech at the courthouse in 1878. Currently used as the City of Hastings municipal building, it is open to the public for photography, tours, and weddings. It houses a local historical archive and an extensive art display lines the great halls exhibiting a wide variety of Minnesota subjects and artists. The five public meeting rooms are used by citizen groups, musicians, businesses, nonprofits, county and state agencies at little to no cost.

### **Description of Previous Appropriations**



\$212,187 was graciously granted by the Minnesota Historical Society to assist with the masonry portion of the project. This State Capital Projects Grants-in-Aid was awarded in March of 2018.

**Project Contact Person**

Justin J Fortney  
City Planner  
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jfortney@hastingsmn.gov

(\$ in thousands)

Hastings Historic Courthouse

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$2,027	\$0	\$0
<b>Funds Already Committed</b>				
Other State Funds	\$212	\$0	\$0	\$0
Other Local Government Funds	\$236	\$424	\$0	\$0
<b>Pending Contributions</b>				
Other Local Government Funds	\$0	\$1,702	\$0	\$0
<b>TOTAL</b>	<b>\$448</b>	<b>\$4,153</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$80	\$540	\$0	\$0
Project Management	\$0	\$298	\$0	\$0
Construction	\$368	\$3,298	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$17	\$0	\$0
<b>TOTAL</b>	<b>\$448</b>	<b>\$4,153</b>	<b>\$0</b>	<b>\$0</b>

**STATUTORY REQUIREMENTS**

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
<b>Predesign Review (M.S. 16B.335 subd. 3):</b>	
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
<b>Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?</b>	N/A

**STATUTORY REQUIREMENTS**

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

<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	No

## Highway 316 Improvements

**AT A GLANCE**

**2020 Request Amount:** \$2,400

**Priority Ranking:** 2

**Project Summary:** The Highway 316 Improvements project, scheduled for construction in 2021, will reconstruct and reconfigure a one-mile stretch of regionally significant principal arterial highway through the City of Hastings, significantly improving highway safety for all users by reducing access delays for motorist, increasing access and safety for pedestrians and bicyclists, providing traffic calming, and enhancing growth and development opportunities within the City of Hastings and nearby areas.

**Project Description**

This project will incorporate a variety of physical modifications to a one-mile segment of Trunk Highway 316 through the City of Hastings, reconfiguring the roadway to feature:

- **Three new compact (mini) roundabouts.** These will improve access to and from local streets as well as enhance safety along the corridor by reducing points of conflict at intersections and calming traffic speeds. Traffic is projected to grow, and the existing situation already produces unacceptable delays to access Highway 316 during peak periods. This project seeks to reduce access delays, and thereby reduce risk-taking by motorists who attempt to avoid waiting. Additionally, with prevailing speeds of 10-12 MPH above posted limits, traffic calming has been a highly desired outcome of the project and the roundabouts will produce maneuvering that calms traffic and slows speeds through the corridor.
- **An urban design with a new center median.** This will aid in traffic calming by helping create an environment more conducive to slower speeds, and it will minimize risky left turn activity, thereby improving safety and mobility along the corridor. Data indicates above average and/or higher than critical crash rates throughout the corridor and with 30% of crashes being right angle, elimination of left turns is critical to long-term safety.
- **Extensions of new trails alongside TH 316.** This will provide a separated facility for pedestrian and bicycle users and for the corridor to offer complete-streets functionality on this portion of the Mississippi River Trail route where there are currently very few bike/pedestrian facilities available.
- **Enhanced and Safer pedestrian crossing facilities.** These will connect these users between key places of recreation, commerce, and residence. The corridor currently does not feature any enhanced crossing locations, yet field observations show a clear demand by pedestrians and bicyclists to use the corridor for travel and access.

**Project Rationale**

This project's scope was developed by a partnership between MnDOT and the City of Hastings. Features of the scope were conceptualized and designed after holding a public engagement period in 2018, and directly address four areas of concern most often mentioned by the public.

- Access
- Safety
- Pedestrian & Bicycle Accommodations (lack of)
- Speeding

### **Project Timeline**

This project is currently in final design phase, and a contract bid is scheduled to be let by MnDOT in February of 2021, with construction beginning in early to mid summer of 2021 and being completed by late fall 2021.

### **Other Considerations**

#### **Impact on State Operating Subsidies**

With this project being the reconstruction of an existing Trunk Highway facility, this roadway will continue to be owned and operated by the State of MN and operations and maintenance are not anticipated to change significantly.

#### **Who will own the facility?**

MnDOT will continue to own and operate the Trunk Highway facility.

#### **Who will operate the facility?**

MnDOT will continue to operate the Trunk Highway road facility, and the City of Hastings will have maintenance and upkeep responsibility for certain elements adjacent to and beneath the Trunk Highway, such as bicycle and pedestrian trails, municipal utilities, and local street approaches which intersect the Trunk Highway.

#### **Who will use or occupy the facility?**

The traveling public will use the facility using multiple modes (motor vehicle, bicycle, walking, etc.)

#### **Public Purpose**

The features in the planned scope of the project were direct result of many months of public engagement and were crafted specifically to provide benefit to the traveling public.

#### **Description of Previous Appropriations**

Current funding available for this project through MnDOT's construction budget is inadequate for the entirety of the scope to be completed. Currently, \$3.2 Million of the \$5.6 Million estimated project costs is available through MnDOT construction accounts and the City of Hastings' required local share of construction costs (in accordance with MnDOT cost-sharing policy). A \$2.4 Million funding gap exists.

#### **Project Contact Person**

Nick Egger  
Public Works Director  
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nickegger@hastingsmn.gov

(\$ in thousands)

Highway 316 Improvements

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
Trunk Highway Bonds	\$0	\$2,400	\$0	\$0
<b>Funds Already Committed</b>				
Other State Funds	\$0	\$2,590	\$0	\$0
City Funds	\$0	\$610	\$0	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$87	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$890	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$4,623	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

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

<b>STATUTORY REQUIREMENTS</b>	
<b>The following requirements will apply to projects after adoption of the bonding bill.</b>	
<b>16B.325?</b>	
<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	N/A
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	N/A
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	N/A
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2020	2022	2024
Inflow - Infiltration and Sewer Lift Station 1	1	GO	\$ 1,237	\$ 0	\$ 0
Inflow - Infiltration and Sewer Lift Stations and Force mains	2	GO	\$ 400	\$ 2,312	\$ 0
<b>Total Project Requests</b>			\$ 1,637	\$ 2,312	\$ 0
<b>General Obligation Bonds (GO) Total</b>			\$ 1,637	\$ 2,312	\$ 0



**Inflow - Infiltration and Sewer Lift Station 1****AT A GLANCE****2020 Request Amount:** \$1,237**Priority Ranking:** 1**Project Summary:** \$1.237 million in state funds is requested to upgrade Lift Station 1. Over 1.3 million gallons of sewage per day pass through this lift station. This infrastructure is over 50 years old and has taken on additional wear and tear over time from Inflow/Infiltration (I/I) in our system.**Project Description**

Lift Station 1 pumps over 1.3 million gallons of sewage per day. The lift station was constructed in 1964. Excessive inflow/infiltration (I/I) over the past 55 years has required the pumps and station to work harder than it was intended to. Lift station 1 pumps over 1/3 of West St. Paul's total volume of sewage each day.

All pumps and associated hardware would be replaced as would the lift station controls and software.

The interior of the building which houses lift station 1 has been subjected to years of hydrogen sulfide and moisture which has led to corrosion. The electrical, HVAC and lighting are in need of upgrading as well. The existing wet well is three stories underground and access for cleaning is very difficult. With this improvement project the existing building would stay in place and be rehabilitated for continuous use. The wet well would be moved outside in front of the building for easier and safer access.

**Project Rationale**

The lift station is over 50 years old. Mechanical and technological improvements to the lift station will greatly reduce annual repair costs and be more energy efficient. The building which houses the equipment is deteriorating, but can be rehabilitated to last a long time if done soon. This lift station is critical infrastructure which has clearly surpassed its useful life.

**Project Timeline**

Design is underway and construction is scheduled for 2020

**Other Considerations**

West St. Paul has been reducing Inflow/Infiltration (I/I) for many years in both public lines and through programs requiring residents to fix their own I/I. Increased water to the sanitary system has added unnecessary volume to our lift stations which in turn decreases the life of our equipment. As we continuously allocate funds to reduce I/I its equally as important to upgrade our in-place sanitary infrastructure.

**Impact on State Operating Subsidies**

**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**

To have a reliable and improved lift station which is responsible for over 1/3 of the city's daily sewage.

**Description of Previous Appropriations**

No previous requests have been made on this project and it will be completed in one phase.

**Project Contact Person**

Ross Beckwith  
Public Works and Parks Director/City Engineer  
651-552-4130  
rbeckwith@wspmn.gov

(\$ in thousands)

**Inflow - Infiltration and Sewer Lift Station 1**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$1,237	\$0	\$0
<b>Funds Already Committed</b>				
City Funds	\$0	\$1,237	\$0	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$2,474</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
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	\$2,474	\$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
<b>TOTAL</b>	<b>\$0</b>	<b>\$2,474</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

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

**STATUTORY REQUIREMENTS**

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

<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

**Inflow - Infiltration and Sewer Lift Stations and Force mains****AT A GLANCE****2020 Request Amount:** \$400**Priority Ranking:** 2**Project Summary:** \$2,712,000 in state funds is requested to upgrade three sanitary sewer lift stations and replace four sanitary force mains. Over 330,000 gallons of sewage per day pass through these lift stations and force mains. This infrastructure is 50-60 years old and has taken on additional wear and tear over time from Inflow/Infiltration (I/I) in our system.**Project Description**

Lift Station 2 and the 1,200 foot, 6-inch force main were constructed in 1966. This lift station does not have a portable generator on-site which turns power outages into emergency situations. The new lift station would have a backup generator on-site. A new 6-inch PVC force main would be installed parallel to the existing, likely by way of directional drilling.

Lift Station 3 and the 1,278 feet of 6-inch force main were constructed in 1966. This lift station does not have a portable generator on site. The new lift station would have a backup generator on-site. A new 6-inch PVC force main would be installed parallel to the existing, likely by way of directional drilling.

Lift Station 4 and the 4,745 feet of 10-inch force main were constructed in 1964. The force main has had 3 breaks in its lifetime which were repaired. There is no portable generator on-site and in the case of a power outage, this sewer will back up into homes within 45 minutes. The new lift station would have a backup generator on-site. A new 10-inch PVC force main would be installed parallel to the existing, likely by way of directional drilling.

Lift Station 6 was replaced in 2016, but the 2,940 feet of 6-inch force main was not. This project would replace the force main with a PVC pipe, parallel to the existing and likely by way of directional drilling. The existing force main was installed in 1956.

All of the hardware and software upgrades to these lift stations would reduce on-going maintenance costs and be more energy efficient.

**Project Rationale**

These three lift stations and four force mains are 50+ years old. The hardware and software equipment is outdated and requires continuous maintenance and repair. This infrastructure has exceeded its useful life and has become a risk to the city.

**Project Timeline**

Design would begin in 2020 with construction in 2022.

**Other Considerations**

West St. Paul has been reducing Inflow/Infiltration (I/I) for many years in both public lines and through programs requiring residents to fix their own I/I. Increased water to the sanitary system has added unnecessary volume to our lift stations, which in turn decreases the life of our equipment. As we

continuously allocate funds to reduce I/I it's equally important to upgrade our in-place sanitary infrastructure.

**Impact on State Operating Subsidies**

**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 lift stations and forcemains keep sewage moving through the system. Having a reliable system in place is critical property owners of West St. Paul as system failures and sewer backups would be detrimental.

**Description of Previous Appropriations**

No previous requests have been made for this project and it will be completed in one phase.

**Project Contact Person**

Ross Beckwith  
Public Works & Parks Director/City Engineer  
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rbeckwith@wspmn.gov

(\$ in thousands)

**Inflow - Infiltration and Sewer Lift Stations and Forcemains**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$400	\$2,312	\$0
<b>Funds Already Committed</b>				
City Funds	\$0	\$400	\$2,312	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$800</b>	<b>\$4,624</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
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	\$0	\$4,624	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$800</b>	<b>\$4,624</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

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

**STATUTORY REQUIREMENTS**

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

Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	Yes



(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2020	2022	2024
Concord Street (State Highway 156) Utilities	1	GO	\$ 6,000	\$ 0	\$ 0
Doug Woog Arena HVAC	2	GO	\$ 350	\$ 0	\$ 0
Renovation of Lysdale Hangar at Fleming Field	3	GO	\$ 350	\$ 0	\$ 0
<b>Total Project Requests</b>			\$ 6,700	\$ 0	\$ 0
<b>General Obligation Bonds (GO) Total</b>			\$ 6,700	\$ 0	\$ 0

**Concord Street (State Highway 156) Utilities**

**AT A GLANCE**

**2020 Request Amount:** \$6,000

**Priority Ranking:** 1

**Project Summary:** The City of South St. Paul is seeking \$6 million in State assistance to aid in upgrading/replacing utilities (water main, sanitary sewer, storm sewer, and street lighting) on Concord Street in association with MnDot's proposed turnback of this roadway. While roadway funding is secured, utility costs fall to the City and the estimated cost cripples our ability to complete other planned work in the community.

**Project Description**

MnDot has proposed to turnback Trunk Highway #156 through South St. Paul with Dakota County assuming responsibility for the portion from I-494 to Grand Avenue. The City of SSP will take the remainder of the roadway from Grand Avenue to our north boundary at Annapolis Street. As part of the turnback process, the road surface and related appurtenances will be improved through-out the project limits.

The various project components were part of a scoping study undertaken by Kimley-Horn during 2018 that generated an overall project budget of \$31,496,000. Funding has been secured for the roadway and related costs as indicated below:

- Federal Freight Funds - \$7,560,000
- MnDOT Funds - \$7,500,000
- MnDot Mainstreet Funds - \$5,000,000
- MnDot Turnback Funds - \$4,436,000
- Total \$24,696,000

The project components that the City is responsible for are as follows:

- Water Main - \$2,768,000
- Storm Sewer - \$1,195,000
- Street Lights - \$1,171,000
- Sanitary Sewer - \$866,000
- Total \$6,000,000

The Project Budget also contemplates the City will provide \$1,000,000 of Special Assessment contribution to the project. That amount is subject to compliance with Minnesota Statutes Chapter 429 and the "benefits received" test.

**Project Rationale**

The need for this project is the result of MnDot's desire to turnback State Trunk Highway #156 (Concord Street) within the city of South St. Paul. Dakota County will take the portion from Interstate

494 to Grand Avenue. The City of SSP will take the roadway from Grand Avenue to Annapolis Street (our northern boundary).

As noted in the Project Description, funding has been secured for the roadway upgrades. However, utilities also need to be upgraded before investing millions of dollar in the road surface. Those costs fall entirely on the City!

While this project will enhance the economic vitality of the community and upgrade a road that serves as a congestion reliever for State Highway 52 in the southeast metro region, its timing has put extreme financial strain on our utility funds. \$6,000,000 in previously unprogrammed utility upgrades cripples our ability to do other planned and needed work throughout the City without overburdening our utility customers and/or taxpayers.

We are already implementing multiple years of annual eight percent (8%) rate increases in all our utility funds to help address our infrastructure needs. The City is also issuing debt to spread burden out over multiple years. But, like many older cities, our infrastructure needs significant attention and those costs easily outstrip our revenue generation capabilities.

Another key consideration is the City of South St. Paul has been designated an "economically depressed area" by the United States Department of Commerce. South St. Paul also has the lowest tax base of the 11 major communities in Dakota County while also having the second highest municipal tax rate. As a result, we need the State's help to enable us to address Concord's utility infrastructure needs without compromising our ability to address other infrastructure needs throughout the community and overburdening our citizens and businesses.

### **Project Timeline**

Predesign Work - Already underway in association with a MnDot Cooperative Agreement.

Final Design - Early Winter of 2020

Right-of-Way Acquisition - 2020

Bidding - Early 2021

Commence Construction - April of 2021

Substantial Completion of Construction - November of 2021

Final Completion - July of 2022

### **Other Considerations**

- Federal Freight Funds of \$7.56 million need to be expended within the timeframe proposed by the project or they will be lost as a funding source.
- Special assessments of \$1,000,000 are contemplated. This is an estimate at this point and the City will need to follow the public improvement process pursuant Minnesota Statute Chapter 429.
- The City also needs to resolve right-of-way issues as part of the project. Land costs for easement acquisition are provided for in the roadway portion of the budget.
- It would be irresponsible to ignore the utility needs under the Trunk Highway #156 with the investment contemplated by this project. However, if not for the turnback, those improvements would not have occurred within the timeframe proposed by this project.

### **Impact on State Operating Subsidies**

There will be no on-going impact on any State operating subsidies.

### **Who will own the facility?**

The City of South St. Paul will own all utility facilities (water main, sanitary sewer, storm sewer, and street lights).

**Who will operate the facility?**

The City of South St. Paul will operate all utility facilities (water main, sanitary sewer, storm sewer, and street lights).

**Who will use or occupy the facility?**

Citizens and businesses of South St. Paul

**Public Purpose**

The utility work needed as part of the Concord Project addresses basic life, safety, and welfare responsibilities of the City in providing essential services to the citizens and businesses of the community.

**Description of Previous Appropriations**

No previous bonding appropriations.  
Other MnDot allocations are noted in the Project Description section.

**Project Contact Person**

Joel Hanson  
City Administrator  
651-554-3272  
Jhanson@southstpaul.org

(\$ in thousands)

Concord Street (State Highway 156) Utilities

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$6,000	\$0	\$0
<b>Funds Already Committed</b>				
Other State Funds	\$0	\$16,936	\$0	\$0
Federal Funds	\$0	\$7,560	\$0	\$0
<b>Pending Contributions</b>				
City Funds	\$0	\$1,000	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$31,496</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
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	\$31,496	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$31,496</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

**STATUTORY REQUIREMENTS**

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

<b>16B.325?</b>	
<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	N/A
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

Doug Woog Arena HVAC

**AT A GLANCE**

**2020 Request Amount:** \$350

**Priority Ranking:** 2

**Project Summary:** The City of South St. Paul is requesting \$350,000 of State assistance for the installation of a new HVAC system in Rink 1 at the Doug Woog Arena. The City will contribute the first \$50,000 for a total project cost of \$400,000.

**Project Description**

In October 1962, Doug Woog Arena was built as a one-ice sheet facility and was privately owned by Wakota Arena Incorporated, which consisted of 650 shareholders and was named *The Cow Palace*. It was built on ten acres of land for the cost of \$550,000. A year later, the name was changed to “Wakota” Arena, a combination of Washington and Dakota counties. In 1977, the City of South St. Paul purchased the arena for \$375,000. In 2015, the arena was renamed Doug Woog Arena to honor native hockey great Doug Woog. Woog played high school hockey for the South St. Paul Packers becoming a first team All-State player and leading the Packers to four State Tournaments. Woog went on to play for the University of Minnesota, earning team captain, MVP and first team All-American honors his junior year. Woog later became the head coach of the South St. Paul Packers High School Hockey Team from 1977-1985, and progressed to an assistant coaching position with the US Olympic hockey team in 1984. In 1985, Woog was named head coach of the United States World Junior Hockey Team, competing in Helsinki, Finland. Woog went on to coach the University of Minnesota Golden Gophers Men’s Hockey Team from 1985-1999 and was inducted into the United States Hockey Hall of Fame in 2002. The arena is now over 50 years old and has undergone three substantial renovations. The first in 1989, with the addition of a large concession stand and lobby area added to the south end of the building as well as an upstairs viewing room. In 1997, Rink #2 was built in addition to two large office spaces and the Community Learning Center (CLC) for the South St. Paul School District. The third renovation occurred in 2014 with the conversion of the refrigeration system from Freon to ammonia and the remodel of the original rink creating six new locker rooms, an off-ice training facility, community meeting space, and elevated warm viewing areas. The spectator radiant heating system is due for replacement. The estimated cost is \$50,000. The project proposed by this funding request would eliminate the radiant system and replace it with a comprehensive heating, ventilation, and air conditioning (HVAC) system for Rink 1 that would make the space usable on a year-round basis. Without this system, warm weather usage for dry floor events is virtually impossible due to excessive heat and humidity conditions within the building. The system proposed would eliminate this issue and make the space available for indoor, dry-floor events such as community gatherings, trade shows, graduations, and a host of other opportunities. The additional cost for upgrading the HVAC system in Rink 1 is \$350,000. The City would contribute the first \$50,000 (as offset for replacing the radiant heating system) to fully fund the estimated \$400,000 project cost. Note: Rink 2 already has this system in place and an ice surface is maintained year-round.

**Project Rationale**

- Doug Woog Arena in South St. Paul is a regional facility serving the southeast metro area.
- In 2016, the State enacted a new Mighty Ducks program to help arenas pay to eliminate the R-22 refrigerant in ice-making systems. With required equipment upgrades, that cost was approximately \$1.1 million for Woog Arena. That was paid for entirely by the taxpayers of the City of South St. Paul in 2014 as part of a referendum project. As a result, we were not able to take advantage of the new Mighty Ducks program.
- The improved HVAC system will make a regional facility more available to area users on a year-round basis.

### **Project Timeline**

Finalize State Agreement - 3/1/21  
 Complete Design HVAC System - 4/15/2021  
 Bid Improvement - 5/31/2021  
 Start Construction - 7/15/2021  
 Complete Construction - 9/30/2021

### **Other Considerations**

Here are some other factors to evaluate when considering this project:

- In 2014, the City of South St. Paul upgraded the ice cooling system at its own cost and could not take advantage of the 2016 Mighty Ducks program.
- The City of South St. Paul is classified as an economically depressed area by the United States Department of Commerce. When considered in conjunction with our low tax base and high municipal tax rate, the City's ability to undertake this needed improvement on its own would place additional financial burden on our low income residents.

### **Impact on State Operating Subsidies**

No other State operating subsidies will be required.

### **Who will own the facility?**

The City of South St. Paul will own the facility.

### **Who will operate the facility?**

The City of South St. Paul will operate the facility.

### **Who will use or occupy the facility?**

Residents of the southeast metro area people consisting of Ramsey, Washington, and Dakota Counties will be the primary users, but the facility also hosts visitors from throughout the State of Minnesota as well as from other States for hockey or ice skating competitions.

### **Public Purpose**

The Minnesota Supreme Court has stated that activities that promote the following objectives for the benefit of all the city's residents further a public purpose:• Public health• Safety• General welfare• Security• Prosperity• Contentment. This project promotes the general well-being; prosperity and contentment of our area's residents. Furthermore, operation of recreational facilities is a"public purpose" that cities are authorized to carry out.



**Description of Previous Appropriations**

No previous State appropriations

**Project Contact Person**

Joel Hanson  
City Administrator  
651-554-3272  
jhanson@southstpaul.org

(\$ in thousands)

Doug Woog Arena HVAC

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$350	\$0	\$0
<b>Funds Already Committed</b>				
City Funds	\$0	\$50	\$0	\$0
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
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	\$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
<b>TOTAL</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

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

<b>STATUTORY REQUIREMENTS</b>	
<b>The following requirements will apply to projects after adoption of the bonding bill.</b>	
<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	Yes
<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	No
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	N/A
Is the required information included in this request?	N/A
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes

**Renovation of Lysdale Hangar at Fleming Field****AT A GLANCE****2020 Request Amount:** \$350**Priority Ranking:** 3

**Project Summary:** The City of South St. Paul is seeking \$350,000 of State assistance to renovate the Lysdale Hangar at Fleming Field Airport. This hangar was originally constructed by the U.S. Navy in the 1940's and has local historical value in addition to economic development potential for existing airport based businesses.

**Project Description**

The Lysdale Hangar was constructed in the 1940's by the US Navy and was part of the facilities used to train new pilots including former President George H. W. Bush. The Navy turned over ownership of the airport including the Lysdale hangar, to the City of South St. Paul. This hangar has also served as home to a Minnesota Aviation History Museum.

Given the age of the hangar, the original door now leaks when it rains and snows thereby requiring upgrades for structural integrity. Obviously, it also not energy efficient. The estimated cost to put a new door on this hangar is approximately \$150,000. A fire suppression system is also needed to bring the building up to code. Together with other ancillary improvements, this component is estimated to cost an additional \$200,000.

These improvements will bring the hangar up to current codes and standards thereby making it usable for other prospective tenants including the possibility of airport based businesses to enable their expansion within the City and add job growth to the area.

**Project Rationale**

The rationale for this project is as follows:

- Hangar has historic value as part of the Fleming Field Airport.
- Hangar has economic development potential for other "on airport" businesses.
- Structurally, the hangar warrants this rehabilitation.
- The City has been designated an "economically depressed area" by the United States Department of Commerce.
- The existing Airport Fund revenues streams are currently inadequate to address this project with City resources given we are planning a runway/taxi way reconstruction project.
- Fleming Field serves a regional benefit for recreational aviators and local airport based businesses with significant job growth potential.

**Project Timeline**

- Funds Encumbered - February 1, 2021
- Design work completed April 2021

- Project Bidding May of 2021
- Commencement of Construction - July of 2021
- Project Completion - December 2021

### **Other Considerations**

The City is financially handicapped to preserve this important structure given the planned reconstruction of the runway/taxiway at the airport. Financing this through our general tax levy is also problematic given our limited tax base and already high municipal tax rate. Traditional airport subsidies are not available for this project. Finally, this project was financed by the State in 2010, but the City was not able to take advantage of the opportunity due a personnel issues involving the airport manager at the time. That would not be the case this time!

### **Impact on State Operating Subsidies**

This project will not have any impact on other State operating subsidies.

### **Who will own the facility?**

The City of South St. Paul will own the facility.

### **Who will operate the facility?**

The City of South St. Paul will operate the facility but lease it to another entity.

### **Who will use or occupy the facility?**

We anticipate this hangar will be leased to an existing "on airport" private business for job expansion. An additional option could be a non-profit venture such as the Commemorative Air Force or the Civil Air Patrol.

### **Public Purpose**

### **Description of Previous Appropriations**

This project was funded by the State in 2010 in the amount of \$300,000. The legislation was sponsored by the late Senator James Metzen and Representative Rick Hansen. Due to a personnel issue involving the airport manager at the time, the City was not in a position to take advantage of that funding opportunity.

### **Project Contact Person**

Joel Hanson  
City Administrator  
651-497-1577  
jhanson@southstpaul.org

(\$ in thousands)

Renovation of Lysdale Hangar at Fleming Field

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$350	\$0	\$0
<b>Funds Already Committed</b>				
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$350</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$0	\$15	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$335	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment*	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$350</b>	<b>\$0</b>	<b>\$0</b>

\*Inflation is already included in project costs.

**STATUTORY REQUIREMENTS**

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

**STATUTORY REQUIREMENTS**

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

conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
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, 2024?	Yes
M.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 Requests for State Funds

Project Title	Priority Ranking	Funding Source	2020	2022	2024
Water Main Extension	1	GO	\$ 920	\$ 0	\$ 0
2016 Land Slide	2	GO	\$ 240	\$ 0	\$ 0
Water Pressure Reducing Valve	3	GO	\$ 50	\$ 0	\$ 0
<b>Total Project Requests</b>			\$ 1,210	\$ 0	\$ 0
<b>General Obligation Bonds (GO) Total</b>			\$ 1,210	\$ 0	\$ 0



**Water Main Extension****AT A GLANCE**

<b>2020 Request Amount:</b>	\$920
<b>Priority Ranking:</b>	1
<b>Project Summary:</b>	Complete the water main throughout the City of Mendota

**Project Description**

Add 4,500 feet to extend the water main throughout the City of Mendota. Estimated costs after consulting with St Paul Water is \$200 per foot.

**Project Rationale**

Completing the Water Main Extension will allow Mendota residents to have the option to connect to St Paul Water rather than the private well that most residents have. The water quality in Mendota is poor. We lack the necessary fire hydrants to protect our residents.

**Project Timeline**

As soon as possible.

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

City of Mendota

**Who will operate the facility?**

St Paul Water

**Who will use or occupy the facility?**

The residents of Mendota

**Public Purpose**

To provide a quality water solution. Public protection

**Description of Previous Appropriations****Project Contact Person**

Brian Mielke  
Mayor

612-270-9091  
bmielke@myservion.com

(\$ in thousands)

**Water Main Extension**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$920	\$0	\$0
<b>Funds Already Committed</b>				
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$920</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$10	\$0	\$0
Design Fees	\$0	\$10	\$0	\$0
Project Management	\$0	\$0	\$0	\$0
Construction	\$0	\$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
<b>TOTAL</b>	<b>\$0</b>	<b>\$920</b>	<b>\$0</b>	<b>\$0</b>

**STATUTORY REQUIREMENTS**

The following requirements 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
<b>Predesign Review (M.S. 16B.335 subd. 3):</b>	
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
<b>Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?</b>	Yes
<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	N/A

**STATUTORY REQUIREMENTS**

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

<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	No
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	Yes
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	No
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	
Is the required information included in this request?	Yes
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	No

**2016 Land Slide****AT A GLANCE****2020 Request Amount:** \$240**Priority Ranking:** 2**Project Summary:** Reimburse the City of Mendota for road repairs caused by excessive rain water that happened in June of 2016. The City of Mendota was forced to have a GO Bond to pay for the \$240,000 worth of repair work that ultimately was completed in 2016.**Project Description**

Massive rains caused parts of our roads to collapse in June of 2016. FEMA denied the claims for Dakota County. The State of Minnesota did pay for 75% of the repairs, leaving the City of Mendota to come up with the rest. We did through the sale of GO Bonds and increased our Tax Levy to pay for the bonds.

**Project Rationale**

The City of Mendota is a low/moderate income City. The increase in our tax level put a large burden on our residents. The City of Mendota does everything possible to keep our Levy low through volunteer help. Any refund available would help us keep our Levy lower and give our residents financial relief.

**Project Timeline****Other Considerations****Impact on State Operating Subsidies****Who will own the facility?****Who will operate the facility?****Who will use or occupy the facility?****Public Purpose****Description of Previous Appropriations****Project Contact Person**

Brian Mielke  
Mayor

612-270-9091  
bmielke@myservion.com

(\$ in thousands)

2016 Land Slide

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$240	\$0	\$0
<b>Funds Already Committed</b>				
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
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	\$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
<b>TOTAL</b>	<b>\$0</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>

**STATUTORY REQUIREMENTS**

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

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

**STATUTORY REQUIREMENTS**

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

<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	N/A
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	N/A
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	No
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	Yes
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	No



**Water Pressure Reducing Valve****AT A GLANCE****2020 Request Amount:** \$50**Priority Ranking:** 3

**Project Summary:** St Paul Water will be installing a water pressure reducing valve on a main that feeds the City of Mendota. The cost to do so is approximately \$50,000, of which the City of Mendota is responsible for 80% of the cost. The City of Mendota cannot bear this type of expense and is asking to be reimbursed the cost of the project that the City of Mendota will have to pay this year.

**Project Description**

St Paul Water will install a pressure reducing valve that will decrease the water pressure in the City of Mendota.

**Project Rationale**

With the pressure unusually high, the water main is in jepordy of breaking.

**Project Timeline**

Summer of 2019

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

St Paul Water

**Who will operate the facility?**

St Paul Water

**Who will use or occupy the facility?**

City of Mendota

**Public Purpose**

Protect and extend the life of a water main that the City is 100% reliant upon as water only comes into the City from the south. If the water main broke, those relying upon the water would be cut off until the repairs are made.

**Description of Previous Appropriations**

**Project Contact Person**

Brian D Mielke  
Mayor  
612-270-9091  
bmielke@myservion.com

(\$ in thousands)

**Water Pressure Reducing Valve**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$0	\$50	\$0	\$0
<b>Funds Already Committed</b>				
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
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	\$50	\$0	\$0
Relocation Expenses	\$0	\$0	\$0	\$0
One Percent for Art	\$0	\$0	\$0	\$0
Occupancy Costs	\$0	\$0	\$0	\$0
Inflationary Adjustment	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>

**STATUTORY REQUIREMENTS**

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

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
<b>Predesign Review (M.S. 16B.335 subd. 3):</b>	
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
<b>Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?</b>	Yes
<b>Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?</b>	

**STATUTORY REQUIREMENTS**

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

<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	No
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	Yes
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	No
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	Yes
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	No
Is the required information included in this request?	No
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	No

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2020	2022	2024
Inflow - Infiltration Assistance Capital Proposal	1	GO	\$ 10,000	\$ 0	\$ 0
<b>Total Project Requests</b>			\$ 10,000	\$ 0	\$ 0
<b>General Obligation Bonds (GO) Total</b>			\$ 10,000	\$ 0	\$ 0

**Inflow - Infiltration Assistance Capital Proposal**

**AT A GLANCE**

**2020 Request Amount:** \$10,000

**Priority Ranking:** 1

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

**Project Description**

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

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

**Project Rationale**

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

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

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

**Project Timeline**

**Other Considerations**

## **Impact on State Operating Subsidies**

### **Who will own the facility?**

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

### **Who will operate the facility?**

Metro area local units of government.

### **Who will use or occupy the facility?**

## **Public Purpose**

### **Description of Previous Appropriations**

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

### **Project Contact Person**

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

(\$ in thousands)

**Inflow - Infiltration Assistance Capital Proposal**

**PROJECT FUNDING SOURCES**

Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<b>State Funds Requested</b>				
General Obligation Bonds	\$10,700	\$10,000	\$0	\$0
<b>Funds Already Committed</b>				
<b>Pending Contributions</b>				
<b>TOTAL</b>	<b>\$10,700</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>

**TOTAL PROJECT COSTS**

Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition	\$0	\$0	\$0	\$0
Predesign Fees	\$0	\$0	\$0	\$0
Design Fees	\$1,140	\$2,000	\$0	\$0
Project Management	\$285	\$500	\$0	\$0
Construction	\$9,275	\$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
<b>TOTAL</b>	<b>\$10,700</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>

**STATUTORY REQUIREMENTS**

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

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



**STATUTORY REQUIREMENTS**

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

<b>Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?</b>	Yes
<b>Will the project meet public ownership requirements (M.S. 16A.695)?</b>	Yes
<b>Will a use agreement be required (M.S. 16A.695 subd. 2)?</b>	No
<b>Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?</b>	Yes
<b>Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?</b>	Yes
<b>Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2024?</b>	Yes
<b>M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required</b>	No
<b>M.S. 473.4485: Guideway Project</b>	
Is this a Guideway Project?	
Is the required information included in this request?	
<b>Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?</b>	Yes