



## **AGENDA**

### **Dakota County Board of Commissioners Legislative Priorities/Strategic Planning Workshop**

**January 19, 2021**

**10:00 a.m.**

**(or following Regional Railroad Authority meeting)  
Boardroom, Administration Center, Hastings**

If you wish to attend virtually, please notify the Clerk to the Board via email at [CountyAdmin@co.dakota.mn.us](mailto:CountyAdmin@co.dakota.mn.us)  
Instructions on how to participate remotely will be sent to anyone interested.

- I. Introduction
- II. Review of Draft 2021 State Legislative Priorities and Platform
  - Bus Rapid Transit Funding Equity
    - Minnesota Valley Transit Authority Membership
  - Freeway Landfill Closure Options and Implications
  - Subordinate Service District Mechanics and Tax Levy Implications
  - Capital Investment Priorities
  - Other Draft Priorities
- III. Discussion, Conclusions, and Direction to Staff

## TABLE OF CONTENTS

**DRAFT 2021 State Legislative Priorities**

**DRAFT Legislative Platform**

**MVTA Membership**

**Freeway Landfill Closure Options and Implications**

**Subordinate Service District Mechanics and Tax Levy Implications**

**Greenway Bonding Requests**

# 2021 State Legislative Priorities



## PROTECT FUNDING AND SERVICE FLEXIBILITY

The state collects over 8% of its total revenues from state taxes paid by Dakota County households and businesses. A portion of that is shared back to the county through a variety of programs to help fund state-mandated programs and limit the burden of local property taxes. With the state facing a long-term budget deficit, the risk of revenue cuts and cost shifts to counties increase, with negative impacts on services and local property taxes. As a result of COVID-19, counties gained increased flexibility to deliver services through electronic means—often with demonstrably better outcomes and efficiency. With the pandemic expected to ease, the risk is that state regulations will revert to old business as usual and give up the improvements in public service delivery that were gained.

**Our Request:** Preserve current revenues, especially those provided by County Program Aid (CPA), the Motor Vehicle Lease Sales Tax (MVLST) and state Human Services funding and maintain the service flexibility granted during the COVID-19 pandemic.

## SUBORDINATE SERVICE DISTRICT

Public safety in the county is provided by several different agencies. For example, city police departments serve most incorporated areas, and the Sheriff operates the jail and provides patrol services in the townships and small cities in the rural portion of the county. Costs for the Sheriff's services are now paid for by property taxes levied county-wide, however—meaning that residents of cities are double taxed: both for their city police department and for Sheriff's patrol in rural areas. Residents of townships and small cities pay only a small fraction of the actual cost of public safety services received. Rural officials have indicated a willingness to cover a greater percentage of public safety costs in order to increase service levels, but the mechanism to accomplish this—a subordinate service taxing district—is now only available by law only to Greater Minnesota counties.

**Our Request:** Amend Minnesota Statutes, Sections 375B.03 and 375B.04 to remove the metropolitan county exemption and 375B.02 to allow for non-contiguous boundaries.

## BAN GROUNDWATER EXPORTS

In 2019 a company proposed to draw water from underground wells for the express purpose of exporting the water to other States to sell for a profit. Dakota County like other counties is experiencing reduced groundwater availability. The proposed wells threatened the surrounding well owners and communities ground water supply.

**Our Request:** Strengthen the regulatory oversight of groundwater appropriations to be exported out of Minnesota and ban the exportation of large quantities of groundwater.

## APPROPRIATE HANDLING OF FREEWAY LANDFILL MATTER

The Freeway Landfill is listed as a federal Superfund site and threatens surrounding surface and groundwater supplies with pollution. The County Board supports State efforts to remediate the environmental effects of this landfill.

**Our Request:** Support legislation and/or actions that provide funding to properly close the Freeway Landfill and Dump in accordance with existing State Rules a manner acceptable to Dakota County, to protect health and the environment and benefit the local community.

## BUS RAPID TRANSIT FUNDING EQUITY

The Metropolitan Council (Council) operates bus rapid transit (BRT) lines throughout the metropolitan region. The Council controls operational budgets and allocates funding accordingly. The Council receives 50% of the funding subsidies for highway-based BRT lines from County resources while BRT lines that are not highway-based are funded solely by the Council with State subsidies. This arrangement is unfair to the counties responsible for subsidies.

**Our Request:** Treat all BRT services consistently and fairly through fares and state subsidies as determined by the Legislature and Governor without relying on county taxpayer support for the services.

## MODIFY REGIONAL RAIL AND COUNTY AUTHORITIES

The County Board has expressed an interest in streamlining financing and operations of Regional Rail authorities and County Board authorities to increase efficiencies. To further define the Board's intentions in these matters a Regional Rail discussion is scheduled for the January 19, 2021 Authority meeting. Legislative policy direction will be requested following this discussion.

**Our Request:** [Pending]

## PEDESTRIAN SAFETY AND BONDING PROJECTS

Dakota County is committed to pedestrian safety. The County's network of regional trails act as both transportation and recreational opportunities for pedestrians and bicyclists. Safe passage across busy State and County highways can be dangerous especially for the young and the less able. The County also seeks to support the proper management of household hazardous waste and other problems materials through the construction of a household hazardous waste facility serving the residents of Dakota and Scott counties funding to advance preliminary engineering for safety and mobility improvements on priority corridors including:

**Our Request:** [Pending] More --->

# 2021 Capital Investment Priorities



## POTENTIAL 2021 CAPITAL INVESTMENT PRIORITIES

### Public Safety and Infrastructure Improvements

**Tier 1a Priority** - These are the County's highest priority projects to address safety deficiencies, including crossings of high-traffic and/or hazardous roads or railroads. These projects are also "ready," meaning they are in final design and construction can begin in the short term and are time-limited due to Federal funding.

- Mississippi River Greenway Pedestrian/Railroad Separation - \$6,500,000
- North Creek Greenway Pedestrian/Highway Separation - \$1,500,000
- Minnesota River Greenway Pedestrian/Railroad Separation through Fort Snelling State Park - \$5,000,000

**Tier 1b Priority** - These projects address important safety deficiencies, including crossings of roads, railroads, and other barriers. Projects may also address key service and safety issues such as restrooms, water, security cameras, and lighted parking in identified areas of need. Projects are at or approaching readiness in terms of design and land control.

- North Creek Greenway
  - 155<sup>th</sup> Street and JCRR Grade-Separated Crossings - \$500,000
  - Lakeville/Farmington Trail Gaps - \$900,000
- River to River Greenway
  - Dodd Road Grade-Separated Crossing and Valley Park Connection - \$1,250,000
- Mendota to Lebanon Hills Greenway
  - Cliff Road (CSAH 32) Grade-Separated Crossing and Lebanon Hills Connection - \$1,250,000
  - TH 55/CSAH 63 Grade-Separated Crossing(s) - \$1,250,000
- Vermillion Highlands Greenway
  - Trail Gap and Grade-Separated Crossing(s) - \$1,250,000
  - Whitetail Woods to Downtown Farmington Trail Gap - \$2,500,000
- Mississippi River Greenway
  - Wakota Trailhead - \$750,000

### Priority Highway Project Preliminary Engineering

- I 35 and the I-35 at CSAH 50 interchange, Lakeville and Burnsville - \$700,000
- TH 77, Apple Valley and Eagan - \$1,000,000
- TH 3, Rosemount, Eagan and Inver Grove Heights - \$500,000
- TH 55 from Rosemount to Hastings - \$1,000,000

## POTENTIAL 2022 CAPITAL INVESTMENT PRIORITIES

R22 – Construction Funding      Other items may be added

# Legislative Platform



## CAPITAL INVESTMENT

---

### DAKOTA COUNTY SUPPORTS:

- State bonding to improve safety and use of regional greenways.
- State bonding to support a household hazardous waste collection facility.
- State bonding to advance preliminary engineering for safety and mobility improvements on priority corridors

## ENVIRONMENTAL PROTECTION

---

### DAKOTA COUNTY SUPPORTS:

- Efforts to actively address groundwater contamination due to nitrates.
- Increased SCORE funding to metropolitan counties to offset costly state mandates.
- Adequate state resources for the long-term care of existing landfills, including the return of diverted MLCAT and CLIF funds.
- **Strengthened regulatory oversight of large groundwater appropriations, especially for water to be exported out of Minnesota.**
- The authorization of metro-area counties to acquire land for conservation and/or environmental purposes.
- The use of state bonding to support solid waste management projects as a match to the funds counties invest in infrastructure for solid waste management activities mandated by the state.
- The establishment of a state program to assist public and private drinking water well owners with the treatment of contaminated well water that exceeds safe drinking water levels.
- The re-distribution of the collected State Waste Management Tax that is currently distributed to the State General Fund to counties for state-mandated landfill abatement programs.
- The continued use of the Local Recycling Development Grant (LRDG) to support county waste abatement efforts.
- Practical State and Federal product stewardship laws with an emphasis on products that pose a public health or safety risk.
- State and federal funding for local water infrastructure improvement projects.
- Efforts to delegate the authority to issue and regulate groundwater appropriations permits to County governments that have a state Delegated Well Program.
- Efforts to ensure District Energy in St. Paul can continue to accept large quantities of wood waste from the metropolitan area.
- **Legislation and/or MPCA actions that provide funding to properly close the Freeway Landfill in accordance with existing State Rules a manner acceptable to Dakota County to protect public health and the environment and benefit the local community.**

## HEALTH AND HUMAN SERVICES

---

### DAKOTA COUNTY SUPPORTS:

- Funding a flexible benefits financing model and policy waivers in support of the Pathways to Prosperity and Well-being Pilot.
- The availability of State grants for counties to fund partnership models that improve public service

---

response to mental health emergencies. Grants should support collaboration between counties, law enforcement agencies, emergency medical services, health care and/or community organizations.

- Extending, or making permanent, human services policy waivers that reduce administrative burden and improve access to services.

---

## HOUSING AND ECONOMIC STABILITY

---

### DAKOTA COUNTY SUPPORTS:

- Enhancing and expanding state rental assistance programs.
- Enhancing and expanding eviction prevention resources.
- Enhancing and expanding dependable streams of funding to support services to help people find and maintain housing.
- Increasing the number of affordable, accessible and available rental units throughout Dakota County.

---

## JOBS AND ECONOMIC GROWTH

---

### DAKOTA COUNTY SUPPORTS:

- Equitable distribution of Broadband Grant program funds to include unserved and underserved areas in metro-area counties.

---

## LOCAL GOVERNMENT

---

### DAKOTA COUNTY SUPPORTS:

- **Preservation of current revenues and maintaining of service flexibility granted during the COVID-19 pandemic.**
- Maintained or increased appropriations for programs to enhance library services.
- The Minnesota Deputy Registrar Association and the Minnesota Association of County Officers request for a fee increase for license transactions.
- Increasing State funding to a 40% share for Metropolitan Parks O&M for SFY 22 and SFY 23.
- **Authority to create a service district, by adoption of resolution, for the purpose of levying upon a portion of Dakota County to finance governmental services benefiting a service area within a county.**
- Revising eminent domain statutes to ensure equitable processes for determining landowner compensation and attorney fees.
- Increasing the Park and Trail Legacy funding share to the Metropolitan Regional Park System from 40% to 50% for SFY 22 and SFY 23.

### DAKOTA COUNTY OPPOSES:

- Measures that would interfere with the ability of local governments to manage their budgets.

---

## NATURAL RESOURCES STEWARDSHIP

---

### DAKOTA COUNTY SUPPORTS:

- The Metropolitan Council's request for capital improvements to the Metropolitan Regional Parks System.
- The Metropolitan Council's request from the Environmental and Natural Resources Trust Fund to acquire private inholdings within regional parks and greenways.
- The Environmental and Natural Resources Trust Fund recommendation of funding of \$560,000 for bison reintroduction at Spring Lake Park Reserve.

---

## STATE GOVERNMENT AND ELECTIONS

---

### DAKOTA COUNTY SUPPORTS:

- Elimination of the metropolitan county exclusion to allow mail balloting for all townships and cities with less than 400 registered voters.
- Reformation of the Metropolitan Council governance structure to increase accountability to their regional constituency.

## TRANSPORTATION

---

### DAKOTA COUNTY SUPPORTS:

#### Highways and Bridges

- Maintaining the current distribution of the Motor Vehicle Lease Sales Tax.
- Increasing long-term sustainable funding for highway and bridge purposes.
- Issuance of general obligation bonds for the Local Road Improvement, Local Bridge Replacement Bonding, and Local Road Wetland Replacement programs.
- Issuance of trunk highway bonds contingent upon increased long-term funding.

#### Transit

- **State funding of county highway bus rapid transit subsidies.**

## FEDERAL

---

### DAKOTA COUNTY SUPPORTS:

- Funding to support creation of the Veterans Memorial Greenway.
- Federal funding to support improvement of the Interstate 35/County Road 50 interchange.

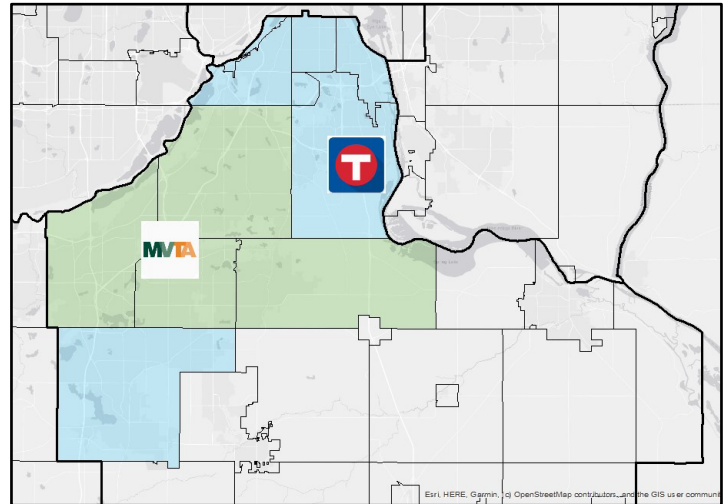
# MVTA Membership



## Background

The Dakota County Draft 2021 Legislative Platform includes an item on Bus Rapid Transit (BRT) Equity. The request seeks to modify how Highway BRT is funded by the Metropolitan Council, proposing that all BRT services are funded solely by the Council with State subsidies. Counties currently pay 50% of highway BRT capital and operating costs, which is unfair to the counties responsible for subsidies.

Dakota County is served by two primary transit service providers, the Minnesota Valley Transit Authority (MVTA) and Metro Transit with a significant area of the county currently not served by either provider. Dakota County is a currently a member of the MVTA with a representative on the MVTA Board of Commissioners. Metro Transit is governed by the Metropolitan Council with no direct participation from the County Board.



The Board has requested a discussion regarding the County's membership in MVTA recognizing that a legislative request that affects the funding of one transit provider while serving on the Board of another may weaken the County's position on this matter.

## History

The Minnesota Valley Transit Authority (MVTA) was formed in 1990 to provide transit services to member suburbs including the Dakota County cities of Apple Valley, Burnsville, Eagan, and Rosemount. Dakota County's historical involvement with MVTA is summarized below:

- 1990: Commissioner Don Chapdelaine assisted with the creation of the original Joint Powers Agreement (JPA) and served on the MVTA Board through 1992.
- 1994: Commissioner Mike Turner designated as voting member (along with a Scott County Commissioner), though the counties were not official members of the JPA.
- 1997: Commissioner Branning designated as MVTA member (Ex-Officio member with voting rights).
- 2012: Dakota County signs Second Amended and Restated JPA of MVTA, becoming an official member.
- 2014: Continued as a member of MVTA by signing the Third Amended and Restated JPA (following a County Board discussion that explored withdrawing membership).

## Current JPA

- Signed by Dakota County August, 2014 (by Resolution No. 14-412).
- Added the cities of Prior Lake and Shakopee to the existing members of Apple Valley, Burnsville, Eagan, Rosemount, Savage, Scott County, and Dakota County.



- The governing body of MVTA is the Board, which consists of one commissioner, one alternate commissioner, and one staff member from each party to the JPA. The commissioner from each party must be a member of that party's governing body.
- Withdrawal from the Agreement should be made by written notice to MVTA by February 15<sup>th</sup> to be effective at the end of the calendar year.

### **Draft 2040 Transportation Plan**

The Draft 2040 Transportation Plan (Draft Plan) acknowledges that factors such as demographics, development density, and land use lead to a wide range of transit demands and the need for a variety of services to best serve the variable needs of the County. Though the County has previously led the development of some transit plans and projects, the Draft Plan identifies transit service providers as best suited for this role moving forward. The Draft Plan identifies potential roles for the County in supporting transit summarized below.

- *Stakeholder*: Serve as participant or advisor to policies, plans, or projects led by other partner agencies and transit service providers to represent the needs of residents and businesses.
- *Technical resource*: Provide technical guidance, share information, and/or convene partners when approached by partner agencies or stakeholders with transit related issues and potential solutions.
- *Funding partner*: Consider providing funding contributions for transit capital facilities and services on an individual basis in cooperation with service providers and other stakeholders in accordance with applicable County Cost Participation Policies.
- *Coordinator of mobility management programs*: Assume a lead role in coordinating with public and private agencies to develop and provide information and services responsive to specialized transportation needs.
- *Implementor of System Improvements*: Program and construct system improvements to the county highway system to improve the operation and accessibility of the transit system.
- *Permitting*: Issue permits for transit facilities on County right-of-way.

# Freeway Landfill Closure Options and Implications

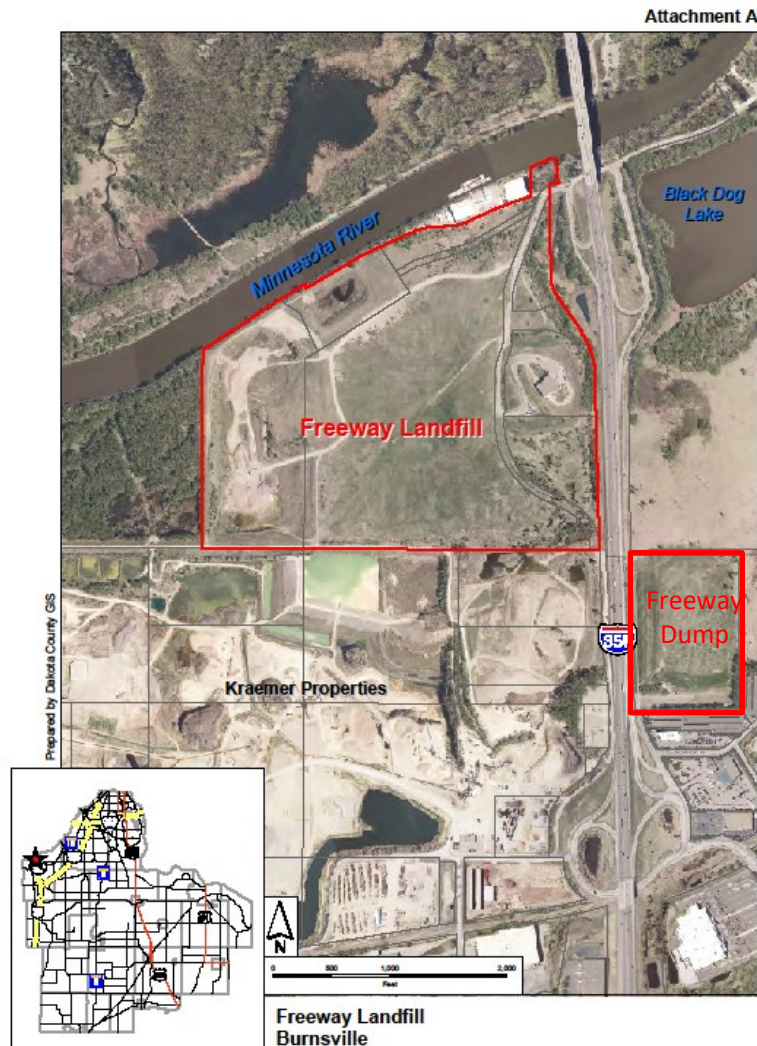


## Freeway Landfill Summary

January 19, 2021

The Freeway Landfill, located along Interstate 35W in Burnsville, opened in the early 1970's and accepted approximately 5.2 million cubic yards of municipal solid waste for disposal through 1990. The Freeway Dump, also located along Interstate 35W, was an unlicensed dump that accepted an estimated 500,000 cubic yards of waste between 1966 and 1971. The Landfill and Dump lack most of the environmental protection mechanisms required to ensure the areas surface water and groundwater are adequately protected. Neither location has a liner beneath the waste, and both have inadequate groundwater and methane gas monitoring and venting, and lack leachate collection systems.

The City of Burnsville's municipal water supply wells are located within one mile of the Dump and Landfill. When the nearby Kraemer Quarry stops pumping water out of the quarry, groundwater in the areas will rise and come into contact with the waste at the Landfill and Dump, polluting the city's water supply.



The Minnesota Pollution Control Agency (MPCA) has developed two alternatives for the clean up the Landfill and Dump. These include excavating the waste and disposing of it on-site in a new lined landfill (Dig and Line) and excavating the waste and disposing of the waste off site (Dig and Haul). The MPCA plans to offer these options for bid in the fall of 2021 and anticipates presenting the bid results to the legislature in January 2022.

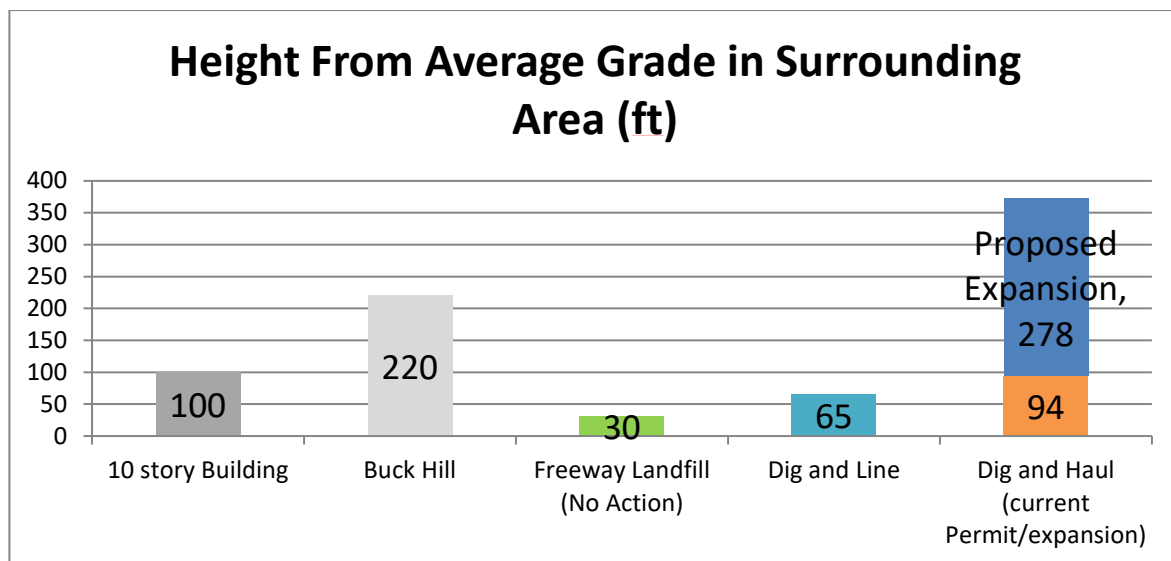
MPCA Concept Option:	Existing Conditions	Dig and Line	Dig and Haul
<b>Waste Area/Volume</b>	Dump: 34 acres/790,000 cy Landfill: 140 acre/5.3M cy	75 acres	TBD
<b>Area Not Needed for Landfill**</b>	-	Dump: 28 acres Landfill: 20 acres	Dump: 28 acres Landfill: 138 acres
<b>Maximum Height</b>	Dump: 730' Landfill: 750'	785'	TBD
<b>Estimated Construction Duration</b>	-	3-4 years	TBD- expected to be shorter than Dig and Line
<b>Estimated Construction Cost*</b>	-	\$77M-\$126M	\$145-\$235M (low range**) \$489-\$795M (High Range)

\*Based on MPCA Focused Feasibility Study Report Freeway Landfill and Freeway Dump", Oct 2019

\*\*Low estimate does not include City, County or State Fees

Both the Dig and Line and Dig and Haul options are protective of public health and the environment and will provide some developable land. The Dig and Haul option provides the most protection to public health and the environment by reducing the overall footprint of waste and creates the most developable land.

The Burnsville Sanitary landfill has proposed conversion of a 7.15 million cubic yard Construction and Demolition cell to Municipal Solid Waste to accommodate the waste from the Freeway Landfill and Dump. BSLI has also proposed a 19 million cubic yard expansion request for the Burnsville Sanitary Landfill (BSLI).



BSLI is nearing their current permitted capacity of 18,682,145 cubic yards and is expected to close in 2022 unless they obtain a Certificate of Need (CON) from the MPCA to expand their Municipal Solid Waste Capacity. BSLI will apply for CON to expand their current Municipal Solid waste capacity. Lack of CON will result in closure of the facility and a loss of approximately \$2.5M per year in County Host fee revenue. If CON is granted to BSLI, it will extend the life of the landfill and result in additional Host Fee revenues for the County.

The City of Burnsville has resolved to waive their fees to support the Dig and Haul option (City Resolution 19-661) and make that option more cost effective (Low range cost estimate). Burnsville has requested that the County and State do the same. Waiving County Fees to support the Dig and Haul option would result in a loss of between \$18 million and \$65 million in Host Fees, depending on how the waste is categorized.

Excavate Waste with Off-site Disposal	Landfill Fee Potential	Dump Fee Potential	Total Fee Potential
Treat all waste as In-County MSW (\$10.77/ton)	~\$55.54M*	~\$8.51M	~\$64.05M
Treat all waste as Un-processible waste rates (\$6.89/ton)	~\$35.53M*	~\$5.44M	~\$40.97M
Treat all wastes as Process Residuals (\$3.07/ton )	~\$15.83M*	~\$2.43M	~\$18.26M
Waive Fees	\$0	\$0	\$0

# Subordinate Service District Mechanics & Tax Levy Implications



## **Statement of Issue**

Dakota County levies upon all municipalities for services that benefit specific municipalities. The remaining municipalities have similar services that are provided and levied locally. These areas are effectively double taxed for the provided benefit.

## **Action**

Provide statutory authority to create subordinate service districts by adoption of resolution, thereby amending MN Stats § 375B.04 and 375B.05 and removing the metropolitan county exclusion.

## **Background**

[MN Statute 375B](#) allows for the creation of a Subordinate Service District (compact and contiguous), within a county district authority, for the purpose of providing and financing various government services. The statute, however, exempts metropolitan counties. Dakota County would support legislation to allow for the county to levy only upon specific benefiting municipalities or boundaries (contiguous or non-contiguous) for the purpose of financing a governmental service directly to the benefited area.

## **Impact**

Dakota County provides services that are currently levied countywide, however provide benefit to specific municipalities. Levying for these services directly on a benefited area would cause a tax shift, increasing property taxes levied in the service area and decreasing property taxes outside the service area.

Dakota County Greenway Bonding Request (by Priority)

#	Dist.	Project	CIP Years*	Total Project Cost	Local Revenues** (per 2021 CIP)	Federal Revenues	Other State Revenues
---	-------	---------	---------------	-----------------------	---------------------------------------	---------------------	-------------------------

Tier 1a Priority (Meets high safety needs; high readiness)							
1	57B	Mississippi River Greenway Pedestrian/Railroad Separation	2020 2021	\$ 14,358,915	\$ 11,958,915	\$ 2,000,000	
3	57A	North Creek Greenway Pedestrian/Highway Separation	2020 2021	\$ 2,752,937	\$ 1,496,937	\$ 1,256,000	
2	51A	Minnesota River Greenway Pedestrian/Railroad Separation through Fort Snelling State Park	2020 2021	\$ 10,766,819	\$ 3,574,965	\$ 3,508,000	\$ 3,490,386
Subtotal: Tier 1				\$ 27,878,671	\$ 17,030,817	\$ 6,764,000	\$ 3,490,386

Districts represented in Tier 1a: 51A 51B 52A 52B 54A 54B 56A 56B 57A 57B 58A 58B

Tier 1b Priority (Meets safety needs; at or approaching readiness, and/or land control in progress)							
11	57A	North Creek GW - 155th Street & JCRR Grade-Separated Crossings	2020	\$ 1,000,000			
4	57A,58B	North Creek GW - Lakeville/Farmington Trail Gaps	2020 2021	\$ 1,800,000	\$ 300,000	\$ 480,000	
10	52A	River to River GW - Dodd Road Grade-Separated Crossing and Valley Park Connection	2020	\$ 2,500,000			
17	51B	Mendota to Lebanon Hills GW - Cliff Road (CSAH 32) Grade-Sep Crossing and Lebanon Hills Connection	2020	\$ 2,500,000			
12 NEW	52B	Mendota to Lebanon Hills GW - TH 55 / CSAH 63 Grade-Separated Crossing	N/A	\$ 2,500,000			
15 NEW	57B	Vermillion Highlands GW - Trail Gap and Grade-Separated Crossing(s)	N/A	\$ 2,500,000			
16 NEW	58B	Vermillion Highlands GW - Whitetail Woods to Downtown Farmington Trail Gap	N/A	\$ 5,000,000			
5	54A	Mississippi River GW - Wakota Trailhead	2020 2021	\$ 1,500,000	\$ 380,000	\$ 560,000	
Subtotal: Tier 1b				\$ 19,300,000	\$ 680,000	\$ 1,040,000	\$ -

Districts represented in Tier 1a + 1b: 51A 51B 52A 52B 54A 54B 56A 56B 57A 57B 58A 58B

Tier 2 Priority (Meets emerging safety needs; work needed on readiness, feasibility, and/or land control)							
6	52A	River to River GW - Marthaler Trail Gap and Trailhead	2020	\$ 1,500,000			
18	52B	Mendota to Lebanon Hills GW - Inver Grove Heights / Mendota Heights Trail Gap	2020	\$ 2,000,000			
19	56B,58A	Lake Marion GW - Ritter Farm Trail Gap and Grade-Separated Crossing	2020	\$ 3,000,000			
7	54A,52B 57B,54B	Mississippi River GW - River Access Enhancements	2020	\$ 500,000			
8 NEW	52B	Mendota to Lebanon Hills GW - Dodd Road / Friendly Hills Trail Gap	N/A	\$ 2,500,000			
9 NEW	52A	River to River GW - Thompson Oaks Trail Gap	N/A	\$ 1,000,000			
13 NEW	58A	Lake Marion GW - Downtown Lakeville Trail Gap	N/A	\$ 250,000			
14 NEW	56A	Lake Marion GW - Sunset Pond Park to Rose Bluffs Trail Gap	N/A	\$ 1,500,000			
20 NEW	58B	North Creek GW - Downtown Farmington Trail Gap	N/A	\$ 1,750,000			
Subtotal: Tier 2				\$ 14,000,000	\$ -	\$ -	\$ -

Districts represented in Tiers 1a + 1b + 2: 51A 51B 52A 52B 54A 54B 56A 56B 57A 57B 58A 58B

TOTAL	\$ 61,178,671	\$ 17,710,817	\$ 7,804,000	\$ 3,490,386
-------	---------------	---------------	--------------	--------------

\*Year(s) project appeared in adopted CIP. "N/A" means project has not yet appeared in the adopted CIP.

\*\*Represents County and City contributions, EXCLUDING Federal funding obtained by County/City, and EXCLUDING State funding.

\*\*\*Negative amounts represent "credit" to potentially consider towards match at an aggregate level.

DRAFT Bonding Request

Total Estimated Shortfall	Potential Bonding Request (typ 50%)
------------------------------	---

\$ 400,000	\$ 6,500,000
\$ -	\$ 1,500,000
\$ 193,468	\$ 5,000,000
\$ 593,468	\$ 13,000,000

\$ 1,000,000	\$ 500,000
\$ 1,020,000	\$ 900,000
\$ 2,500,000	\$ 1,250,000
\$ 2,500,000	\$ 1,250,000
\$ 2,500,000	\$ 1,250,000
\$ 2,500,000	\$ 1,250,000
\$ 5,000,000	\$ 2,500,000
\$ 560,000	\$ 750,000
\$ 17,580,000	\$ 9,650,000

\$ 18,173,468 \$ 22,650,000

\$ 1,500,000	\$ 750,000
\$ 2,000,000	\$ 1,000,000
\$ 3,000,000	\$ 1,500,000
\$ 500,000	\$ 250,000
\$ 2,500,000	\$ 1,250,000
\$ 1,000,000	\$ 500,000
\$ 250,000	\$ 125,000
\$ 1,500,000	\$ 750,000
\$ 1,750,000	\$ 875,000
\$ 14,000,000	\$ 7,000,000

\$ 32,173,468	\$ 29,650,000
---------------	---------------

Version: 01/15/2021 a

Safety	Connection	Service	Readiness	Land Control	Grade-Sep	Status	Readiness (Time to Complete)	Notes
--------	------------	---------	-----------	-----------------	-----------	--------	------------------------------------	-------

•	•	•	○	○	Y	Acquisition & Design	2 yr	Fill key gap with safe regional trail including railroad crossing along high-traffic regional greenway. Bonding request could seek to offset up to ~\$7M; previous ML19 & ML20 requests were \$2.5M for this project.
•	•	•	○	○	Y	Acquisition & Design	2 yr	Provide grade-separated crossing of CSAH 42 and connection to 147th St.
•	•	•	○	•	Y	Design & Engineering	2 yr	Fill key gap with regional trail including boardwalks and railroad crossing along greenway with multiple state and regional connections.

•	•	○	○	•	Y	Feasibility & Pre-design	2 yr	Provide grade-separated crossings of 155th St and Johnny Cake Ridge Rd and connection to Quarry Point Park.
○	•	•	○	○	N	Design & Engineering	2 yr	Fill key gap in coordination with development by providing regional trail with boardwalks connecting multiple city parks.
•	•	○	○	•	Y	Feasibility & Pre-design	2 yr	Provide grade-separated crossing of Dodd Rd (TH 149) and upgrade trail to regional standard to provide connection to Valley Park.
•	•	○	○	○	Y	Feasibility & Pre-design	4 yr	Provide grade-separated crossing of CSAH 32 and connection to Lebanon Hills Regional Park.
•	○	○	○	○	Y	Master planned	2 yr	Provide grade-separated crossing(s) of TH 55 and Argenta Trail (CSAH 63).
•	•	○	○	○	Y	Master planned	4 yr	Provide safe grade-separated crossing of CSAH 42 and connection to Dakota County Technical College.
○	•	•	○	○	Y	Master planned	4 yr	Fill key gap with 5 miles of regional greenway from Whitetail Woods Regional Park to downtown Farmington, incl crossings of Hwy 3 & Biscayne.
○	○	•	○	•	N	Feasibility & Pre-design	2 yr	Provide trailhead in low-service area of high-traffic regional greenway. No additional match required due to secured Federal, City, and County funds.

•	•	•	○	•	N	Design & Engineering	2yr	Upgrade trail to regional standard from Robert St segment through Marthaler Park to Garlough Park. Includes trailhead in Marthaler Park.
○	•	○		○	N	Master planned	4 yr	Fill key gap with regional greenway including boardwalk from Kensington Park, over I-494, by Viking Lakes, to Blackstone segment.
•	•	○	○	○	N	Feasibility & Pre-design	4 yr	Fill key gap between Murphy Hanrehan Park Reserve, through Ritter Farm Park, over I-35, and to Lake Marion.
○	○	•	•	•	N	Feasibility & Pre-design	2 yr	Provide opportunities to safely access the Mississippi River from high-traffic regional greenway.
•	•	•	○	○	N	Feasibility & Pre-design	2 yr	Fill key gap with regional greenway from TH 110 crossing, by Friendly Hills Middle School, to Kensington Park.
•	•	•	○	○	N	Feasibility & Pre-design	2 yr	Provide regional greenway connection including boadwalk from Robert St, by library, through Thompson Oaks, to Thompson County Park.
○	•	○	○	○	N	Master planned	2 yr	Upgrade trail to regional standard from Antlers Park to downtown Lakeville.
○	•	○	○	○	N	Master planned	4 yr	Fill key gap with regional greenway from Sunset Pond Park to Rose Bluffs neighborhood.
○	•	○			N	Master planned	4 yr	Fill key trail gap with regional trail including boardwalks from Jim Bell Park to downtown Farmington.

--



# Dakota County Stewardship

## Regional Bicycle & Pedestrian Safety Projects

### Regional Greenway System

- Regional Greenway - Existing & Funded
- Regional Greenway - Planned
- Regional Greenway - Proposed
- Dakota County Parks

### State Legislative Districts

- House Districts
- Senate Districts
- Project Locations 2020
- Project Locations 2021 (New)

### 2021-2022 State Legislators

<b>51</b>	Sen. Jim Carlson (DFL)
<b>51A</b>	Rep. Sandra Masin (DFL)
<b>51B</b>	Rep. Liz Reyer (DFL)
<b>52</b>	Sen. Matt D. Klein (DFL)
<b>52A</b>	Rep. Rick Hansen (DFL)
<b>52B</b>	Rep. Ruth Richardson (DFL)
<b>54</b>	Sen. Karla Bigham (DFL)
<b>54A</b>	Rep. Keith Franke (R)
<b>54B</b>	Rep. Tony Jurgens (R)
<b>56</b>	Sen. Lindsey Port (DFL)
<b>56A</b>	Rep. Jessica Hanson (DFL)
<b>56B</b>	Rep. Karla Berg (DFL)
<b>57</b>	Sen. Gregory D. Clausen (DFL)
<b>57A</b>	Rep. Robert Bierman (DFL)
<b>57B</b>	Rep. John Huot (DFL)
<b>58</b>	Sen. Zach Duckworth (R)
<b>58A</b>	Rep. Jon Koznick (R)
<b>58B</b>	Rep. Patrick Garofalo (R)

