

AGENDA

DAKOTA COUNTY Physical Development Committee of the Whole

January 14, 2020
9:00 AM

Conference Room 520, Northern Service Center, West St. Paul, MN

1. **Call To Order And Roll Call**
Note: Any action taken by this Committee of the Whole constitutes a recommendation to the County Board.
2. **Introductions**
3. **Audience**
Anyone in the audience wishing to address the Committee on an item not on the Agenda or an item on the Consent Agenda may come forward at this time. Comments are limited to five minutes.
4. **Approval Of Agenda (Additions/Corrections/Deletions)**
5. **Consent Agenda**
 - 5.1 **Approval Of Minutes**
 - 5.2 *Environmental Resources* - Recommendation To Governor And Metropolitan Council For Appointment To Metropolitan Area Water Supply Advisory Committee
 - 5.3 *Physical Development Administration* - Authorization To Amend Joint Powers Agreement With City Of West St Paul For River To River Robert Street Grade Separated Crossing
 - 5.4 *Physical Development Administration* - Planning Commission Update
 - 5.5 *Transportation* - Update On Joint Memorandum Of Understanding With Canadian Pacific Railway And Union Pacific Railroad Company To Replace Existing Railroad Bridge On County Project 86-34
 - 5.6 *Environmental Resources* - Approval Of Designated Lists Of Recyclables, Organics, And Contaminants
 - 5.7 *Transportation* - Authorization To Execute Contract Amendment With Bolton & Menk, Inc., For Additional Design Services For County Project 70-23
6. **Regular Agenda**
 - 6.1 *Physical Development Administration* - Adoption Of Thompson County Park Master Plan And Thompson County Park Natural Resources Management Plan
 - 6.2 *Physical Development Administration* - Rename Rich Valley Regional Greenway To Veterans Memorial Greenway, And Receive Update On Feasibility Study
 - 6.3 *Transportation* - Authorization To Execute A Contract With SEH, Inc. For Transportation Planning Services For CSAH 42
 - 6.4 *Parks, Facilities, And Fleet Management* - Direction On Feasibility Study To Reintroduce Bison To County Park System

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6.5 *Physical Development Administration* - Landfill Host Community Environmental Legacy Fund Grant Pilot Program Review

7. Division Director Update

8. Adjournment

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<https://www.co.dakota.mn.us/Government/BoardMeetings/Pages/default.aspx>

**DAKOTA COUNTY
PHYSICAL DEVELOPMENT COMMITTEE OF THE WHOLE**

Meeting Minutes

**December 3, 2019
Conference Room L139, Western Service Center**

Call To Order And Roll Call

Commissioner Mike Slavik
Commissioner Kathleen A. Gaylord
Commissioner Thomas A. Egan
Commissioner Joe Atkins
Commissioner Liz Workman
Commissioner Mary Liz Holberg
Commissioner Chris Gerlach

Also in attendance: Matt Smith, County Manager; Tom Donely, Assistant County Attorney; Steve Mielke, Physical Development Division Director; Liz Hansen, Administrative Coordinator.

The meeting was called to order at 10:27 a.m. by Chair Thomas A. Egan.

The Audio recording of this meeting is available upon request.

Introductions

Commissioner Egan introduced two new staff members from Physical Development.

Audience

Commissioner Egan asked if there was anyone in the audience who wished to address the Committee of the Whole on an issue not on the agenda or to discuss an item on the consent agenda. Holly Jenkins from Egan, Minnesota came forward and was given five minutes to speak.

Approval Of Agenda (Additions/Corrections/Deletions)

On a motion by Commissioner Kathleen A. Gaylord, seconded by Commissioner Mike Slavik, the agenda was unanimously approved.

Consent Agenda

On a motion by Commissioner Kathleen A. Gaylord, seconded by Commissioner Mike Slavik, the consent agenda was approved as follows:

5.1 Approval Of Minutes

5.2 Update On Phase 2 Of Draft Natural Resource Management Plan For Whitetail Woods Regional Park

This item was on the agenda for informational purposes only.

5.3 Update On Dakota County 2040 Transportation Plan

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This item was on the agenda for informational purposes only.

5.4 Authorization To Amend Joint Powers Agreement With City Of Burnsville For Lake Marion Greenway - Sunset Park To Murphy Hanrehan Regional Park Design And Acquisition Cost Share

WHEREAS, by Resolution No. 19-036 (January 22, 2019), the Dakota County Board of Commissioners approved a joint powers agreement for cost share with the City of Burnsville to complete final design and acquisition; and

WHEREAS, the City of Burnsville has secured a contract with WSB & Associates, for final design and acquisition services; and

WHEREAS, the cost to prepare final design for the Lake Marion Regional Greenway-Sunset Park to Murphy Hanrehan Regional Park has increased by \$90,745 due to unanticipated project changes; and

WHEREAS, the City of Burnsville and Dakota County will share equally in additional final design costs; and

WHEREAS, the estimated cost of acquisition is now based on current appraisals at \$500,000; and

WHEREAS, Dakota County is responsible for full cost of acquisition related to the regional greenway corridor; and

WHEREAS, Dakota County anticipates applying for Metropolitan Council Acquisition Opportunity Funds to cover 75 percent of the acquisition costs.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to amend the joint powers agreement with the City of Burnsville for the Lake Marion Regional Greenway – Sunset Park to Murphy Hanrehan Regional Park segment final design and acquisition with the County's share of the costs for design not to exceed \$230,372, including 10 percent contingency, and that the County assumes 100 percent of land acquisition costs based upon appraised values.

5.5 Planning Commission Update

This item was on the agenda for informational purposes only.

5.6 Approval Of 2020 Planning Commission Work Plan

WHEREAS, Dakota County Ordinance No. 118 establishes the powers and duties of the Planning Commission to make recommendations on plans, policies, and programs, as directed by the County Board; and

WHEREAS, County Policy No. 1015 provides direction regarding its citizen advisory committees and states that the Planning Commission is required to consult annually with the County Board to seek concurrence regarding the topics they will study or on which they will advise the County Board; and

WHEREAS, the County Board identified its priorities for 2020, including the preparation of plans for natural resources, parks, greenways, and transportation; and

WHEREAS, the 2020 Planning Commission Work Plan is consistent with the County Board priorities for 2020; and

WHEREAS, the Physical Development Committee of the Whole reviewed the 2020 Planning Commission Work Plan at the meeting on December 3, 2019.

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NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the 2020 Planning Commission Work Plan as presented to the Physical Development Committee of the Whole on December 3, 2019.

5.7 Award Of Bid And Authorization To Execute Contract With Pember Companies, Inc., For Whitetail Woods Regional Park Master Plan Improvements Bid Package 1: Cabins And Commons Project

WHEREAS, by Resolution No. 12-107 (February 14, 2012), the County Board approved the updated Whitetail Woods Regional Park Master Plan including the project's five tier-one priorities; and

WHEREAS, the Whitetail Woods Regional Park Master Plan Improvements Project (Project) was approved in the 2019–2023 Parks Capital Improvement Program (CIP) Adopted Budget; and

WHEREAS, by Resolution No. 19-441 (March 26, 2019), the County Board approved the Project schematic design; and

WHEREAS, the Project was previously bid unsuccessfully with one bid received on July 25, 2019; and

WHEREAS, the bid received was 31 percent above the approved budget for the Project and was rejected by Resolution No. 19-663 (August 6, 2019) due to being over the approved budget for the project; and

WHEREAS, the rejected bid was used as a baseline for the current market construction costs, and a strategy was devised to better position the Project for a successful bid; and

WHEREAS, the strategy included value engineering of all project components and splitting the Project into two bid packages to more closely match the specific trades involved; and

WHEREAS, the Project Bid Packages are broken into components as follows: 1.) Cabins and Commons and 2.) Trails and Boardwalks; and

WHEREAS, to provide flexibility with the award and keep within the approved budget, the project includes multiple project bid alternates; and

WHEREAS, the project Bid documents were prepared by staff and Aune Fernandez Landscape Architects and was competitively advertised for four weeks, and four bids were received on November 21, 2019; and

WHEREAS, funds allow for the purchase of the Base Bid plus Alternate 1 with the Sledding Hill Amenities Package was outside the budget; and

WHEREAS, the Sledding Hill Amenities Package will not be part of the current project and could be executed as a future phase of park improvement; and

WHEREAS, the lowest responsible bid received for the Whitetail Woods Regional Park Masterplan Improvements Bid Package #1: Cabins and Commons Project including Alternate 1 was \$1,697,500; and

WHEREAS, staff and the project architect have reviewed the low bidder's qualifications; and

WHEREAS, the Project will be substantially complete by November 2020; and

WHEREAS, staff recommends that the County Board of Commissioners authorize the Parks, Facilities, and Fleet Management Director to execute a contract with Pember Companies Inc., for the Whitetail Woods Regional Park Master Plan Improvements Bid Package 1: Cabins and Commons project, including alternates 1 and 2, in an

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amount not to exceed \$1,697,500

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners authorizes the Parks, Facilities, and Fleet Director to execute a contract with Pember Companies Inc., N4449 469th Street, Menomonie, WI 54751 for the Whitetail Woods Regional Park Master Plan Improvements Bid Package 1: Cabins and Commons project, including alternates 1 and 2, in an amount not to exceed \$1,697,500, subject to approval by the County Attorney's Office as to form.

Ayes: 6 Nays: 1 (Commissioner Mary Liz Holberg)

5.8 Award Of Bid And Authorization To Execute Contract With Peterson Companies, Inc., For Whitetail Woods Regional Park Master Plan Improvements Bid Package 2: Trails And Boardwalks Project

WHEREAS, by Resolution No. 12-107 (February 14, 2012), the County Board approved the update Whitetail Woods Regional Park Master Plan, including the project's five tier-one priorities; and

WHEREAS, the Whitetail Woods Regional Park Master Plan Improvements Project (Project) was approved in the 2019–2023 Parks Capital Improvement Program (CIP) Adopted Budget; and

WHEREAS, by Resolution No. 19-411 (March 26, 2019), the County Board approved the Project schematic design; and WHEREAS, the Project was previously bid unsuccessfully with one bid received on July 25, 2019; and

WHEREAS, the bid received was 31 percent above the approved budget for the Project and was rejected by Resolution No. 19-663 (August 6, 2019) due to being over the approved budget for the project; and

WHEREAS, the rejected bid was used as a baseline for the current market construction costs, and a strategy was devised to better position the Project for a successful bid; and

WHEREAS, the strategy included value engineering of all project components and splitting the Project into two bid packages to more closely match the specific trades involved; and

WHEREAS, the Project Bid Packages are broken into components as follows: 1.) Cabins and Commons and 2.) Trails and Boardwalks; and

WHEREAS, to provide flexibility with the award and keep within the approved budget, the project includes multiple project bid alternates; and

WHEREAS, the project Bid documents were prepared by staff and Aune Fernandez Landscape Architects and was competitively advertised for four weeks, and 11 bids were received on November 21, 2019; and

WHEREAS, the lowest responsive and responsible bid received for the Whitetail Woods Regional Park Masterplan Improvements Bid Package #2: Trails and Boardwalks Project including Alternates 1 and 2 was \$1,615,500; and

WHEREAS, staff and the project architect have reviewed the low bidder's qualifications; and

WHEREAS, the Project will be substantially complete by November 2020; and

WHEREAS, staff recommends that the County Board of Commissioners authorize the Parks, Facilities, and Fleet Management Director to execute a contract with Peterson Companies Inc., for the Whitetail Woods Regional Park Master Plan Improvements Bid Package 2: Trails and Boardwalks Project, including Alternates 1 and 2, in an

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amount not to exceed \$1,615,500.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Parks, Facilities, and Fleet Management Director to execute a contract Peterson Companies, Inc., 8326 Wyoming Trail, Chisago, MN 55103 for the Whitetail Woods Regional Park Master Plan Improvements Bid Package 2: Trails and Boardwalks Project, including Alternates 1 and 2, in an amount not to exceed \$1,615,500, subject to approval by the County Attorney's Office as to form.

5.9 Update On County Project 32-87, Cliff Road Study: Lexington Avenue To Trunk Highway 3

This item was on the agenda for informational purposes only.

Regular Agenda

6.1 Authorization To Adopt County State Aid Highway 9/179Th Corridor Study And Preliminary Design Project In City Of Lakeville

Matthew Parent, Senior Project Manager, presented this item and responded to questions. Mark Kresbach, Transportation Director, was in the audience and also spoke to this item.

On a motion by Commissioner Mary Liz Holberg, seconded by Commissioner Mike Slavik, the following resolution was unanimously recommended to the County Board:

WHEREAS, to provide a safe and efficient transportation system, Dakota County is partnering with the City of Lakeville (City) on County Project (CP) 9-56; and

WHEREAS, CP 9-56 is preliminary engineering, public participation, and traffic analysis of County State Aid Highway (CSAH) 9 (Dodd Boulevard) and 179th Street in the City of Lakeville; and WHEREAS, CP 9-56 will identify required improvements on each roadway to serve as a basis for a future jurisdictional transfer agreement between the City and County; and

WHEREAS, the approved 2019–2023 Transportation Capital Improvement Program Adopted budget includes sufficient funding for CP 9-56; and

WHEREAS, the CSAH 9/179th Street Corridor Study (Study) incorporated numerous opportunities and proactive efforts for public and stakeholder involvement throughout the course of the Study, including open house meetings, online and social media outreach; and

WHEREAS, the Study produced a set of corridor improvements for consideration towards future implementation.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the County State Aid Highway 9/179th Street Corridor Study.

6.2 Update On Spring Lake Park Reserve Master Plan And Natural Resources Management Plan

Lil Leatham, Planner II, presented this item and responded to questions. This item was on the agenda for informational purposes only.

6.3 Update On Dakota County Technical College Transit Service Pilot And Discussion Of Options

Gina Mitteco, Regional and Multi-Modal Transportation Manager, presented this item and responded to questions. The following individuals were in the audience and also spoke to this item:

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- Draven Dugal, DCTC Student Ambassador
- Luther Wynder, Minnesota Valley Transit Authority Executive Director

On a motion by Commissioner Liz Workman, seconded by Commissioner Mike Slavik, the following resolution was recommended to the County Board:

WHEREAS, by Resolution No. 18-272 (May 22, 2018), Dakota County entered into a joint powers agreement (JPA) with the Minnesota Valley Transit Authority (MVTA) to create and operate a two-year transit service pilot to Dakota County Technical College (DCTC) that includes the Apple Valley Transit Station and Rosemount Transit Station along existing MVTA Route 420; and

WHEREAS, Dakota County funds an annual amount of up to \$165,000 for a portion of the costs incurred by the MVTA to establish and operate the transit route; and

WHEREAS, the transit service began operation on August 20, 2018; and

WHEREAS, the Dakota County Board of Commissioners expressed concerns about lower than expected ridership levels; and

WHEREAS, this transit service is important for students that currently use the service and rely on transit to access educational opportunities; and

WHEREAS, continuing the transit pilot through May 23, 2020 will allow students to use the transit service through the end of the school-year; and

WHEREAS, transit ridership to DCTC will likely be low during the summer months; and

WHEREAS, termination of the JPA on May 23, 2020 would reduce the County funded cost of the service provided through the JPA by \$41,250; and

WHEREAS, either party may terminate the JPA without cause at any time after MVTA has operated the transit service for one year; and

WHEREAS, the JPA requires that a party must provide at least ninety (90) day's written notice of its intent to terminate the JPA with no cause; and

WHEREAS, termination of the JPA after the conclusion of the 2020 spring semester at DCTC, in May 2019, is an appropriate amount of time for MVTA to determine whether transit service to DCTC is viable.

NOW, THEREFORE, BE IT RESOLVED that the County Manager or his designee shall provide written notice of its intent to terminate the joint powers agreement with no cause to the Minnesota Valley Transit Authority on May 23, 2020.

BE IT FURTHER RESOLVED, That this action does not preclude Dakota County from discussing future partnership opportunities for providing transit service to Dakota County Technical College.

Ayes: 5 Nays: 2 (Commissioner Mary Liz Holberg and Commissioner Kathleen A. Gaylord)

6.4 Update On December Changes For 2020 County Manager's Recommended Physical Development Budget

Paul Sikorski, Budget Manager, presented this item and responded to questions. This item was on the agenda for informational purposes only.

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6.5 Update And Discussion On Landfill Host Fee Environmental Legacy Fund Grant Pilot Program

Erin Stwora, Deputy Director, presented this item and responded to questions. This item was on the agenda for informational purposes only. Staff will prepare a proposed program outline and discussion points for the January Physical Development Committee of the Whole meeting. No direction was provided on the Inver Grove Heights 2019 Grant submission.

Division Director Update

Steve Mielke, Physical Development Director, provided the Committee with a Division update.

Adjournment

On a motion by Commissioner Joe Atkins, seconded by Commissioner Chris Gerlach, the meeting was adjourned at 11:58 a.m.

Respectfully submitted,
Liz Hansen
Administrative Coordinator
Physical Development Division

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Recommendation To Governor And Metropolitan Council For Appointment To Metropolitan Area Water Supply Advisory Committee

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Consent-Action	<input checked="" type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Environmental Resources	<input type="checkbox"/> New FTE(s) requested
Contact: Grover, Valerie	Board Goal: Excellence in public service
Contact Phone: (952) 891-7019	Public Engagement Level: N/A
Prepared by: Grover, Valerie	

PURPOSE/ACTION REQUESTED

Recommend to the Governor and Metropolitan Council the appointment of Dakota County Groundwater Protection Supervisor Valerie Grover to the Metropolitan Area Water Supply Advisory Committee (MAWSAC). This is in replacement of the Dakota County Environmental Resources Director Georg Fischer.

SUMMARY

In 2005, the legislature authorized the Metropolitan Council to carry out planning activities addressing the water supply needs of the metropolitan area. The legislation established an advisory committee (MAWSAC) made up of four state agency commissioners, two metro county officials (currently Dakota and Anoka Counties), five non-county local government officials, one official each from the counties of Chisago, Isanti, Sherburne, and Wright, and the chair of the Metropolitan Council or the chair's designee. The state agencies represented include the Agriculture and Health Departments, the Department of Natural Resources, and the Pollution Control Agency (Attachment A and B). The Governor appoints the advisory committee members.

The Metropolitan Area Water Supply Advisory Committee is instrumental in the development of the Metropolitan Area Master Water Supply Plan, which provides a framework for coordinated planning and action, and meets regularly to discuss plan implementation and other relevant water supply topics. The most recent Metropolitan Area Master Water Supply Plan, adopted in 2015, estimates that portions of Dakota County may experience 20 to 30 feet of drawdown. This includes areas in Apple Valley, Eagan, Inver Grove Heights, Lakeville, and the southeastern part of the County (based on estimates of population growth, water usage, and groundwater recharge rates).

County participation in MAWSAC is necessary because of the importance and sensitivity of Dakota County's groundwater resources. Groundwater is the source of drinking water for more than 90 percent of County residents, and it is critical to Dakota County agriculture and industry.

Dakota County Commissioners and staff have a strong track record of working in partnership with Metropolitan Council members and their staff on water management issues such as wastewater infrastructures and services, watershed management, and targeted pollutant loading analysis. Georg Fischer, Dakota County Environmental Resources Department Director, has been serving on MAWSAC since May 2013. The Dakota County Groundwater Protection Unit Supervisor, Valerie Grover, is ideally suited to represent metropolitan area counties on MAWSAC due to her extensive experience and day to day involvement in groundwater protection issues (Attachment C).

RECOMMENDATION

Staff recommends authorizing the County Board Chair to submit a letter of Recommendation for Appointment to the Governor and Metropolitan Council requesting the appointment of Dakota County Groundwater Protection Supervisor Valerie Grover to MAWSAC, replacing the Dakota County Environmental Resources Director (Georg Fischer) as one of the two metropolitan area county representatives.

EXPLANATION OF FISCAL/FTE IMPACTS

A minor amount of staff time will be required.

Supporting Documents:

Attachment A: MAWSAC Background Info and Committee Members
 Attachment B: Minnesota Statutes 2019 473.1565
 Attachment C: Letter of Recommendation

Previous Board Action(s):

05-419; 8/6/05
 13-227; 5/7/13

RESOLUTION

WHEREAS, Minn. Stat § 473.1565 directs the Metropolitan Council to undertake a metropolitan area water supply planning effort, including formation of a Metropolitan Area Water Supply Advisory Committee; and

WHEREAS, Dakota County supports this legislation due to the importance of water to the future of Dakota County's and the metropolitan region's economy and quality of life; and

WHEREAS, Dakota County Commissioners and staff have a strong track record of working in partnership with Metropolitan Council members and their staff on water management issues; and

WHEREAS, Dakota County is highly dependent of groundwater to sustain its commercial and agricultural industries as well as continued residential growth; and

WHEREAS, future groundwater usage based on population projections and rainfall data for Dakota County indicates that groundwater consumption may not be sustainable in the long-term for projected population increases; and

WHEREAS, it is in the interest of Dakota County to work with other local governments and the Metropolitan Council to conserve, manage, and protect the surface and ground waters within the seven-county metropolitan area.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the County Board Chair to submit a letter to Governor Walz and the Metropolitan Council recommending the appointment of Dakota County Groundwater Protection Supervisor Valerie Grover to serve as the Dakota County representatives on the Metropolitan Area Water Supply Advisory Committee.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



 County Manager

Metropolitan Area Water Supply Advisory Committee (MAWSAC)

Background Information

In 2005, Minnesota State Legislature passed a measure that directs the Metropolitan Council to carry out planning activities addressing the water supply needs of the Twin Cities metropolitan area. To assist the Council in its planning activities, the legislature established the Metropolitan Area Water Supply Advisory Committee. The Advisory Committee, which is instrumental in the development of the Metropolitan Area Master Water Supply Plan, meets regularly to discuss plan implementation and other relevant water supply topics. MAWSAC is also responsible for appointing a 15-member Water Supply Technical Advisory Committee (TAC) to provide scientific and engineering expertise to inform MAWSAC's work.

Minnesota Statutes, Section 473.1565, subd. 2 establishes the Metropolitan Area Water Supply Advisory Committee to provide advice and assistance to the Council in its water supply planning activities. These planning activities include, at a minimum:

- 1) development and maintenance of a base of technical information needed for sound water supply decisions including surface and groundwater availability analyses, water demand projections, water withdrawal and use impact analyses, modeling, and similar studies;
- 2) development and periodic update of a metropolitan area master water supply plan;
- 3) recommendations for clarifying the appropriate roles and responsibilities of local, regional, and state government in metropolitan area water supply;
- 4) recommendations for streamlining and consolidating metropolitan area water supply decision-making and approval processes; and
- 5) recommendations for the ongoing and long-term funding of metropolitan area water supply planning activities and capital investments.

Current Advisory Committee Members

Wendy Wulff
Committee Chair

Jeff Berg
Department of Agriculture

Sandeep Burman
Department of Health

Jeanne Daniels
Department of Natural Resources

Catherine Neuschler
Pollution Control Agency

Georg Fischer
Environmental Resources Director, Dakota County

Mark Daleiden
Commissioner, Wright County

Susan Morris
Commissioner, Isanti County

Michael Robinson
Commissioner, Chisago County

Lisa Volbrecht
Assistant Public Utilities Director, St. Cloud,
Sherburne County

Phil Klein
City of Hugo

Steve Schneider
General Manager, St. Paul Regional Water Services

Jamie Schurbon
Water Resources Specialist, Anoka Conservation
District, Anoka County

Glen Gerads
Director of Water Treatment and Distribution
Services, City of Minneapolis

473.1565 METROPOLITAN AREA WATER SUPPLY PLANNING ACTIVITIES; ADVISORY COMMITTEES.

Subdivision 1. **Planning activities.** (a) The Metropolitan Council must carry out planning activities addressing the water supply needs of the metropolitan area as defined in section 473.121, subdivision 2. The planning activities must include, at a minimum:

(1) development and maintenance of a base of technical information needed for sound water supply decisions including surface and groundwater availability analyses, water demand projections, water withdrawal and use impact analyses, modeling, and similar studies;

(2) development and periodic update of a metropolitan area master water supply plan, prepared in cooperation with and subject to the approval of the policy advisory committee established in this section, that:

(i) provides guidance for local water supply systems and future regional investments;

(ii) emphasizes conservation, interjurisdictional cooperation, and long-term sustainability; and

(iii) addresses the reliability, security, and cost-effectiveness of the metropolitan area water supply system and its local and subregional components;

(3) recommendations for clarifying the appropriate roles and responsibilities of local, regional, and state government in metropolitan area water supply;

(4) recommendations for streamlining and consolidating metropolitan area water supply decision-making and approval processes; and

(5) recommendations for the ongoing and long-term funding of metropolitan area water supply planning activities and capital investments.

(b) The council must carry out the planning activities in this subdivision in consultation with the Metropolitan Area Water Supply Policy and Technical Advisory Committees established in this section.

Subd. 2. **Policy advisory committee.** (a) A Metropolitan Area Water Supply Policy Advisory Committee is established to assist the council in its planning activities in subdivision 1. The policy advisory committee has the following membership:

(1) the commissioner of agriculture or the commissioner's designee;

(2) the commissioner of health or the commissioner's designee;

(3) the commissioner of natural resources or the commissioner's designee;

(4) the commissioner of the Pollution Control Agency or the commissioner's designee;

(5) two officials of counties that are located in the metropolitan area, appointed by the governor, in consultation with the Association of Minnesota Counties;

(6) five officials of noncounty local governmental units that are located in the metropolitan area, appointed by the governor, in consultation with the Association of Metropolitan Municipalities;

(7) the chair of the Metropolitan Council or the chair's designee, who is chair of the advisory committee;

(8) one official each from the counties of Chisago, Isanti, Sherburne, and Wright, appointed by the governor, in consultation with the Association of Minnesota Counties and the League of Minnesota Cities; and

(9) a representative of the Saint Paul Regional Water Services, appointed by and serving at the pleasure of the Saint Paul Regional Water Services, and a representative of the Minneapolis Water Department, appointed by and serving at the pleasure of the mayor of the city of Minneapolis.

A local government unit in each of the seven counties in the metropolitan area and Chisago, Isanti, Sherburne, and Wright Counties must be represented in the 11 appointments made under clauses (5), (6), and (8).

(b) Members of the advisory committee appointed by the governor serve at the pleasure of the governor. Members of the advisory committee serve without compensation but may be reimbursed for their reasonable expenses as determined by the Metropolitan Council.

(c) The council must consider the work and recommendations of the policy advisory committee when the council is preparing its regional development framework.

Subd. 2a. **Technical advisory committee.** A Metropolitan Area Water Supply Technical Advisory Committee is established to inform the policy advisory committee's work by providing scientific and engineering expertise necessary to provide the region an adequate and sustainable water supply. The technical advisory committee consists of 15 members appointed by the policy advisory committee, with the majority of members representing single-city and multicity public water supply systems in the metropolitan area and including experts in:

- (1) water resources analysis and modeling;
- (2) hydrology; and
- (3) the engineering, planning, design, and construction of water systems or water systems finance.

Members of the technical advisory committee serve at the pleasure of the policy advisory committee, without compensation, but may be reimbursed for their reasonable expenses as determined by the council.

Subd. 3. **Reports to legislature.** (a) The council must submit reports to the legislature regarding its findings, recommendations, and continuing planning activities under subdivision 1. These reports shall be included in the "Minnesota Water Plan" required in section 103B.151, and five-year interim reports may be provided as necessary.

(b) By February 15, 2017, and at least every five years thereafter, the policy advisory committee shall report to the council, the Legislative Water Commission, and the chairs and ranking minority members of the house of representatives and senate committees and divisions with jurisdiction over environment and natural resources with the information required under this section. The policy advisory committee's report and recommendations must include information provided by the technical advisory committee.

History: *1Sp2005 c 1 art 2 s 147; 2007 c 131 art 1 s 79; 2008 c 258 s 4; 2008 c 363 art 5 s 27; 2010 c 361 art 2 s 1; 2013 c 19 s 1; 1Sp2015 c 4 art 4 s 130*

January 14, 2020

Wendy Wulff, Chair
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55119

RE: Dakota County Recommendation for Appointment – Metropolitan Area Water
Supply Advisory Committee (MAWSAC)

Dear Chair Wulff,

The Dakota County Board of Commissioners recommend the Metropolitan Council appoint Dakota County Groundwater Protection Supervisor Valerie Grover to MAWSAC. Ms. Grover will replace current Committee member, Dakota County Environmental Resources Director Georg Fischer.

Continued representation from Dakota County is needed on the Advisory Committee. Dakota County is highly dependent on groundwater for drinking water resources and its commercial and agricultural industries. Dakota County also has a significant role in managing surface water in areas that face high population growth rates.

Ms. Grover is highly qualified to represent Dakota County on the Advisory Committee. A significant part of the Advisory Committee's role is to provide advice and assistance to the Council in its water supply planning activities. Ms. Grover has over 15 years' experience supporting government water quality and supply planning efforts. In addition, as the Dakota County Groundwater Protection Supervisor, she understands the unique balance between sustainable natural resources and the continued population growth and development that exists in Dakota County.

The Dakota County Board of Commissioners believe Ms. Grover will be a valued asset to MAWSAC. Enclosed is Ms. Grover's resume for further review, if needed. Ms. Grover's contact information is valerie.grover@co.dakota.mn.us, 952-891-7019, if you wish to discuss specific. Thank you for your consideration.

Sincerely,

Mike Slavik, Chair
Dakota County Board of Commissioners

cc: Dakota County Board of Commissioners
Matt Smith, Dakota County Manager
Valerie Grover, Dakota County Groundwater Protection Supervisor

Leisa Thompson, Metropolitan Council, Environmental Services General Manager
Ali Elhassan, Metropolitan Council, Water Supply Planning Manager

Enclosures:

1. Resume for Valerie Grover

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Authorization To Amend Joint Powers Agreement With City Of West St Paul For River To River Robert Street Grade Separated Crossing

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Consent-Action	<input type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input checked="" type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Physical Development Administration	<input type="checkbox"/> New FTE(s) requested
Contact: Mielke, Steve	Board Goal: A great place to live
Contact Phone: (952) 891-7007	Public Engagement Level: N/A
Prepared by: Mertens, John	

PURPOSE/ACTION REQUESTED

Authorize the Physical Development Director to execute amendment to Joint Powers Agreement with the City of West St. Paul for the River to River Greenway - Robert Street grade separated crossing project.

SUMMARY

By Resolution No. 18-534 (October 23, 2018), the Dakota County Board of Commissioners approved entering into a joint powers agreement (JPA) with the City of West St. Paul for cost share and project coordination of the River to River Greenway - Robert Street crossing project. The initial JPA established funding sources, estimated costs, and general project roles and responsibilities. Through the design process partners have identified project modifications and a need to update the JPA to reflect current status of the project. The City of West St. Paul has approved proposed changes at a December council meeting. Recommended changes are described below and incorporated into the draft JPA (Attachment A).

Proposed Changes:

- 5. Acquisition: notes that all matters of acquisition are to be completed by 3/01/2020.
- 5. a.i. Blockbuster staging: notes that the Blockbuster site outside of the tunnel easement area will be used for construction staging through 2020.
- 5. a.v. Livingston: dictates that the City of West St Paul will provide an easement to the County at no cost for a portion of Livingston required for the River to River Greenway on the Blockbuster property.
- 5. b.iv. AutoZone access: provides the City of West St Paul will secure access agreement from Hy-Vee for temporary access to AutoZone during construction.
- 5. c.ii/iii/iv: Acquisition from HyVee: provides that the County will acquire property from Hy-Vee east of Crawford Drive at a cost of \$230,000 for future trail use.
- 5. c. Sherman Property: provides that the City of West St Paul will deed the northern 30 feet of Sherman property to the County and that the County will reimburse the City of West St Paul for \$120,000. The County will also use the entire Sherman parcel for construction staging and Discount Tire access.

Cost Update:

The AutoZone acquisition previously was estimated at \$2.4M, and it is now estimated at \$2M. Offsetting the cost reduction of AutoZone is additional acquisition required for property along Livingston (parcel 6) and the Sherman property (parcel 4) along Crawford Ave. Acquisition of the Sherman property reduces amount of retaining walls, improves sight line to the tunnel, provides construction staging, and temporary access to Discount Tire. (Attachment B) It is estimated that the project cost savings related to purchasing the Sherman property exceeds the \$120,000 cost of acquiring the property. Based on proposed JPA changes overall project budget and County portion of project remains substantially the same as in the original JPA (Attachment C).

RECOMMENDATION

Staff recommends amending the JPA with the City of West St. Paul to revise based on updated conditions described.

EXPLANATION OF FISCAL/FTE IMPACTS

The Parks Capital Improvement Program (CIP) Adopted Budget includes \$5,800,000 project budget derived from \$2,044,500 County funds, \$660,000 secured Federal funding, \$2,200,000 secured City-led State funding, and \$895,500 pending Metropolitan Council funding.

Supporting Documents:

- Attachment A: Draft JPA
- Attachment B: Project Map
- Attachment C: Updated Cost Estimate Table
- Attachment D: Financial Summary

Previous Board Action(s):

18-534: 11/23/18

RESOLUTION

WHEREAS, by Resolution No. 18-534 (October 23,2018), Dakota County Board of Commissioners approved a cost share joint powers agreement with the City of West St. Paul for the River to River Greenway Robert Street crossing project; and

WHEREAS, parties have identified the need to revise the original joint powers agreement to include provision for temporary construction and additional acquisition; and

WHEREAS, the City of West St. Paul has approved the proposed changes to the joint powers agreement; and

WHEREAS, staff recommends authorization to amend the joint powers agreement as substantially presented at the January 14, 2020 Physical Development Committee Meeting of the Whole, subject to approval by the County Attorney's Office as to form.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to amend the joint powers agreement with the City of West St. Paul for the River to River Greenway - Robert Street Crossing final design, acquisition and construction.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

**FIRST AMENDED AND RESTATED
JOINT POWERS AGREEMENT BETWEEN DAKOTA COUNTY AND THE CITY OF
WEST ST. PAUL FOR COST CONTRIBUTION RELATED TO CONSTRUCTION
OF THE RIVER TO RIVER GREENWAY - SOUTH ROBERT STREET CROSSING
AND TRAIL CONNECTIONS PROJECT**

WHEREAS, Minn. Stat. §471.59 authorizes local governmental units to jointly or cooperatively exercise any power common to the contracting parties; and

WHEREAS, Dakota County ("County") is a political subdivision of the State of Minnesota; and

WHEREAS, the City of West St. Paul is a Minnesota municipal corporation and the West St. Paul Economic Development Agency is a public body corporate and politic in the State of Minnesota (collectively herein referred to as the "City"); and

WHEREAS, the City and County are collectively herein referred to as the "Parties"; and

WHEREAS, the County has approved the River to River Regional Greenway ("Greenway") Master Plan which includes a portion of the Greenway in the City; and

WHEREAS, the City is eligible to receive \$2.2 Million of state bond proceeds for a non-grade crossing of South Robert Street for the purpose of developing the Greenway; and

WHEREAS the County is eligible to receive matching Acquisition Opportunity Fund ("AOF") funding from the Metropolitan Council for acquisition associated with the Greenway; and

WHEREAS, the City and the County have been coordinating on the location and construction of the Greenway in the City; and

WHEREAS, the City and County have agreed to cooperatively undertake and pay for necessary acquisition, design, road relocation, construction, and other related Greenway-related activities for a new segment of the Greenway in the City from Livingston Avenue to the former Thompson Oaks Golf Course ("Golf Course") including trail facilities, an underpass crossing at South Robert Street, and potentially the relocation of a portion of Crawford Drive (collectively herein referred to as the "Greenway Project"). The project area and segment alignment for the Greenway Project is generally depicted in the attached **Exhibit A**. This Greenway Project provides numerous public benefits and improves pedestrian safety and vehicular safety; and

WHEREAS the City and County have also agreed to cooperatively design and construct a wetland and water quality project on the Golf Course property (collectively herein referred to as the "Water Quality Project") in connection with the redevelopment of property that includes a portion of the River to River Greenway within the Golf Course.

The project area and segment alignment for the Greenway is generally depicted in the attached **Exhibit B**. This Water Quality Project provides numerous public and environmental benefits; and

WHEREAS, the City and the County entered into that certain Joint Powers Agreement for the Cost Contribution Related to Construction of the River to River Greenway - South Robert Street Crossing and Trail Connections Project (County Contract No. C0030771) effective November 20, 2018 (the "Original JPA") to share roles, responsibilities and funding for the Greenway Project and Water Quality Project (collectively herein referred to as the "Projects"); and

WHEREAS, when the Original JPA was executed, the Greenway Project was in preliminary design; and

WHEREAS, Parties have identified the need to revise the Original JPA to include provision for temporary construction, additional provisions for the relocation of AutoZone located at 1520 S. Roberts Street, revised terms for the the acquisition of 150 Thompson Avenue East, provision of easements on the Blockbuster property along Livingston Avenue, the acquisition of the Sherman property (PID 428368001011) and related revisions to accomplish the purposes of the Original JPA; and

WHEREAS, the Parties desire to amend and restate the Original JPA.

NOW THEREFORE, in consideration of the mutual promises and benefits that the County and the City shall derive from this Amended and Restated Joint Powers Agreement ("Agreement"), the Parties will share responsibilities and jointly participate in the costs associated with the acquisition of property, design and construction, and related activities for the Projects as described in the following sections.

1. Purpose

The Purpose of this Agreement is to define the responsibilities, obligations and cost participation of the Parties related to the Projects.

2. Term

This Agreement shall be effective on December 9, 2019 and shall remain in effect until December 31, 2022, or until completion by the Parties of their respective obligations under this Agreement, whichever occurs first, unless amended in writing or earlier terminated by law or according to the provisions of this Agreement.

3. Cooperation

The Parties agree to cooperate and use their reasonable efforts to ensure prompt implementation of the various provisions of this Agreement and to, in good faith, undertake resolution of any disputes in an equitable and timely manner.

4. Funding Sources and Costs

a. Greenway Project

i. State Bond Proceeds

The City is eligible to receive \$2.2 Million in state bond proceeds (“Bond Funds”) in accordance with Minnesota Session Laws 2014, chapter 294, article 1, section 16, subdivision 12, as amended by Minnesota Session Laws 2017, first special session, chapter 8, article 1, section 29, subdivision 12, and Minnesota Session Laws 2017, first special session, chapter 8, article 1, section 16, subdivision 8 to be used for acquisition, predesign, design and construction of a grade-separated crossing of South Robert Street in the area near Wentworth Avenue in the City for the Greenway, which includes Parcels 1,2 and 3, as defined in Section 5a, 5b and 5c respectively. The City shall make the Bond Funds available to the County for Greenway Project costs, including design and construction, by assigning the Bond Funds to the County. If the Bond Funds cannot be assigned to the County, the County will invoice the City for design and construction costs for the grade-separated crossing of South Robert Street and upon completion, the City shall transfer the facility and associated land rights to the County in accordance with the Minnesota Management and Budget (“MMB”) requirements and this Agreement. The City shall ensure that all documentation is completed and submitted to receive reimbursement for the maximum amount of available Bond Funds. The County commits to completing the Greenway Project, subject to the terms of this Agreement, once the Bond Funds have been made available for the Greenway Project.

ii. AOF

The County will seek 75% matching AOF funding from the Metropolitan Council for eligible real estate and associated acquisition costs to implement the Greenway Project. The County will provide the required 25% match for any AOF funding. The City agrees to cooperate with the County by following AOF requirements and providing any documentation to receive AOF funding for the Greenway Project. If the County is unable to obtain AOF funding for acquisition costs related to properties described below as Parcel 1 (former Blockbuster site) and Parcel 3 (HY-VEE INC. Site) and eligible portion of the property acquisition costs for Parcel 2 (AutoZone Site), the County may elect to have some or all of its obligations amended pursuant to Section 10, subject to the payment of costs for Parcel 2 as stated in Section 5biii. The Parties understand that title or easement interest to any property acquired by the City cannot be conveyed to the County prior to Metropolitan Council approval of an AOF funding request from the County and must also meet MMB approval requirements.

iii. Reconstruction of Crawford Drive

Crawford Drive must be relocated for the completion of the Greenway Project, the County shall be responsible for the design and construction, including the costs related thereto of the relocated Crawford Drive, which shall be completed in conjunction with

the City's private redevelopment plans of adjacent land. If the City is able to recover construction costs related to relocating Crawford Drive from a developer due to the redevelopment of adjacent land, the City shall offset the County's costs by that same amount. The Parties agree that to the extent practicable, the Greenway design shall avoid impacts to property on the south side of Crawford Drive. The City is committed to ensuring the safety of the Greenway and will look at all possible alternatives to prohibit access points onto Crawford Drive right of way over the Greenway to the relocated Crawford Drive, except for the existing access that will be grade-separated by the underpass for the property located at 1540 Robert Street South currently operated as a Discount Tire store.

iv. County Cost Obligation

If the \$2.2 Million of Bond Funds are depleted prior to completion of the portion of the Greenway Project that is identified in Section 4ai for the grade-separated crossing, the County will, unless otherwise stated in the Agreement, be responsible for all remaining costs, including engineering, design, construction, and acquisition to complete the Greenway Project, which may include additional County funding sources or non-County funding sources available to the County. The County and the City shall each be responsible costs associate with its own staff time, administrative costs and legal fees and expenses unless otherwise stated herein.

b. Water Quality Project

i. Design/Study

The Parties shall develop a scope and Request for Proposal for an initial Water Quality Project hydrological study ("Study"). The Study will determine recommendations to improve water quality within the sub-watershed of the Projects, including but not limited to improvements to the existing stormwater pond on City property north of the Wentworth Library ("Library") and the proposed wetland restoration within the Golf Course. The County will provide 90% of the funding and the City will provide 10% of the funding for the Study.

ii. Acquisition

- 1) After completion of the Study, the City shall deed to the County the minimum amount of land that is necessary for the restoration of a former wetland at no cost to the County. The land deeded for the restoration will be land that is not conducive to development, as determined by City and County staff.
- 2) The City shall either require a developer who acquires and is developing the Golf Course to convey to the County an average of a 70-foot wide corridor in fee or by easement for

Dakota County Contract C0030771-1

the Greenway through the development project at no cost to the County. The exact size and location of the Greenway segment shall be determined by the developer, in conjunction with the City and County Staff, and shall be approved as part of the developer's plat.

iii. Implementation

The County shall seek a state Clean Water Legacy Grant to fund the Water Quality Project implementation costs and will provide grant funding match. The City shall contribute \$100,000 which will be used for a state Clean Water Legacy Grant match to support implementation of the Water Quality Project. If a Clean Water Legacy Grant is not approved in an amount sufficient to substantially complete the Water Quality Project, the Parties shall be relieved of any obligations related to the Water Quality Project or the County may elect to fund the Water Quality Project with its Environmental Legacy Funds or with other funding sources.

5. Acquisitions

The City shall be the lead agency for the acquisition of land from private landowners for the Projects, except that County shall be responsible for acquiring temporary construction easements, if necessary based on final design engineering for the Greenway from property not identified below. All acquisitions shall be processed to qualify for AOF funding in accordance with Metropolitan Council policies and practices. All acquisitions of property necessary for the Projects shall be supported by appraisals that include the City, County and Metropolitan Council as intended users. Conveyances of property and rights to Dakota County necessary for the completion of the Greenway shall be completed no later than March 1, 2020. The following acquisitions are necessary for the completion of the Project:

a. Parcel 1 - Former Blockbuster Video ("Blockbuster") Property

i. Purpose

The City currently owns the former Blockbuster property which was acquired for the partial purpose of developing the Greenway. Approximately 70 feet of the northern portion of the property is needed for the Greenway project. The Parties agree that a portion of the remaining Blockbuster property will be needed for construction staging.

ii. Acquisition

The City agrees to sell to the County fee title or an easement of up to a 70-foot wide corridor on the north side of the former Blockbuster property (PINs 42-17800-01-030 and 42-17800-01-040) ("Parcel 1").

The City will agree to administratively subdivide the two parcels at no cost to the County.

iii. Cost

The County will pay the City \$564,500 for the acquisition of the approximately 70-foot wide corridor based on the appraisal conducted by the County and reviewed by the City with an effective date of March 12, 2018.

iv. Contingencies

Purchase of Parcel 1 by the County is contingent upon joint approval of designs of the South Robert Street underpass and acquisition of all other necessary land and permits and temporary easements needed for the South Robert Street underpass and local sidewalk connections.

v. Livingston Avenue Segment of Blockbuster

The City shall convey to the County, at no cost, a five-foot wide easement for the construction, maintenance and use of the Greenway along the westerly boundary of the portion of the Blockbuster property not permanently conveyed to the County. The City shall also convey a license or permit for the Greenway to cross Livingston Avenue right of way at the southern boundary of the former Blockbuster property to connect to the Greenway easements the County is acquiring on the west side of Livingston. The permit is subject to mutual agreement by the City and County regarding appropriate location, signage and crossing markings to accommodate safe crossing of Livingston Avenue.

vi. Construction Staging

The City shall provide the County a temporary construction easement from the start of construction to December 31, 2020 for construction staging and potential business access to and from South Robert and Livingston Avenue on the remaining Blockbuster property south of the north 70 feet to be conveyed to the County.

b. Parcel 2 - AutoZone: 1520 S. Robert Streeti. Purpose

Approximately one third (1/3) of the AutoZone property is necessary for the construction of the Greenway Project. The Greenway Project impacts the continued use of the improvements and operation of AutoZone's business on the property, resulting in the need to relocate AutoZone and acquire the entire property.

ii. Acquisition

City has appraised and will attempt to acquire the property (PIN 42-11560-01-020) owned by AutoZone Texas LP and legally described as:

Dakota County Contract C0030771-1

Lot 2, Block 1 Andler & Olsons Addition, according to the recorded plat thereof in the Office of the Dakota County Recorder.

("Parcel 2").

iii. Costs

The County will reimburse the City 75% of the property acquisition costs, including relocation costs and legal fees for Parcel 2. However, if the City has obtained an Order to Take Title and Possession from Dakota County District Court and the Parties mutually agree to discontinue the action, the County shall be required to pay 50% of any costs incurred by the City pursuant to Minnesota Statutes § 117.195, Subd. 2 related to the abandonment of the condemnation action. If either Party elects to terminate this agreement or the obligation to share the acquisition costs for the AutoZone property after the City has obtained an Order to Take Title and Possession from Dakota County District Court, the terminating party shall be responsible for any costs incurred by the City pursuant to Minnesota Statutes § 117.195, Subd. 2 related to the abandonment of the condemnation action. The City shall consult with the County and both parties shall agree on any settlement related to Parcel 2.

iv. Conveyances to the County

If Crawford Drive is relocated, the City will convey, at no additional cost to the County, a permanent license or permit over the existing Crawford Drive right of way adjacent the AutoZone property for the construction, use and maintenance of the Greenway Project. The City will also convey at no additional cost to the County a temporary easement to enter upon the land as may be necessary for the reconstruction of Crawford Drive.

If AutoZone has not relocated when the reconstruction of Crawford Drive and the construction of the Greenway and under pass begins, the City shall obtain a consent from AutoZone acknowledging that its access to Crawford and use of the parking and access the building along the south side of the building will be prohibited. City shall obtain an agreement from Hy-Vee Inc. to permit AutoZone ingress and egress over PID 421156001010 to access South Robert Street during construction of the Greenway Project. The County will **construct, maintain, and remove the temporary** ingress and egress from the Autozone property to South Robert Street.

v. Remnant Parcel

The portion of the AutoZone property that is not needed for the Greenway Project may be sold by the City for redevelopment. The Parties understand that the remnant parcel cannot be included in an AOF grant request.

c. Parcel 3 - HY-VEE INC.: 150 Thompson Avenue East

i. Purpose

Acquisition of the corridor on the HY-VEE INC. property is necessary for the Greenway Project. A portion of the acquired corridor will be owned by the City for the relocated Crawford Drive and a portion of the acquired corridor will be held by the County for the Greenway.

ii. Acquisition

The City will attempt to acquire fee title or an easement for the corridor on the south side of the HY-VEE INC. property for the Greenway Project. The corridor will be legally defined during the redevelopment process for the HY-VEE INC. property. The portion of land to be owned by the City shall be designated as right of way or an outlot in the redevelopment plat and the portion to be owned by the County shall be an outlot in the redevelopment plat. The County's outlot shall be a parcel of land 60-feet in width running along the southern boundary of Parcel 3 beginning at the easterly edge of the platted Crawford Drive right of way and extending to the easterly boarder of the Parcel 3, excepting the area necessary for ingress and egress to as shown on the approve site plan for the Hy-Vee redevelopment on file with the City.

iii. Cost

The County will pay \$230,000 for the acquisition of land for the outlot to be owned by the County.

iv. Conveyances to the County

The City will convey, or arrange for the conveyance, to the County a permanent license or permit for the portion of the corridor on any City-owned HY-VEE INC. property necessary for the construction, use and maintenance of the Greenway. The City will ensure that the redevelopment plat for the HY-VEE INC. property includes the outlot describe above for the Greenway in exchange for payment of \$230,000 to Hy-Vee, Inc. by the County . If Crawford Drive is relocated, the City will convey, at no additional cost to the County, a permanent license or permit over the existing Crawford Drive right of way adjacent to the HY-VEE INC. property for the construction, use and maintenance of the Greenway Project.

d. Parcel 4 - City Property north of the Wentworth Library ("Library")

i. Purpose

A portion of the City property north of the Wentworth Library (PIN 42-02000-47-010) ("Parcel 4") is needed for constructing the Greenway between the existing Crawford Drive and the proposed segment through the Golf Course with a local trail connection to the Library and Wentworth Avenue. The property is also included in the Water Quality Project.

ii. Acquisition

The City and the County will jointly determine and approve the location of the Greenway Project corridor west and south of the existing stormwater management pond with a potential Greenway easement across the aforementioned pond in association with the Water Quality Project. The City will grant temporary construction easements to the County for the Greenway Project.

iii. Cost

The City will convey, at no additional cost to the County, an easement over Parcel 4 for the construction, use and maintenance of the Greenway Project.

iv. Contingencies

Conveyance of easements on Parcel 4 will occur when both Parties have determined the location of the western Greenway segment and the design and funding for the Water Quality Project.

e. Parcels 5 and 5A - Former Thompson Oaks Golf Course Property: 1555 Oakdale Avenue (PIN 42-020-0000-010 and PIN 42 – 020-00008-014)

i. Purpose

Upon completion of the Study, the County and the City will analyze the requirements and locations for the restored wetland, associated temporary and permanent improvements, potential City residential development projects, and the Greenway.

ii. Acquisition

The Parties will decide the land necessary to implement the Water Quality Project ("Parcel 5") and the associated Greenway segment up to 100 feet wide ("Parcel 5A") and the County will develop the legal descriptions for the deeded parcels.

iii. Cost

The City will deed fee title of Parcels 5 and 5A, as mutually agreed upon by the Parties, at no cost to the County. The exact size of the conveyed portions of Parcels 5 and 5A shall be determined by the Parties based on the Study and the City's redevelopment plans for the Golf Course. County agrees to accept Parcels 5 and 5A "as is" and the only financial contribution the City shall make toward any required environmental cleanup of these parcels shall be limited to the amount stated in Section 4biii.

iv. Contingencies

Conveyance of fee title on Parcels 5 and 5A is contingent upon: joint approval of the Water Quality Project design by the Parties; receipt of non-County and Non-City funding for implementing the Water Quality Project; and the Parties receiving approval for permits required for implementing the Water Quality Project.

- f. Sherman property (PID 428368001011)
i. Purpose

The EDA obtained an opportunity to purchase the Sherman property, which provides an opportunity to utilize a portion of the property to improve the trail alignment.

- ii. Acquisition

The EDA shall acquire the Sherman property and convey to the County an easement for the construction, maintenance and use of the Greenway along the northern 30 feet of the property. The City shall also convey to the County a temporary construction easement from the start of construction to December 31, 2020 for construction staging and potential business access over the remaining Sherman property to the Discount Tire property.

- iii. Cost

The County shall pay the City \$120,000 for the Greenway easement, the temporary construction easement and the access easement, if necessary.

6. Engineering, Construction and Design

The County will lead the design, development and construction of the Projects, including design engineering, public involvement, agency involvement, final design, surveying, mapping, permitting, construction engineering, construction, construction management, construction inspection and all related materials testing. Inspection of the design and construction of the Projects by the City shall be coordinated in a manner so as to not impede project schedules. The County will advertise for bids for the construction of the Projects in accordance with applicable state laws. The County Board will award the contract for construction in accordance with state law.

7. City Utilities

The County will be responsible for re-routing all City utilities for the tunnel portion under South Robert Street, including the cost of such re-routing. The City shall be responsible for the maintenance of all City utilities upon completion of the construction phase impacting the utilities.

8. Maintenance of Projects

The maintenance of the completed Projects will be handled in accordance with the ownership rights of the Parties upon completion or a separate joint powers agreement at the completion of the Projects or phases of the Projects, if deemed necessary.

9. Payment

The County will administer the engineering and construction contracts and act as the paying agent for all payments to the contractors. Payments to the contractors will be made as the project work progresses and when certified by the County Engineer. The County will request payment on a quarterly basis for any Project costs incurred in accordance with the cost sharing responsibilities identified on this Agreement. The City will administer the contracts for the acquisitions of real estate. Upon presentation of an itemized claim by one Party to the other, the receiving Party shall reimburse the invoicing Party for its share of the costs incurred under this Agreement within 35 days from the presentation of the claim. If any portion of an itemized claim is questioned by the receiving Party, the remainder of the claim shall be promptly paid, and accompanied by a written explanation of the amounts in question. Payment of any amounts in dispute will be made following good faith negotiation and documentation of actual costs incurred in carrying out the work.

10. Amendments

Any amendments to this Agreement will be effective only after approval by both governing bodies in accordance with their policies and execution of a written amendment document by duly authorized officials of each Party.

11. Indemnification and Insurance

Each Party to this Agreement shall be solely liable for the acts of its officers, employees or agents and the results thereof to the extent authorized by law and shall not be responsible for the acts of the other party, its officers, employees or agents. The provisions of the Municipal Tort Claims Act, Minn. Stat. Chapter 466 and other applicable laws govern liability of the County and the City. In the event of any claims or actions filed against either party, nothing in this JPA shall be construed to allow a claimant to obtain separate judgments or separate liability caps from the individual parties. In order to insure a unified defense against any third party liability claim arising from the work of the Projects, the Parties require all contractors or subcontractors hired to do any of the work contemplated by this Agreement to maintain commercial general liability insurance in amounts consistent with minimum limits of coverage established under Minn. Stat. § 466.04 during the term of such activity. All such insurance policies shall name City and County as additional insureds.

12. Acts of Employees

Any and all persons engaged in the work to be performed by the County shall not be considered employees of the City for any purpose, including Worker's Compensation, or any and all claims that may or might arise out of said employment context on behalf of said employees while so engaged. Any and all claims made by any third party as a consequence of any act or omission on the part of said County employees while so engaged on any of the work contemplated herein shall not be the obligation or the

responsibility of the City. The opposite situation shall also apply: the County shall not be responsible under the Worker's Compensation Act for any employees of the City.

13. Audits and Accounting Records

The Parties agree to establish and maintain accurate and complete accounts, financial records and supporting documents related to the receipt and expenditure of the funding provided in accordance with this Agreement. Pursuant to Minn. Stat. § 16C.05 subd. 5, any books, records, documents, and accounting procedures and practices of the County and the City relevant to this Agreement are subject to examination by the County or the City and either the Legislative Auditor or the State Auditor as appropriate. Such accounts and records shall be kept and maintained by the City and County for a minimum period of six years following the expiration of this Agreement.

14. Integration and Continuing Effect

The entire and integrated agreement of the Parties contained in this Agreement shall supersede all prior negotiations, representations or agreements between the City and the County regarding the Project; whether written or oral. All agreements for future maintenance shall survive and continue in full force and effect after completion of the Project.

15. Authorized Representatives

The authorized representatives for the purpose of the administration of this Agreement are:

Steven C. Mielke, Director	Ryan Schroeder, City Manager,
Physical Development Division	City of West St. Paul
Dakota County	1616 Humboldt Ave.
14955 Galaxie Avenue	West St. Paul, MN 55118
Apple Valley, MN 55124	(651) 552-4101
(952) 891-7007	

All notices or communications required or permitted by this Agreement shall be either hand delivered or mailed by certified mail, return receipt requested, to the above addresses. Either Party may change its address by written notice to the other Party. Mailed notice shall be deemed complete 2 business days after the date of mailing.

16. Termination

a. In General

Either Party may terminate this Agreement for cause by giving 7 days' written notice or without cause by giving 30 days' notice, of its intent to terminate, to the other Party.

Such notice to terminate for cause shall specify the circumstances warranting termination of the Agreement. Cause shall mean a material breach of this Agreement and any supplemental agreements or amendments thereto. Notice of Termination shall be made by certified mail or personal delivery to the Authorized Representative of the other Party. Termination of this Agreement shall not discharge any liability, responsibility or rights of any Party, which arises from the performance of or failure to adequately perform the terms of this Agreement prior to the effective date of termination.

b. Termination by County for Lack of Funding

Notwithstanding any provision of this Agreement to the contrary, either Party may immediately terminate this Agreement if it does not obtain funding from the Minnesota Legislature, Minnesota Agencies, or other funding source, or if its funding cannot be continued at a level sufficient to allow payment of the amounts due under this Agreement. Written notice of termination sent by the one Party to the other Party's Authorized Representative by email or fax is sufficient notice under this section. Except as stated in Section 5biii, the terminating Party is not obligated to pay for any services that are provided after written notice of termination for lack of funding. The terminating Party will not be assessed any penalty or damages if the Agreement is terminated due to lack of funding.

17. Minnesota Law to Govern

This Agreement shall be governed by and construed in accordance with the substantive and procedural laws of the State of Minnesota, without giving effect to the principles of conflict of laws. All proceedings related to this Agreement shall be venued in Dakota County, Minnesota.

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IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date(s) indicated below.

DAKOTA COUNTY

By _____
Steven C. Mielke, Director Date _____
Physical Development Division

APPROVED AS TO FORM:

Assistant County Attorney Date _____
KS-2018-00247-1

Resolution No. _____

CITY OF WEST ST. PAUL

By _____
David J. Napier, Mayor Date _____

By _____
Ryan Schroeder, City Manager Date _____

**WEST ST. PAUL ECONOMIC
DEVELOPMENT AGENCY**

By _____
David J. Napier, President Date _____

By _____
Jim Hartshorn, Executive Director Date _____

Exhibit A - Robert Street Crossing & Trail Connections



-36-

Exhibit B - Water Quality & Trail Connections (Concept)



-37-

Greenway		Est Cost	County	Metro(AOF)*	State	Federal	City	Total
Parcel 1	Blockbuster .6 ac	564,000	141,000	423,000				564,000
Parcel 2	AutoZone	2,000,000	1,300,000	200,000			500,000	2,000,000
Parcel 3	HyVee 1 ac	230,000	57,500	172,500				230,000
Parcel 4	Sherman	120,000	120,000					120,000
Parcel 5	Golf Course Acq	0	0					0
Parcel 6	Livingston Easements	100,000	100,000					100,000
Green Acq. Total		3,014,000	1,718,500	795,500				3,014,000
Construction	New Crawford Ave	250,000	150,000				100,000	250,000
	Underpass & Trail	2,500,000	390,000		1,450,000	660,000		2,500,000
	Delivery (30%)	750,000			750,000			750,000
	Greenway Total	6,514,000	2,258,500	795,500	2,200,000	660,000	600,000	6,514,000

Assumptions:

- Dakota County assumes all costs associated with Greenway acquisition & construction
- Parcel 2 Acquisition cost is shared 75%County & 25% City = based on \$2M estimate
- Sherman (parcel 4) is for permanent 30ft strip and temporary construction staging/access to Discount Tire
- Added (Parcel 6) acquisition of property along Livingston = \$66,000 as County cost
- Metro Council has approved \$423,000 of the estimated \$795,000 of anticipated AOF*

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River to River Greenway - Robert Street Crossing (P00081)

Year	Expense Budget			Funding Sources						
	Budget	Proposed RBA	Revised Budget	County's Share	Proposed RBA	Revised County's Share	Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2020	5,800,000		5,800,000	2,044,500		2,044,500	3,755,500		3,755,500	5,800,000
2020 Budget	-	-	-	-	-	-	-	-	-	-
2021 Plan	-	-	-	-	-	-	-	-	-	-
2022 Plan	-	-	-	-	-	-	-	-	-	-
2023 Plan	-	-	-	-	-	-	-	-	-	-
2024 Plan	-	-	-	-	-	-	-	-	-	-
<i>Current CIP Total</i>	-	-	-	-	-	-	-	-	-	-
Costs Beyond Current CIP	-	-	-	-	-	-	-	-	-	-
Total	5,800,000	-	5,800,000	2,044,500	-	2,044,500	3,755,500	-	3,755,500	5,800,000

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Planning Commission Update

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Consent-Information	<input checked="" type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Physical Development Administration	<input type="checkbox"/> New FTE(s) requested
Contact: Chatfield, Kurt	Board Goal: Excellence in public service
Contact Phone: (952) 891-7022	Public Engagement Level: N/A
Prepared by: Chatfield, Kurt	

PURPOSE/ACTION REQUESTED

Receive an update on issues addressed by the Planning Commission.

SUMMARY

The Dakota County Planning Commission met on December 19, 2019. The minutes from the meeting are attached (Attachment A). The Planning Commission addressed the following topics:

Thompson County Park Master Plan and Natural Resources Management Plan

The Planning Commission reviewed public comment on the Thompson County Park Master Plan received during the official public comment period. Most of the public comments received supported the plan and the implementation priorities. One change that was made to the plan was to recommend that parking shortages be evaluated for the lot that serves Thompson Park Center.

The Planning Commission recommends that the revised plan be forwarded to the Physical Development Committee of the Whole for adoption.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

None.

Supporting Documents:

Attachment A: Advisory Committee Meeting Minutes

Previous Board Action(s):

RESOLUTION

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

**Dakota County Planning Commission
Advisory Committee Meeting Minutes**

Date: December 19, 2019

Time: 7:00 p.m. to 9:00 p.m.

Members Present		Staff Present		Others Present
Mike Greco	<input checked="" type="checkbox"/>	Barry Graham	<input checked="" type="checkbox"/>	
Jerry Rich	<input checked="" type="checkbox"/>	Ramraj Singh	<input checked="" type="checkbox"/>	
Timothy Tabor	<input checked="" type="checkbox"/>	Robert Timmerman	<input checked="" type="checkbox"/>	
Lori Hansen	<input type="checkbox"/>	Nate Reitz	<input type="checkbox"/>	
Jill Smith	<input checked="" type="checkbox"/>	Jim Guttman	<input checked="" type="checkbox"/>	
Greg Oxley	<input checked="" type="checkbox"/>	Tony Nelson	<input checked="" type="checkbox"/>	
Amy Hunting	<input checked="" type="checkbox"/>	Donald Post	<input type="checkbox"/>	

Meeting Called to Order

Time: 7:00 p.m.

By: Vice Chair Oxley

Audience items not on the agenda

Comments/Notes: No persons in attendance.

Approval of agenda

Motion by: Commissioner Graham

Second: Commissioner Singh

Vote: Unanimously approved.

Approval of minutes (from November 21, 2019 meeting)

Motion by: Commissioner Guttman

Second: Commissioner Graham

Vote: Unanimously approved (Commissioners Singh and Timmerman abstained).

Item #1: Thompson County Park Master Plan and Natural Resource Master Plan Action / Information

Comments/Notes: Lil Leatham, Senior Planner, provided a review of the public comments received on the Draft Thompson County Park Master Plan (MP) and Natural Resource Master Plan (NRMP) and the resulting changes to the plans. Staff recommended adoption of the MP and NRMP and that they be forwarded to Physical Development Committee of the Whole for Adoption by the County Board.

Questions and comments by Commissioners along with responses from staff (italics):

A Commissioner noted that there was only one comment about reforestation. Why did people focus more on recreation rather than natural resources in the comments received? *Staff responded that the park plans at the open houses all showed park-wide natural resource restoration and that may have satisfied most participants.*

Commissioners noted that Thompson Park is a small park and that if the Master Plan improvements are made the park will be completed, which could attract people who are looking for recreation. Some also suggested this park it can be a model for other small suburban parks.

Commissioners reviewed public comments and requests for parking lot expansion. The comments were about parking shortages, particularly in the upper parking lot. Planning Commissioners discussed the impact parking lot expansion may have on adjacent trails and park land. *Staff responded that there will be a need to further evaluate parking needs as part of the phase I Thompson Park design and engineering efforts. Staff may be able to limit the number of new parking stalls needed by coordinating events between the senior center, Dakota Lodge, and the large picnic shelter to limit times when they are all in use simultaneously. For larger events, the adjacent St. Croix Lutheran High School has been willing to accommodate parking during non-school times and may be willing to continue to do this in the future. These options will need to be discussed prior to adding new parking. Staff also brought up the concern that there are topographic constraints that may limit the size of parking expansion.*

A Commissioner raised a question about water quality in the lake. Now that the lake improvements have been made will the lake be safe to recreate in? *Staff reported that the installation of double basins along with the contaminated sediment removal has resolved public safety concerns. Water quality tests show that the water is considered clean enough for swimming. A beach was not recommended as a part of the Master Plan in part due to parking availability and site constraints. Water quality monitoring will continue to confirm that remediation efforts were a success.*

Commissioners expressed their support for the recommendation in the plan to make Dakota Lodge more open to the public.

A Commissioner requested clarification about the possibility of a land bridge over Highway 52. *Staff described the land bridge as an open space and wildlife connection between Thompson and Kaposia parks. The land bridge would be similar to parks in Duluth and in Minneapolis that span freeways. It would provide a seamless connection between the parks for people and wildlife. Including the land bridge in the master plan increases the likelihood that it may eventually be funded by MNDOT as mitigation for the impact of HWY 52 on surrounding park land. Several Commissioners expressed support for including the land bridge in the master plan.*

Adoption of the Thompson County Park Master Plan and Natural Resource Master Plan

Motion by: Commissioner Tabor

Second: Commissioner Smith

Vote: Unanimously approved.

Planning Manager Update and County Board Actions

Comments/Notes: Kurt Chatfield, Planning Manager, provided the Planning Commission with an update on the following PDC and County Board Actions:

- Year in review
- County Board Actions
 - Approved 2020 Planning Commission Work Plan
 - Authorized entering into agreement with City of Burnsville to cost share on Lake Marion Greenway segment
 - Authorized Whitetail Woods Regional Park Master Plan improvements
 - Received an update on the draft Transportation Plan
 - Received an update on joint County Board/Planning Commission meeting to discuss 2020 Planning Commission Work Plan

Upcoming Public Meetings – Community Outreach

CSAH 26 and CSAH 63 Reconstruction Open House	Dec 18, 5:00pm-7:00pm Veterans Memorial Community Center, Inver Grove Heights
Groundwater Plan Open House – Southern Dakota County	Jan 9, 4:00pm-7:00pm Dakota County Extension Center, Farmington
Groundwater Plan Technical Advisory Group Workshop	Jan 30, 1:00pm-4:00pm Dakota County Western Service Center (Rm 106)
Groundwater Plan Open House – Northern Dakota County	Feb 5, 4:30pm-7:30pm Lebanon Hills Visitor Center (Discovery room)
CSAH 33/140 th Street Roundabout Study	Feb 6, 4:30pm-6:30pm Rosemount Community Center

Planning Commissioner Announcements/Updates:

Topics for the next meeting:

- Election of 2020 Planning Commission Officers and 2020 meeting dates
- Review 2020 Planning Commission Work Plan and priorities discussion
- Dakota County Land Conservation Plan – review draft plan
- Parks 2020 CIP update

Adjourn: 8:16 p.m.

Motion by: Commissioner Timmerman

Second: Commissioner Greco

Vote: Unanimously approved.

Next Regular Meeting: Thursday, January 23, 2020, 7:00 p.m., Dakota County Western Service Center Room 106.

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Update On Joint Memorandum Of Understanding With Canadian Pacific Railway And Union Pacific Railroad Company To Replace Existing Railroad Bridge On County Project 86-34

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Consent-Information	<input type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input checked="" type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Transportation	<input type="checkbox"/> New FTE(s) requested
Contact: Krebsbach, Mark	Board Goal: A great place to live
Contact Phone: (952) 891-7102	Public Engagement Level: Level 2 - Discuss
Prepared by: Sass, John	

PURPOSE/ACTION REQUESTED

Receive an update on execution of the memorandum of understanding (MOU) between Dakota County, Canadian Pacific Railway (Canadian Pacific) and Union Pacific Railroad Company (Union Pacific) that establishes project requirements to replace the existing railroad bridge as part of County Project (CP) 86-34 (Attachment A).

SUMMARY

To provide a safe and efficient transportation system, Dakota County is proceeding with CP 86-34. County Project 86-34 is the reconstruction of County State Aid Highway (CSAH) 86 (280th Street West) as an undivided two-lane highway with shoulders and turn lanes at public road intersections from CSAH 23 (Galaxie Avenue) to Trunk Highway (TH) 3 (Attachment A). Dakota County has been improving CSAH 86 from TH 3 to past TH 52 over the last several years. By Resolution No. 18-537 (October 23, 2018), the County Board designated CSAH 86 as a future principal arterial. Construction is scheduled to begin in spring 2021.

County Project 86-34 has a timber trestle bridge railroad crossing over CSAH 86 constructed in 1930 owned by Canadian Pacific upon which Union Pacific operates. Dakota County has proposed improvements to the crossing to modernize the bridge to accommodate modern traffic needs and address the substandard roadway clearances of the existing bridge and hazards to the traveling public on the highway. County Project 86-34 has two options for the railroad bridge: the first keeps the existing bridge and requests both a state-aid variance and design exception and the second replaces the railroad bridge to meet current roadway needs.

By Resolution 19-527 (May 21, 2019) the County Board (Board) authorized execution of a MOU with Canadian Pacific and Union Pacific Railroad to replace the existing railroad bridge on CP 86-34. Canadian Pacific's proposal was that the County take ownership of the railroad bridge upon completion. The Board expressed opposition to County ownership and maintenance provisions related to railroad operations.

Over the last several months staff has been negotiating with Canadian Pacific about ownership and maintenance of the new bridge based on direction previously received from the Board. The revised MOU (Attachment B) proposes upon completion of construction, Canadian Pacific and Union Pacific will maintain their ownership responsibilities and the County will be responsible for maintenance of the bridge structure below the railroad bridge deck line and future replacement of the bridge structure. Maintenance costs or obligation to replace the bridge structure do not extend to any damage to the bridge structure resulting from the operations of Canadian Pacific and Union Pacific and is limited to necessary repairs. Canadian Pacific and Union Pacific will maintain the railroad approach embankments, rails, ties, ballast, and other track materials, over the highway right of way portion of bridge.

The MOU is a non-binding agreement signed by all three parties setting terms, intentions, and details for each party's participation. The Board will consider approval of a cooperative construction and maintenance agreement incorporating the understandings contained in the MOU at a future meeting. The parties intend that the liability provisions of any necessary definitive agreements will be consistent with the parties' rights and obligations in existing agreements and applicable law. Based on progress to date on terms of the MOU, staff is proceeding with the option to replace the existing railroad bridge.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

Funding of \$11,000,000 for construction including \$4,200,000 of federal funds is included in the adopted 2020 Transportation Capital Improvement Program budget (Attachment C).

Supporting Documents:

- Attachment A: Location Map
- Attachment B: Memorandum of Understanding
- Attachment C: Financial Summary

Previous Board Action(s):

- 18-537; 10/23/18
- 19-527; 05/21/19

RESOLUTION

Information only; no action requested.

County Manager's Comments:

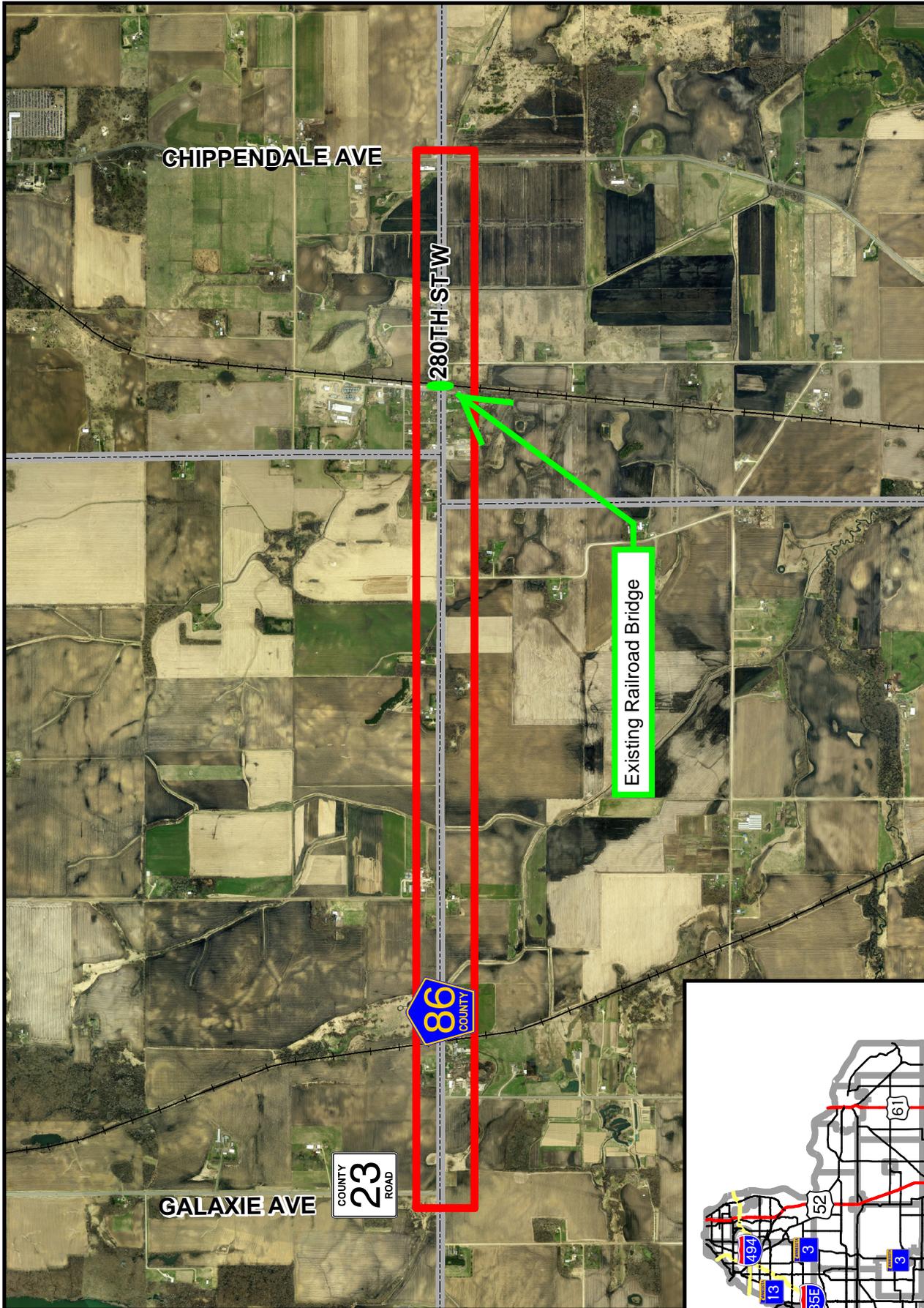
- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

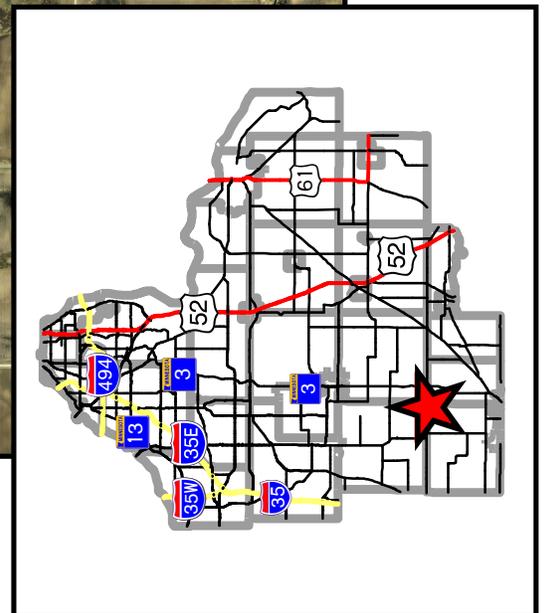
- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager



County Project 86-34



Prepared by the Dakota County Transportation Department

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE COUNTY OF DAKOTA
SOO LINE RAILROAD COMPANY
AND UNION PACIFIC RAILROAD**

This Memorandum of Understanding ("MOU"), dated as of _____, 20__, is by and among the County of Dakota (County), Union Pacific Railroad (UP) and Soo Line Railroad Company d/b/a Canadian Pacific (CP). The County, UP and CP are sometimes referred to individually herein as a "Party" and collectively as the "Parties".

WITNESSETH

- WHEREAS,** the County, UP and CP wish to proceed with a project to replace the existing railroad bridge (BR 319.57, UP Albert Lea Subdivision, CP Bridge S-314.5, MP 136.73, CP Owatonna Subdivision) over CSAH 86 (USDOT Crossing #380380F) in the unincorporated community of Castle Rock, MN; and
- WHEREAS,** the work to be performed is as generally shown on the attached Exhibit A, (the "Project"); and
- WHEREAS,** the existing railroad bridge overpass currently carries approximately 10 trains per day. It is a single-track timber bridge, approximately 18' x 93' with 13'-11" vertical clearance; and
- WHEREAS,** the existing railroad right-of-way, track, structures and operations are governed by a trackage rights agreement between CP and UP dated April 7, 2004 as amended, whereby CP is the owner of the track, structures and right-of-way and UP is responsible for maintenance, train control, flagging protection and right-of-entry agreements; and
- WHEREAS,** the County and CP intend to enter into a cooperative construction and maintenance agreement to replace the bridge over CSAH 86; and
- WHEREAS,** construction is planned to begin in 2020; and
- WHEREAS,** the capital costs for replacement of the structure will be the responsibility of the County; and
- WHEREAS,** the County, UP and CP believe that by working together they will be able to provide a better Project and provide more efficient use of resources; and
- WHEREAS** the Parties have discussed the foregoing issues and agree in principle to the matters herein set forth, subject to the negotiation, execution and delivery of any necessary final and binding agreements regarding the Project.

The County, UP and CP memorialize herein the following understandings:

1. This MOU is not a binding agreement and any binding obligations of the Parties will be made pursuant to written, properly executed and approved definitive agreements.
2. The County has certain project objectives and goals that must be accomplished by the Project including the following:
 - The existing CP Bridge over CSAH 86 will be replaced.
 - The new bridge will require lengthening to facilitate the construction of the CSAH 86 in 2020-2021. The proposed bridge will be long enough to span a possible future four (4) thru/turn lane urban section in addition to road shoulders and future sidewalks. The new bridge must be designed as a highway crossing bridge, not a water crossing bridge. The current conceptual bridge layout includes an 86' center clear span with two approach spans. The layout and dimensions of the proposed structure are subject to change during the final design process. The County will provide plans for the bridge length, vertical clearance, preliminary layout, and mainline profile in English units.
 - Railroad track reconstruction will be limited to that necessary for safe and efficient railway operations over the replacement bridge. Track raises will be minimal with proposed roadway lowering utilized to meet vertical clearance standards. To minimize the extent of roadway lowering, a through plate girder (TPG) structure is anticipated for the center span.
 - The replacement structure will be a single track bridge.
3. CP has certain project requirements and goals that must be accomplished by the Project including the following:
 - Railroad traffic must be maintained during construction through use of a temporary shoofly track.
 - As the current owner of the track, structures and property of the rail line, CP will be the lead railroad for review and final approval of permanent betterments to the rail line, including the proposed replacement structure.
 - As noted in CP's review and approval of the proposed replacement structure concept, the following requirements shall apply:
 - i. CP standard precast standards for approach spans and abutments;
 - ii. Walkways on both sides of bridge;

- iii. Protective barrier or crash structure for bridge piers;
 - iv. The TPG will conform to UP/BNSF standard design with tapered ends (E80 design loading);
 - v. Weathering steel with metallized bearings;
 - vi. Rocker style bearings;
 - vii. Steel tube crash beams both sides;
 - viii. Slope facing to be rip rap or articulated precast concrete block;
 - ix. Concrete piers on both sides of roadway;
 - x. 8" minimum ballast under ties; and
 - xi. No seismic design will be required.
4. UP has certain project requirements and goals that must be accomplished by the Project including the following:
- Railroad traffic must be maintained during construction through use of a temporary shoofly track. The shoofly track will be designed to current timetable speeds for the track and will require cut-overs at both ends of the shoofly alignment to connect to the existing mainline alignment. Construction of the off-line shoofly track may be completed by the County's contractor but work associated with active mainline track (cut-overs) shall be completed by UP forces.
 - UP will be the lead railroad for review and approval of temporary trackwork and structures, including the shoofly alignment, embankment, and any temporary bridges, shoring or retaining walls required for construction. The current version of the "UPRR/BNSF Joint Guidelines for Railroad Grade Separation Projects" design standards will apply to the temporary structures.
 - UP will be responsible for granting right-of-entry agreements required for survey, geotechnical, and environmental work.
 - UP will be responsible for determining required roadway worker protection, and providing protective services for the project.
5. The County (and its selected consultant) will be the project lead for design of the railroad bridge overpass and tracks. CP's design review process will be followed for the project. The following design packages will be submitted to CP and UP for their review and comment with CP providing final approval of permanent structures and UP providing approval of temporary structures:
- 30% Submittal
 - 60% Submittal

- Final Plans Submittal

6. The County will prepare plans in conformance with AREMA, CP and UP specifications, as appropriate. Plans will be prepared with County CAD Standards/sheet borders.
7. All work associated with the replacement structure and shoofly track is anticipated to be performed on existing CP and County right-of-way. If any additional right-of-way or easements are required on CP right-of-way, those requests will be coordinated with the CP Real Estate Department.
8. The posted clearance for the westbound highway lane is 13 feet, 11 inches with the eastbound highway lane posted at 14 feet, 1 inch. The railroad bridge overpass does not meet roadway design standards to safely accommodate pedestrian and vehicular traffic. Minnesota Rule 8820.9956 requires a minimum vertical clearance of 16 feet, 4 inches for a highway crossing under a railroad bridge. The current structure is more than two feet deficient in regard to this standard for vertical height. The bridge currently provides horizontal openings that are too narrow with no accommodation for pedestrian traffic to cross safely under the bridge.

The County will work with CP to address these issues by replacing the railroad bridge overpass with no cost to CP for the design and construction of the replacement bridge that will be compliant with Minnesota Rule 8820.9956. CP is supporting this project by agreeing to the bridge replacement while maintaining CP's ownership of the replacement bridge carrying the railroad tracks over the highway.

9. Upon completion of construction, the County will be responsible for maintenance of the bridge structure below the ballast line and replacement of the bridge structure whenever it may become necessary for the continued safe operation of the roadway and the rail line. The safety of railroad operations is dependent upon the maintenance of the bridge. The Parties agree that the nature and extent of maintenance required is best determined by the railroad companies, except for the aesthetic and cosmetic maintenance discussed in paragraph 10. The County shall reimburse any expense incurred by CP and UP for maintaining the structure, except that the rails, ties, and ballast thereupon shall be the responsibility of the railroad companies subject to the provisions of the trackage rights agreement. Reimbursable maintenance costs or the obligation to replace the bridge structure shall not extend to any damage to the bridge structure resulting from operating accidents, including derailments, of the railroad companies or their assignees or successors. In all events, reimbursable maintenance costs shall be limited to necessary repairs.
10. The County will at its own expense, maintain its entire roadway and improvements ancillary thereto, including: drainage system, roadway

pavement, roadway facilities, curb and gutter, striping, signage, and aesthetic or cosmetic design elements or painting added to the bridge within its right of way and across the right of way of CP. The County will be responsible for the cost of all work required to maintain the railroad bridge structure below ballast floor as provided in paragraph 9, and the performance, at its cost, of aesthetic and cosmetic maintenance including painting and repainting the bridge structure from time to time, removing (or painting over) graffiti on the bridge structure (including the wingwalls), aesthetic treatments and attachments including sacrificial beam, and the like. The County's maintenance obligations shall not extend to the repair of any damage to the bridge structure resulting from the operations of CP and UP, or their assignees or successors. In all events, maintenance shall be limited to necessary repairs.

11. UP and CP, at their own expense and subject to the provisions of the trackage rights agreement, will maintain the railroad approach embankments, rails, ties, ballast, and other track materials, over the highway right of way portion of bridge. CP and UP, at their own expense and subject to the provisions of the trackage rights agreement, will maintain railroad's drainage facilities for the right-of-way and track structure.
12. The Parties intend that any agreement between County, CP and UP shall not be considered an assignment of responsibility for compliance with the Bridge Safety Standards (49 CFR part 237) to the County in whole or in part.
13. The Parties acknowledge and agree that the intentions stated herein are non-binding and that no Party shall have any binding, legal obligation hereunder unless and until any necessary definitive agreements incorporating the understandings contained in this MOU have been executed and delivered by the Parties. The Parties agree to negotiate in good faith the terms of the final agreements. This MOU shall remain in effect until those final agreements are completed and executed by the Parties or until terminated by any Party on thirty (30) days' written notice to the other Parties. Should the Parties fail for any reason to agree and sign any such definitive agreements, the Parties shall have no further obligation whatsoever towards one another with respect to the subject matter of this MOU.
14. The Parties intend that the liability provisions of any necessary definitive agreements will be consistent with the Parties' rights and obligations in existing agreements and applicable law.
15. The construction and interpretation of this MOU and any of its terms shall be governed by Minnesota law.
16. This MOU may be executed in counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one MOU.

IN WITNESS WHEREOF, the duly authorized representatives of the Parties have executed this Memorandum of Understanding to be effective as of the last date set forth below.

Soo Line Railroad Company
d/b/a Canadian Pacific

_____ Date: _____

Daniel Sabatka, P.E.
Director Projects and Public Works – US

Union Pacific Railroad

_____ Date: _____

Chris T. Keckeisen
Union Pacific Railroad | Engineering Design - Public Projects

RECOMMENDED FOR APPROVAL:

Dakota County Transportation Director/County Engineer Physical Development

By _____
Physical Development Director
Date: _____

APPROVED AS TO FORM:

Assistant Dakota County Attorney/Date
KS-

COUNTY BOARD RESOLUTION

No. 19- Date:

Project 86-34

Year	Expense Budget			Funding Sources Budget						
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2020	3,763,350	-	3,763,350	3,763,350	-	3,763,350	-	-	-	3,763,350
2020 Budget	11,000,000	-	11,000,000	6,800,000	-	6,800,000	4,200,000	-	4,200,000	11,000,000
2021 Plan	-	-	-	-	-	-	-	-	-	-
2022 Plan	-	-	-	-	-	-	-	-	-	-
2023 Plan	-	-	-	-	-	-	-	-	-	-
2024 Plan	-	-	-	-	-	-	-	-	-	-
<i>Current CIP Total</i>	<i>11,000,000</i>	<i>-</i>	<i>11,000,000</i>	<i>6,800,000</i>	<i>-</i>	<i>6,800,000</i>	<i>4,200,000</i>	<i>-</i>	<i>4,200,000</i>	<i>11,000,000</i>
Costs Beyond Current CIP	-	-	-	-	-	-	-	-	-	-
Total	14,763,350	-	14,763,350	10,563,350	-	10,563,350	4,200,000	-	4,200,000	14,763,350

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Approval Of Designated Lists Of Recyclables, Organics, And Contaminants

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Consent-Action	<input type="checkbox"/> None <input checked="" type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Environmental Resources	<input type="checkbox"/> New FTE(s) requested
Contact: Fischer, Georg	Board Goal: A healthy environment with quality natural areas
Contact Phone: (952) 891-7554	Public Engagement Level: Level 3 - Involve
Prepared by: Frekot, Lori	

PURPOSE/ACTION REQUESTED

Approve designated lists of recyclables, organics, and contaminants (Attachments A and B).

SUMMARY

Metropolitan counties are responsible for waste management policy and programs (Minn. Stat. §115A.551). By Resolution No.18-493 (September 18, 2018), the Dakota County Board of Commissioners (County Board) adopted the 2018–2036 Solid Waste Master Plan (Master Plan). The adopted Master Plan includes educational, financial, and regulatory strategies.

By Resolution No. 19-930 (November 26, 2019), the County Board adopted amendments to Ordinance 110, Solid Waste Management, to implement regulatory strategies in the Master Plan, including requirements for designated lists of recyclables, organics, and contaminants for collected materials:

- “DESIGNATED LIST OF RECYCLABLES” means a list of recyclable material types approved by the Dakota County Board of Commissioners and published by the Department on the Dakota County Website that represents the minimum haulers must accept and generators must recycle. Generators, facilities, and haulers will have six months to implement any changes after it is published.
- “DESIGNATED LIST OF ORGANICS” means a list of organic material types suitable for commercial composting approved by the Dakota County Board of Commissioners and published by the Department on the Dakota County Website.
- “DESIGNATED LIST OF CONTAMINANTS” means a list of contaminants approved by the Dakota County Board of Commissioners and published by the Department on the Dakota County Website.

The designated lists represent recyclable materials collected for single-stream recycling that have demonstrated markets, organics materials collected back-of-house that are suitable for commercial composting, and contaminants that are not suitable for recycling or commercial organics composting. The proposed lists incorporate the acceptance/contaminant lists developed by the Minnesota Recycling Education Committee and feedback from the nine recycling/organics facilities serving the Twin Cities Metropolitan area. Once adopted, the lists will be published on the Dakota County website and used for standardized messaging, primarily to improve the quality of collected materials. Generators, facilities and haulers will have up to six months after publication of the lists to comply. Any future modifications to the lists require County Board approval and will be effective six months from publication.

RECOMMENDATION

Staff recommends approval of the designated lists of recyclables, organics, and contaminants.

EXPLANATION OF FISCAL/FTE IMPACTS

None at this time. Costs for phased implementation will be determined annually as part of the County Board work plan priorities and approval of the Environmental Resources Budget.

Supporting Documents:

Attachment A: Designated List of Recyclables and Contaminants

Attachment B: Designated List of Organics and Contaminants

Previous Board Action(s):

19-938; 11/26/19

RESOLUTION

WHEREAS, Metropolitan counties are responsible for waste management policy and programs (Minn. Stat. §115A.551); and

WHEREAS, by Resolution No.18-493 (September 18, 2018), the Dakota County Board of Commissioners (County Board) adopted the 2018–2036 Solid Waste Master Plan (Master Plan); and

WHEREAS, the adopted Master Plan includes educational, financial, and regulatory strategies; and

WHEREAS, on November 26, 2019 (Resolution No. 19-938), the County Board adopted amendments to Ordinance 110, Solid Waste Management, to implement regulatory strategies in the Master Plan; and

WHEREAS, the amendments include requirements for designated lists of recyclables, organics, and contaminants to be approved by the County Board and published on the Dakota County website; and

WHEREAS, the proposed lists incorporate the acceptance/contaminant lists developed by the Minnesota Recycling Education Committee and feedback from the nine recycling/organics facilities serving the Twin Cities Metropolitan area; and

WHEREAS, approved lists will be published on the Dakota County website; and

WHEREAS, any future modifications to the lists require County Board approval.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the designated lists of recyclables, organics, and contaminants, as presented on January 14, 2020, at the Physical Development Committee of the Whole.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

PROPOSED DESIGNATED LISTS OF RECYCLABLES AND CONTAMINANTS**DAKOTA COUNTY ORDINANCE 110, SOLID WASTE MANAGEMENT**

A. PROPOSED “DESIGNATED LIST OF RECYCLABLES”

This proposed list represents the minimum list of recyclable materials that haulers must collect in single-stream recycling and generators must place into carts or dumpsters for haulers to collect. Property owners, managers, and event sponsors shall ensure the designated list of recyclables are collected for recycling.

PAPER

- Newspaper and inserts
- Magazines and catalogs
- Mail and office papers

CARDBOARD

- Paperboard
- Corrugated cardboard

CARTONS (aseptic packaging and gable top cartons)

- Beverage, broth and soup cartons
- Juice boxes
- Milk cartons

METAL CANS

- Food and beverage aluminum, tin, and steel cans

GLASS BOTTLES AND JARS

- Food and beverage bottles and jars

RECYCLEABLE PLASTIC BOTTLES, CONTAINERS AND JUGS

- Recyclable PET (SPI code #1), such as beverage bottles
- Recyclable HDPE (SPI Code #2), such as beverage, milk and laundry jugs
- Recyclable PP (SPI #5), such as food tubs

SPI = Society of Plastic Industry

B. PROPOSED “DESIGNATED LIST OF CONTAMINANTS” FOR RECYCLING

This proposed list represents items that generators cannot place into recycling carts or dumpsters for recycling collection. Items on this list may be accepted at or required to be managed at drop-off locations for proper recycling or disposal.

- Batteries
- Ceramic dishware
- Clothing and textiles
- Food waste
- Household hazardous waste/hazardous waste
- Non-recyclable paper products (e.g., paper napkins, paper plates and cups, paper towels)
- Pallets (plastic and wood)
- Pet and human waste, including diapers
- Pharmaceuticals and medicines/medical waste
- Plastic bags and film (*residential effective upon County Board adoption, commercial starting January 1, 2021*)
- Metal cylinders (e.g., propane tanks)
- Scrap metal* (e.g., metal pots and pans)
- Shredded paper
- Styrofoam™
- Tanglers (e.g., chains, extension cords, hoses, string lights)
- Trash
- Yard waste and Christmas trees
- All items banned from being placed in the trash or recycling in state or local law – including:
 - Electronics
 - Major Appliances
 - Sharps (e.g., lancets, needles, syringes)
 - Tires

*Scrap metal is allowed in carts and dumpsters only if delivered to the Tennis Sanitation recycling facility.

PROPOSED DESIGNATED LISTS OF ORGANICS AND CONTAMINANTS DAKOTA COUNTY ORDINANCE 110, SOLID WASTE MANAGEMENT

A. PROPOSED “DESIGNATED LIST OF ORGANICS” FOR COMMERCIAL COMPOSTING

This proposed list is the minimum list of materials suitable for commercial composting.

- **FOOD SCRAPS AND FOOD WASTE** – including:
 - Bakery and dry goods
 - Coffee grounds
 - Dairy products
 - Eggs and eggshells
 - Meat, fish and bones
 - Produce / fruits and vegetables

B. PROPOSED “DESIGNATED LIST OF CONTAMINANTS” FOR COMMERCIAL COMPOSTING

This proposed list represents materials that are not suitable for commercial composting.

- Ceramic dishware
- Glass
- Pet and human waste
- Products that do not meet the ASTM Standards Specification for compostable plastics (D6400 or D6868), such as:
 - Bags
 - Cartons
 - Diapers
 - Disposable wipes
 - Freezer boxes
 - Refrigerator boxes
 - Wax and parchment paper
- Shredded paper
- Trash
- Treated wood and sawdust
- Yard waste and Christmas trees
- All items required to be recycled or are banned from being placed in the trash or recycling in state or local law

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Authorization To Execute Contract Amendment With Bolton & Menk, Inc., For Additional Design Services For County Project 70-23

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Consent-Action	<input type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input checked="" type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Transportation	<input type="checkbox"/> New FTE(s) requested
Contact: Krebsbach, Mark	Board Goal: A healthy environment with quality
natural areas	
Contact Phone: (952) 891-7102	Public Engagement Level: Level 2 - Discuss
Prepared by: Rezac, Jacob	

PURPOSE/ACTION REQUESTED

Authorize the execution of a contract amendment with Bolton & Menk, Inc., for design services for County Project (CP) 70-23 in the City of Lakeville (City).

SUMMARY

To provide a safe and efficient transportation system throughout the County and the region. Dakota County and the City are partnering on CP 70-23 to expand County State Aid Highway (CSAH) 70 to a four-lane divided highway from Kensington Boulevard/Kenrick Avenue to CSAH 23 (Cedar Avenue) in Lakeville (Attachment A). The purpose of CP 70-23 is to improve operations, safety, and capacity along a primary truck corridor. Dakota County is the lead agency for CP 70-23, and construction is scheduled for 2020.

By Resolution No. 18-204 (April 10, 2018), the County Board authorized the execution of a contract for \$1,395,297 with Bolton & Menk, Inc., for design services for CP 70-23. The contract required the consultant to design a four-lane segment of CSAH 70 with adjacent trails, provide a drainage design that met City requirements, and complete environmental documentation for the project, which included a noise analysis because the project is federally funded. The contract did not include the design of a noise wall due to the unknowns involved with the analysis.

The result of the noise analysis required the construction of a noise wall between Dodd Boulevard and Humboldt Court. City and County staff identified several challenges, including reduced snow storage and additional maintenance needs, with constructing a noise wall, trail, and turn lanes for CSAH 70 within the existing boulevard (Attachment B). Bolton & Menk, Inc., designed an alternative for a segment of trail that routes pedestrians along South Creek away from traffic and adjacent residential parcels, which would improve pedestrian safety and maintenance operations. The design and construction of two creek crossings is needed to implement the alternative trail alignment (Attachment C). After reviewing the drainage design, City and Vermillion River Watershed Joint Powers Organization (VRWJPO) staff requested that Bolton & Menk evaluate an alternative that would treat additional storm water near a trout stream. Bolton & Menk analyzed and implemented a design that consists of plastic chambers instead of a box culvert, which allow for infiltration and remove additional sediment. These primary items, as well as additional design on other aspects, also required additional effort to revise the final plans.

To proceed with the project, an amendment to the existing design contract is necessary to account for this additional design work. Staff has negotiated with Bolton & Menk, Inc., for an amount of \$429,257 to complete the work to design the project (Attachment D). The amendment would result in a total amended contract amount of \$1,824,554. The current estimated construction amount is \$22,500,000. The amended amount is equal to eight percent of the estimated construction cost, which is reasonable for design costs for a project of this size.

RECOMMENDATION

Staff recommends authorizing an amendment to the contract with Bolton & Menk, Inc., in the amount of \$429,257, increasing the total contract amount to \$1,824,554.

EXPLANATION OF FISCAL/FTE IMPACTS

The adopted 2020–2024 Sales and Use Tax Program budget includes \$1,750,000 for engineering services in 2018, \$2,625,000 for right of way acquisition in 2019, and \$25,000,000 for construction in 2020 (Attachment E). Due to right of way acquisition savings, sufficient budget is available for the recommended amendment. The City will be responsible for \$32,875 in additional public utility costs. The remaining costs for the amendment will be shared 55 percent County and 45 percent City. However, in accordance with County policy, the City's total share will be capped at 15 percent of the total eligible project costs because CSAH 70 was adopted as a principal arterial.

Supporting Documents:

Attachment A: Project Location Map
 Attachment B: Noise Wall Picture
 Attachment C: Proposed Trail Alignment
 Attachment D: Amendment Summary
 Attachment E: Financial Summary

Previous Board Action(s):

18-204; 4/10/18

RESOLUTION

WHEREAS, Dakota County (County) and the City of Lakeville (City) are partnering on County Project (CP) 70-23; and

WHEREAS, CP 70-23 includes the segment of County State Aid Highway (CSAH) 70 from Kensington Boulevard/Kenrick Avenue to CSAH 23 (Cedar Avenue); and

WHEREAS, the purpose of the project is to improve operations and capacity along a primary truck corridor; and

WHEREAS, to address the purpose of the project, the County is proposing to expand CSAH 70 to a four-lane divided-highway, modify access using raised median and local street extensions, construct trails, and add turn lanes; and

WHEREAS, the County is the lead agency for CP 70-23 with construction scheduled to begin in summer 2020; and

WHEREAS, CP 70-23 was awarded federal funding through the Minnesota Highway Freight Program and the Metropolitan Council Regional Solicitation; and

WHEREAS, by Resolution No. 18-204, (April 10, 2018), the County Board authorized the execution of a contract with Bolton & Menk, Inc., for \$1,395,297; and

WHEREAS, the design of a noise wall is needed based on the apparent results of the noise analysis, which was required due to the federal funding on the project; and

WHEREAS, the County and City requested that Bolton & Menk, Inc., evaluate methods to provide additional storm water treatment near a trout stream; and

WHEREAS, the County and City identified an alternative trail alignment between Dodd Boulevard and Humboldt Court that will enhance safety and user experience; and

WHEREAS, the alternative trail alignment will require the design of two bridges; and

WHEREAS, an amendment is requested to include these additional tasks to satisfactorily deliver the project; and

WHEREAS, the cost of the professional services will be shared between Dakota County and the City in accordance with County policy; and

WHEREAS, the adopted 2020–2024 Capital Improvement Program budget includes sufficient funding.

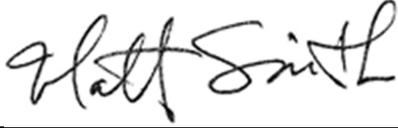
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to amend the contract with Bolton & Menk, Inc., to perform additional engineering services for County Project 70-23 in an amount not to exceed \$429,257, resulting in a total amended contract amount not to exceed \$1,824,554, including reimbursable items, subject to approval by the County Attorney's Office as to form.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

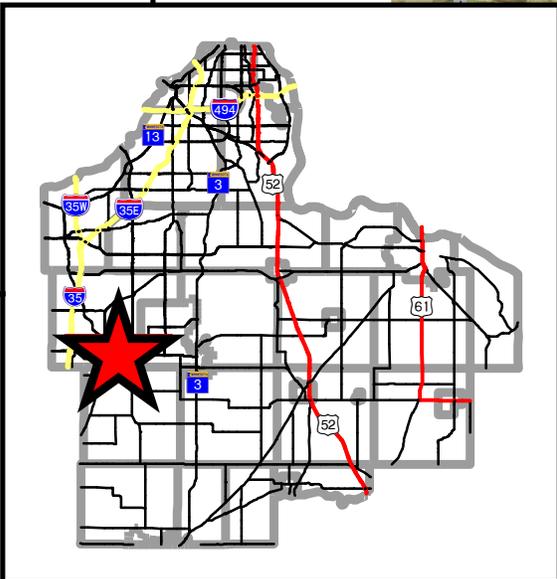
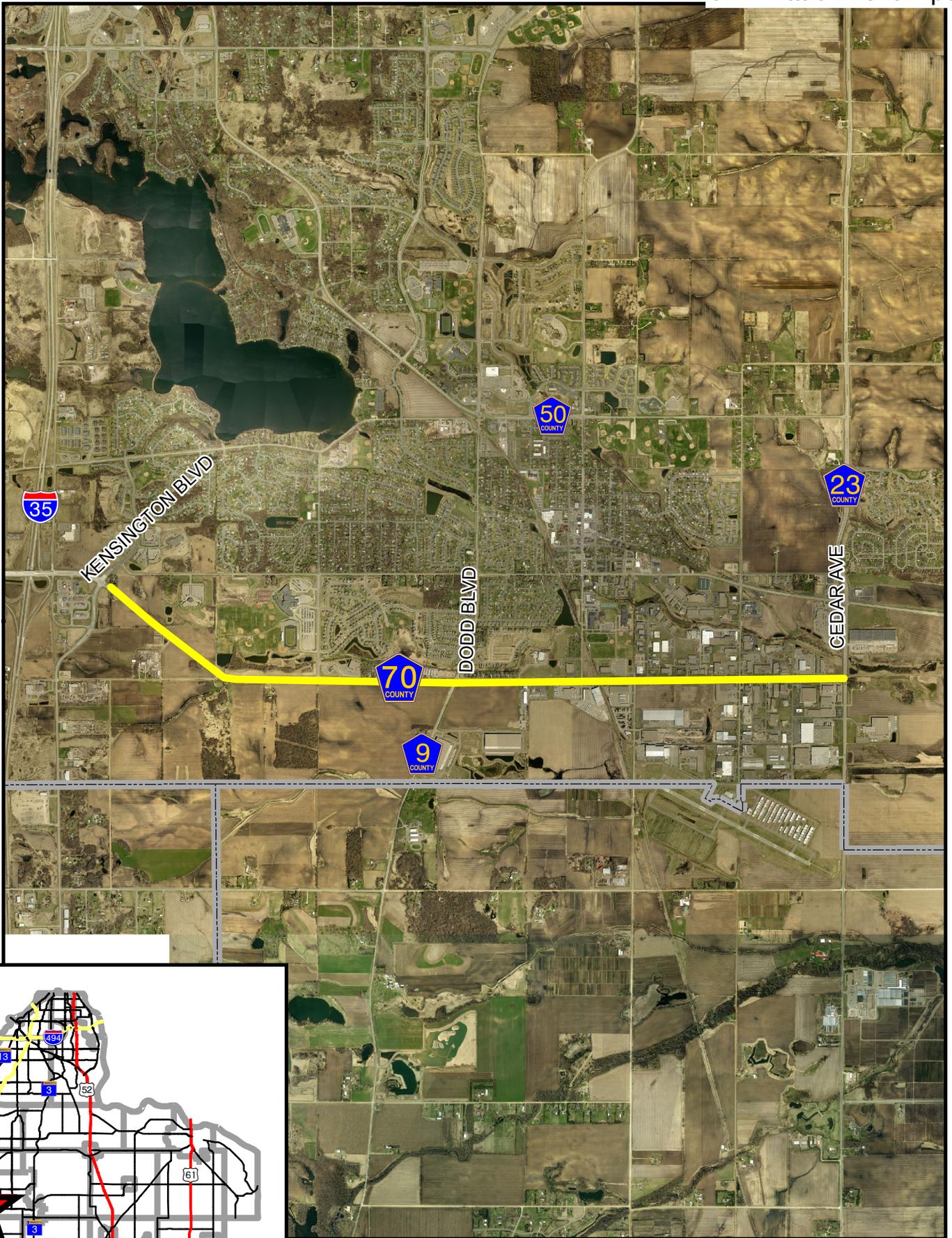
Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

Prepared by the Dakota County Transportation Department

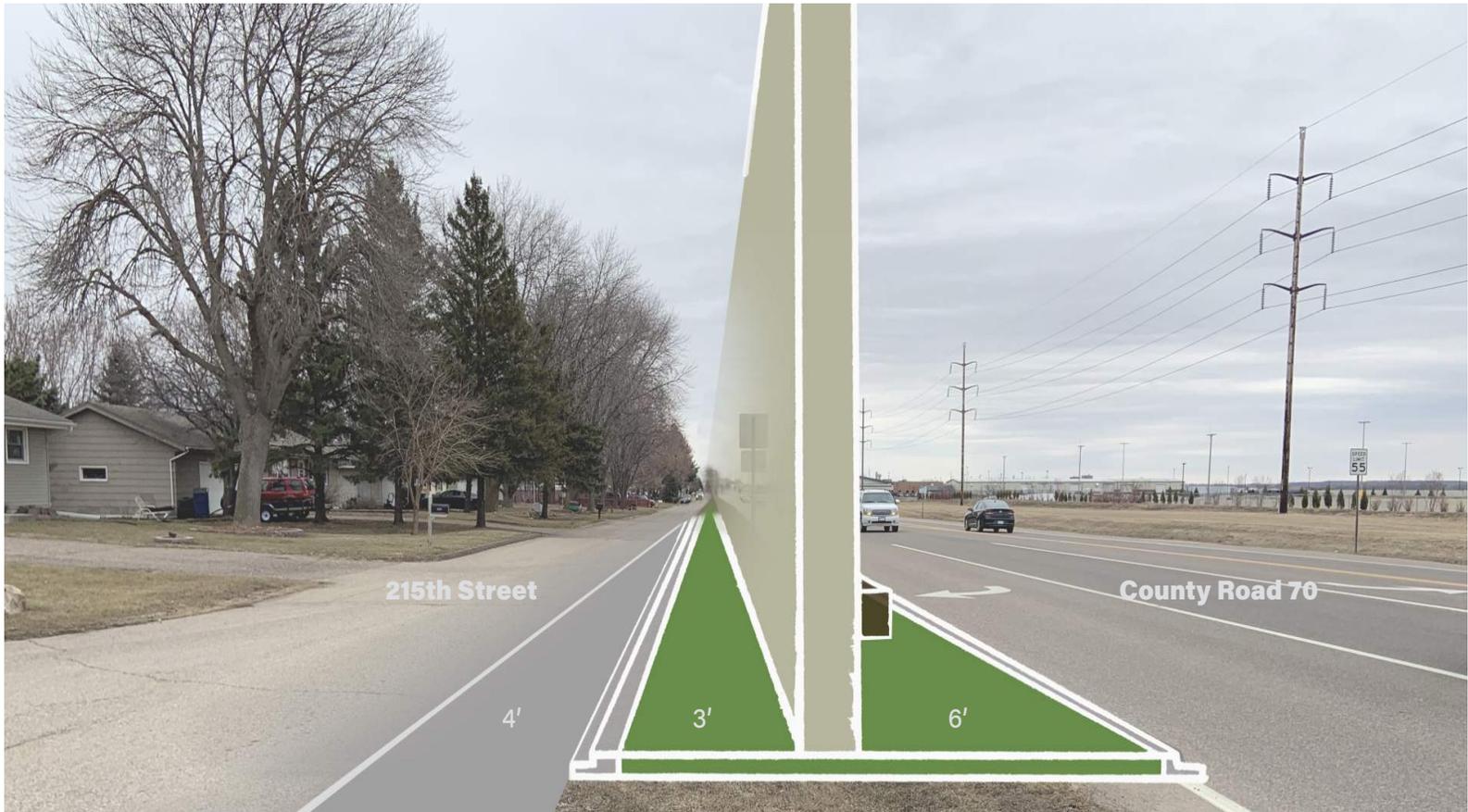
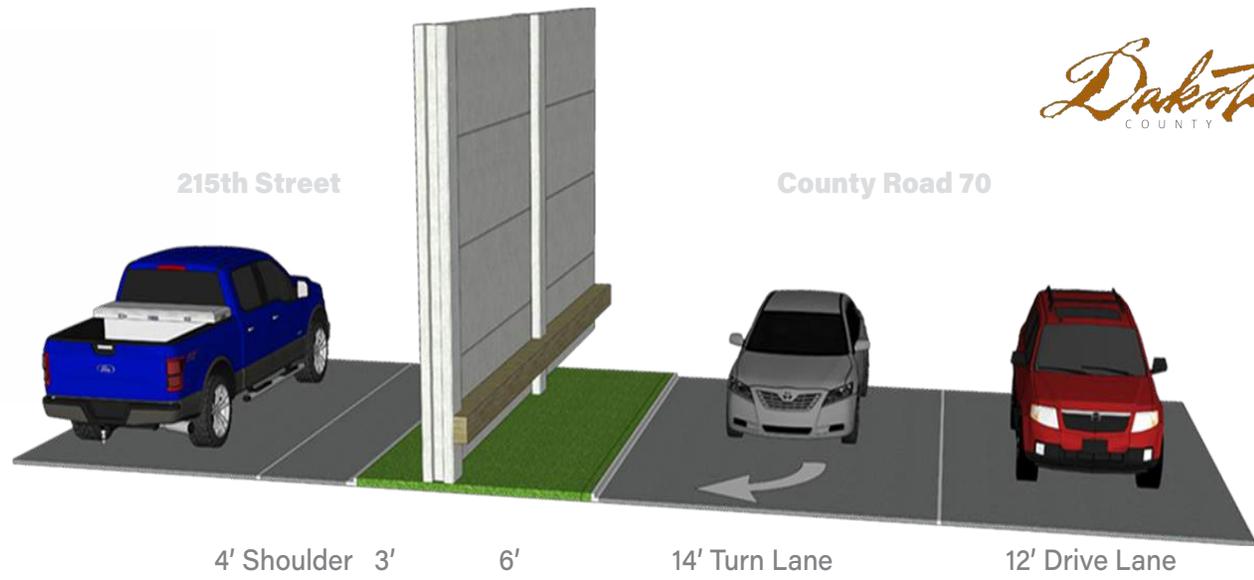


**County Project 70-23
from Kensington Blvd.
-66- to Cedar Ave.**

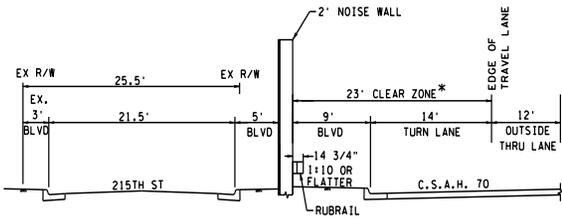


COUNTY ROAD 70
EXPANSION PROJECT

Noise Wall Section
Visual Representation

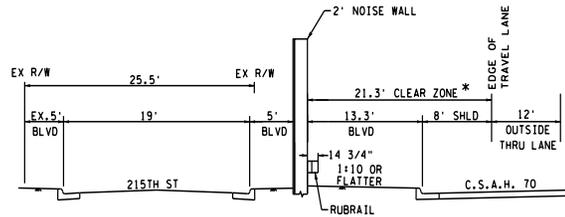


A-A



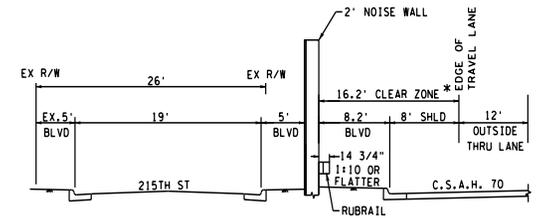
* THE RECOMMENDED MINIMUM CLEAR ZONE FOR A 55 MPH DESIGN SPEED IS 28' FROM EDGE OF TRAVEL LANE PER MNDOT ROAD DESIGN MANUAL. RUBRAIL IS RECOMMENDED WITH THE NOISEWALL IN THE CLEAR ZONE.

B-B

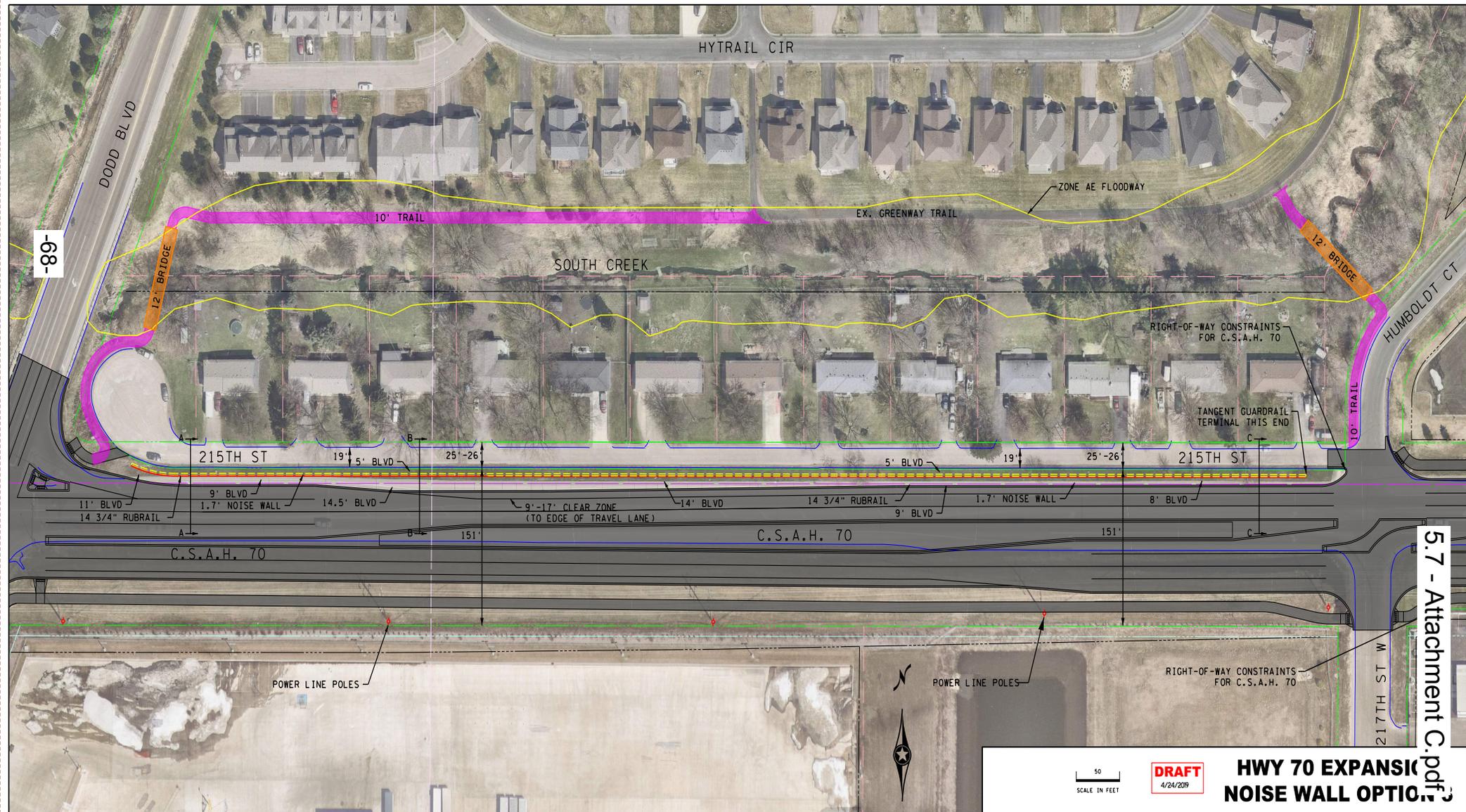


* THE RECOMMENDED MINIMUM CLEAR ZONE FOR A 55 MPH DESIGN SPEED IS 28' FROM EDGE OF TRAVEL LANE PER MNDOT ROAD DESIGN MANUAL. RUBRAIL IS RECOMMENDED WITH THE NOISEWALL IN THE CLEAR ZONE.

C-C



* THE RECOMMENDED MINIMUM CLEAR ZONE FOR A 55 MPH DESIGN SPEED IS 28' FROM EDGE OF TRAVEL LANE PER MNDOT ROAD DESIGN MANUAL. RUBRAIL IS RECOMMENDED WITH THE NOISEWALL IN THE CLEAR ZONE.



68

5.7 - Attachment C.pdf

50
SCALE IN FEET

DRAFT
4/24/2019

HWY 70 EXPANSION
NOISE WALL OPTION

CP 70-23 Contract Amendment			
Item	Cost	County Share	City Share *
Additional Surveys, Mapping, and Coordination	\$27,560	\$23,426.00	\$4,134.00
Additional Noise Analysis, Wetlands, and Environmental Documentation	\$68,770	\$58,454.50	\$10,315.50
Additional Floodplain Analysis	\$11,670	\$9,919.50	\$1,750.50
Preliminary Engineering - Access Roads and Intersection Modifications	\$65,900	\$56,015.00	\$9,885.00
Additional Drainage and Stormwater Treatment Analysis	\$24,802	\$21,081.70	\$3,720.30
Additional Final Design - Noise Wall, Chambers, etc.	\$77,865	\$66,185.25	\$11,679.75
Bridge Design For Alternative Trail Alignment	\$119,815	\$101,842.75	\$17,972.25
Additional City Utility Design	\$32,875	\$0.00	\$32,875.00 **
Total	\$429,257	\$336,925	\$92,332

* City share capped at 15% for participating items

** 100% City costs

Project ST00001 (70-23)

Year	Expense Budget			Funding Sources Budget						
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2020	4,375,000	-	4,375,000	2,406,250	-	2,406,250	1,968,750	-	1,968,750	4,375,000
2020 Budget	25,000,000	-	25,000,000	7,250,000	-	7,250,000	17,750,000	-	17,750,000	25,000,000
2021 Plan	-	-	-	-	-	-	-	-	-	-
2022 Plan	-	-	-	-	-	-	-	-	-	-
2023 Plan	-	-	-	-	-	-	-	-	-	-
2024 Plan	-	-	-	-	-	-	-	-	-	-
<i>Current CIP Total</i>	<i>25,000,000</i>	<i>-</i>	<i>25,000,000</i>	<i>7,250,000</i>	<i>-</i>	<i>7,250,000</i>	<i>17,750,000</i>	<i>-</i>	<i>17,750,000</i>	<i>25,000,000</i>
Costs Beyond Current CIP	-	-	-	-	-	-	-	-	-	-
Total	29,375,000	-	29,375,000	9,656,250	-	9,656,250	19,718,750	-	19,718,750	29,375,000

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Adoption Of Thompson County Park Master Plan And Thompson County Park Natural Resources Management Plan

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Regular-Action	<input checked="" type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Physical Development Administration	<input type="checkbox"/> New FTE(s) requested
Contact: Chatfield, Kurt	Board Goal: A great place to live
Contact Phone: (952) 891-7022	Public Engagement Level: Level 3 - Involve
Prepared by: Leatham, Lil	

PURPOSE/ACTION REQUESTED

Adopt the Thompson County Park (TCP) Master Plan (MP) and the TCP Natural Resources Management Plan (NRMP).

SUMMARY

Background: By Resolution No. 18-224 (April 24, 2018), the Dakota County Board of Commissioners (County Board) approved the consultant contract to update the 2005 TCP MP and to create the first TCP NRMP. Together, the plans present a long-range vision for the park and will guide five and 10-year priorities for recreation development, natural resource management, visitor services, and park operations.

Thompson County Park MP and NRMP (Executive Summary, Attachment A): The TCP MP addresses community identified needs and desires including enhancing the lake as a focal point, restoring natural resources, expanding community gathering opportunities, making the park more accessible, and providing more to do. Priority improvements include completing the shoreline restoration, adding fishing opportunities, lighting the lake loop trail, providing more picnicking opportunities, creating a new sledding hill, and building an accessible playground. The NRMP is a technical guide to restoration and management of the park's natural areas. It includes existing conditions, restoration phasing, and management recommendations.

Public Review: By Resolution No. 19-720 (September 24, 2019), the draft plan documents were released by the Dakota County Board for Public Review. The plans were posted on the Dakota County website with the ability for the public to submit comments and email notices directly to project stakeholders. Open Houses were held on November 5 and November 7, 2019. In addition, many people provided input at already scheduled community meetings and park events.

Stakeholders and members of the public were asked to share what they liked about the plans, what would make the plans better, and their top three priorities for near-term implementation. Overall, there was enthusiasm and support for the MP and NRMP, and feedback confirmed the priorities in the draft plans. Concerns centered around availability of parking, cost of implementing, and length of time for implementation. Based on concerns about parking availability, parking expansion was elevated to a high-priority improvement. A summary of public review comments and plan response can be found in Attachment B. Full public comments can be found in the TCP Master Appendix C (starting on page 266).

On December 19, 2019, the Dakota County Planning Commission recommended adoption of the MP and the NRMP.

The TCP MP, MP Appendices, and NRMP can be viewed at the following links:

<https://www.co.dakota.mn.us/parks/About/ParkMasterPlans/Documents/ThompsonCountyParkMasterPlanDraft.pdf>
<https://www.co.dakota.mn.us/parks/About/ParkMasterPlans/Documents/ThompsonMasterPlanAppendix.pdf>
<https://www.co.dakota.mn.us/parks/About/ParkMasterPlans/Documents/ThompsonNRMPPlanDraft.pdf>

RECOMMENDATION

Staff and the Dakota County Planning Commission recommends adoption of the TCP MP and the TCP NRMP.

EXPLANATION OF FISCAL/FTE IMPACTS

None at this time. Estimated costs for five-year improvements are \$5.8 million for recreation development and natural resource restoration. The Draft 2020 Parks Capital Improvement Program budget includes \$5.4 million from 2020–2024 for MP and NRMP improvements at TCP.

Supporting Documents:

Attachment A: Executive Summary
 Attachment B: Draft Plan Input Summary
 Attachment C: Financial Summary

Previous Board Action(s):

18-224; 4/24/18
 19-720; 9/24/19

RESOLUTION

WHEREAS, by Resolution No. 18-224 (April 24, 2018), the Dakota County Board of Commissioners (County Board) approved the consultant contract to update the 2005 Thompson County Park (TCP) Master Plan (MP) and to create the first TCP Natural Resources Management Plan (NRMP); and

WHEREAS, together, the plans present a long-range vision for the park and will guide five and 10-year priorities for recreation development, natural resource management, visitor services, and park operations; and

WHEREAS, the TCP MP addresses community identified needs and desires including enhancing the lake as a focal point, restoring natural resources, expanding community gathering opportunities, making the park more accessible, and providing more to do; and

WHEREAS, the NRMP is a technical guide to restoration and management of the park’s natural areas and includes existing conditions, restoration phasing, and management recommendations; and

WHEREAS, by Resolution No. 19-720 (September 24, 2019), the draft plan documents were released by the Dakota County Board for Public Review; and

WHEREAS, public comment was solicited by open houses, electronic news distribution, community presentations, community events, and the project website; and

WHEREAS, the TCP MP and NRMP have been revised to address staff, stakeholder, and public comments; and

WHEREAS, estimated costs for the five-year plan are \$5.8 million dollars for recreation development and natural resource restoration; and

WHEREAS, the County Board will determine implementation priorities and funding levels during the annual Parks Capital Improvement Program budget process; and

WHEREAS, on December 19, 2019, the Dakota County Planning Commission recommended adoption of the TCP MP and NRMP.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the Thompson County Park Master Plan and the Thompson County Park Natural Resources Management Plan as presented to the Physical Development Committee of the Whole on January 14, 2020.

County Manager’s Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney’s Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager



THOMPSON COUNTY PARK MASTER PLAN *EXECUTIVE SUMMARY*

DECEMBER 2019

Thompson County Park Context Map



Overview

Thompson County Park is located on the northern border of Dakota County in West St. Paul, adjacent to U.S. Highway 52. The park is nestled into a neighborhood of single-family houses to the north, west, and south. Across Thompson Lake, at the park's northwest edge, lies St. Croix Lutheran Academy. The 58-acre park is connected to South St. Paul's Kaposia Park and Kaposia Landing by the River to River Greenway. Thompson offers visitors a variety of natural habitats to explore, from hilly savanna to shady woodlands. Scenic trails, including one around Thompson Lake, combine with other park amenities to make Thompson County Park a popular destination for residents and visitors and currently serves the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County.

The Goals of this Master Plan are to:

- ✓ Guide improvement and management of the park
- ✓ Preserve and enhance the park's natural resources
- ✓ Provide recreational amenities that meet residents' needs
- ✓ Connect visitors to the parks natural, cultural, and recreational resources

Existing Conditions

Thompson is one of Dakota County's smallest parks, tucked into the most populous area of the County. It is well-used by many local residents. Thompson Lake is a big draw for visitors who enjoy walking around the shoreline and fishing from the pier. In addition to experiencing the lake, visitors can stroll through scenic woodland and savanna landscapes along 1.3 miles of hiking trails and 1.3 miles of paved trails. The River to River Greenway allows visitors to explore beyond the park's borders. Other connections to the surrounding community are lacking, the existing parking situation tends to confuse visitors, and there is not an abundance of wayfinding. A majority of today's visitors arrive by vehicle.

Thompson Park Center, which houses Dakota Lodge and Thompson Park Activity Center, is located in the park. The Thompson Park Center is busy every day of the week with programs catered to active older adults. Dakota Lodge, operated by Dakota County, consists of a 200-person capacity lodge that can be rented for weddings, meetings, and other events. A large stone fireplace and lake view terrace offer great views of Thompson Lake from the lodge. An existing playground, picnic shelter, and play lawn are all well-loved features and help to activate the northern portion of the park.

Existing Conditions Map



The Long-term Master Plan



Vision Statement

Thompson County Park is an urban oasis that inspires people to participate in vibrant and healthy activities, is responsive to the community, and encourages people to discover nature.



Guiding Principles

- Create a welcoming and safe environment
- Provide activity and purpose year round
- Promote social gathering
- Connect the community to the park
- Enhance the lake as a focal point
- Improve natural systems within the park and beyond the park's boundaries
- Inspire learning
- Expand and strengthen partnerships
- Implement strategies for ongoing community feedback
- Reduce barriers to park access and use

The Master Plan

The Thompson County Park Master Plan focuses on improvements prioritized for the next five and ten years within the framework of the long-term vision for the park. The long-term plan above shows the park at full recreation development, while the subsequent ten-year plan shows improvements that are reasonably expected to be accomplished during the life of this master plan document. The long-term plan is important for understanding five and ten-year phasing and priorities and allows for flexibility. Elements from the long-term plan that are not currently included in the ten-year plan may be accomplished sooner based on changing priorities or unforeseen funding opportunities.

The development of the master plan was heavily influenced by the feedback received during community engagement pop-up events, stakeholder meetings, surveys, and open houses throughout the design process. Interpretation, education, preservation, restoration, and accessibility and inclusion all play a large role in the ten-year and long-term vision for Thompson County Park.

TEN-YEAR PLAN



Ten-Year Master Plan

The concept for Thompson County Park includes an extended trail system featuring ADA-compliant paved trails, natural surface trails, multiple event spaces, enhanced picnicking and gathering opportunities, a variety of inclusive play and exploration options, expanded visitor services, a better connection to the River to River Greenway, more opportunities to explore the southern portion of the park, and more welcoming connections to the surrounding community.

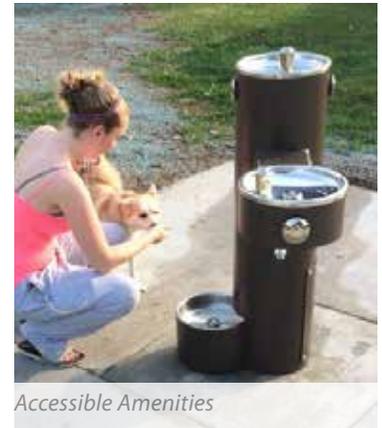
Major improvements proposed within the ten-year period that improve the park's overall design and the consistency of its circulation and character are:

- Neighborhood access gateways and additional park entry points*
- A broad, landscaped linear plaza that guides visitors through the north end of the park*
- Expanded trail system and lighted lake loop with ADA accessibility*
- Public art installations
- Enhanced water access: boat house, paddle input, shore fishing*, and fishing piers*
- Shoreline restoration* and restoration of natural resources(*phase 1)
- Enhanced formal and informal gathering spaces
- Nature-themed inclusive playground*, sensory garden, and nature play*
- Pollinator promenade, daylighted stream, and cascading water feature
- Lighted sledding hill,* open play lawn with arts-inspired 'play-share' storage, and stage/screen set-up
- Parking expansion* with compost drop-off* and storm water best management practices features*
- Greater public access to Thompson Park Center, equipment rental with adaptive equipment, and educational programming
- Simon's Ravine overlook and ravine bridge
- Lakeside plaza*, group fire pit*, and scattered hammocking opportunities*
- Greenway rest area, Thompson Park trailhead*, and River to River Greenway Gateway*
- Event amphitheater and reservable picnic shelter
- Integrated interpretive elements*

* Priority within the five-year phasing plan



Accessible Wayfinding



Accessible Amenities



Winter Use

Thompson County Park is open year-round. The master plan strives to enhance the park's capabilities for winter activities by providing access for sledding or walking/snowshoeing, and provides amenities to warm-up in chilly weather with an outdoor fire pit, plaza fireplace, and expanded use of Dakota Lodge.



Wayfinding

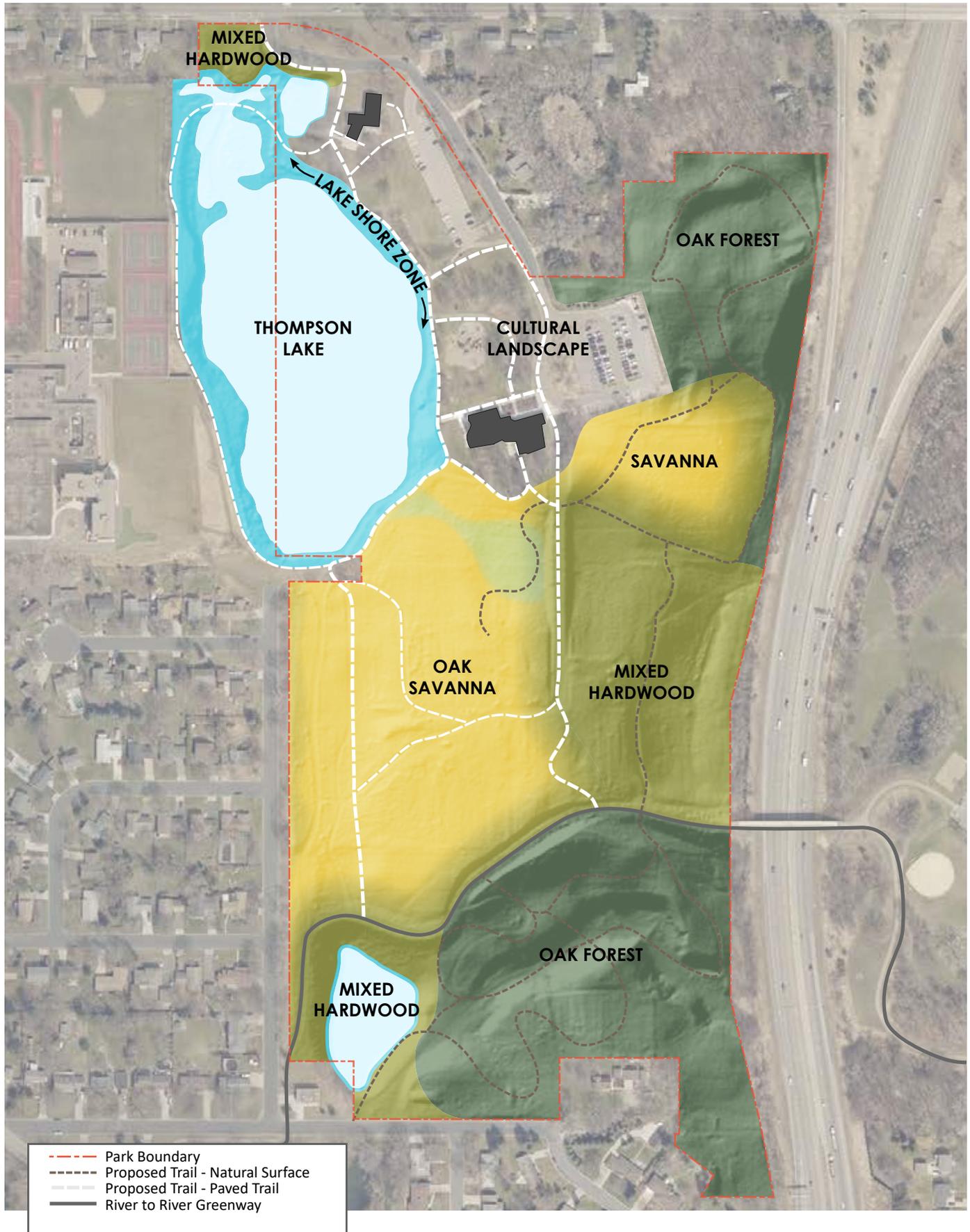
Wayfinding is an important component of park design that orients commuters and visitors, provides park identity, and helps to ensure that visitors have a safe and enjoyable experience. Proposed features in the master plan include park monument signs, directional signs for vehicles, information kiosks, and trail wayfinding.



Accessibility

Given the context of Thompson County Park and the diversity of users, inclusivity and accessibility details were a priority within the master planning process. Proposed features include ADA accessible trails, amenities, parking, services and programs, and safe maintenance practices for visitors with cognitive or physical disabilities.

NATURAL RESOURCES PLAN



Natural Resources

Integrated with the master planning process, a Natural Resources Management Plan (NRMP) was prepared. The NRMP identifies the long-term vision for natural resources and recommends an implementation strategy to achieve that vision. This natural resources section seeks to provide an overview of the direction set forth in the NRMP.

The purpose of regenerating native plant communities at Thompson Park is to:

- Allow people to experience the natural heritage of the area
- Demonstrate the native plant community regeneration process
- Provide habitat for native plants, birds, insects, mammals, amphibians, and reptiles

A long history of agricultural practices resulted in the severe degradation of the park, altering soil conditions that support very little native plant growth. Restoring native plant communities to the park will take thoughtful planning and diligent management. An adaptive management approach is recommended to combat climate change and allows for adjusted management over time. With this approach, Dakota County can help nudge the plant community in the direction of an assemblage of native or 'near native' species so that it does not degrade with exotic weeds.



Lake Shoreline

Overall Park Management Goals

- Regenerate a landscape that contains a mosaic of upland plant communities across a continuum from oak forest to oak savanna
- Increase native plant diversity
- Control invasive plant species to a maximum cover of 5%.
- Prevent new non-native species encroachment
- Manage deer to animal populations
- Reduce erosion
- Improve lake water quality
- Implement organic lawn care practices
- Create an adaptive management plan that can be flexible within a changing climate



Oak Savanna



Lawn Practices

INTERPRETATION PLAN



i Interpretation

The Thompson County Park master planning process considered the place-specific historical, cultural, and natural resources to be interpreted and the demographics of the people who use the Park to develop relevant messages and integrate those messages in the visitor's Park experience. This plan describes the key resources in Thompson County Park, whether they are natural, recreational, or cultural, and identifies key locations for potential interpretive elements. It is important to note that as park development is undertaken, the interpretation will evolve. The County's outdoor education program will bring resources to life through various methods including guided opportunities, such as programming and events, self-guided experiences, and interpretation informing and integrated into landscape and building design.

The goal for interpretation at Thompson County Park is to:

"Foster the wellbeing of social and natural communities through intergenerational play, gathering, and exploration."

The interpretive framework builds on the themes in the previous Park master plan and input from Dakota County staff, community stakeholders, and the project team. It also takes into consideration the Dakota County Parks' mission and vision and the vision statement and guiding principles related to the overall Park experience.



Ecosystem Exploration Loop



Pollinator promenade



Audio Tour

Interpretive Theme:

"At Thompson County Park, people connect with nature and each other through recreation, exploration, and social gatherings, building a strong and resilient community that is committed to stewardship and sustainability."

Subthemes



Social Gathering: Find community here



Water Resources: Follow the flow



Natural Resources: Leave a sustaining legacy



Healthy Lifestyle: Play in the park



Cultural History: You are part of a bigger story

Capital Projects Cost Estimate

Park improvements have been prioritized into three categories: Five-year, ten-year, and long-term. The prioritization was informed by community input, created by Staff, revised by the Planning Commission, and confirmed by the County Board. The prioritization process considered a number of factors, including consistency with the park vision and guiding principles, level of community support, benefit-to-cost ratio, cost, and estimated future operations and maintenance cost.

Park improvements identified in the master plan are planning level cost estimates prepared in 2019 dollars.

Cost estimates should be considered as preliminary, as many variables can influence the actual cost of projects.

PHASE	TOTAL COST
Five-Year Improvements	\$5,822,000
Ten-Year improvements	\$3,018,500
Long-Term Improvements	\$13,594,000
TOTAL IMPROVEMENTS	\$22,434,500

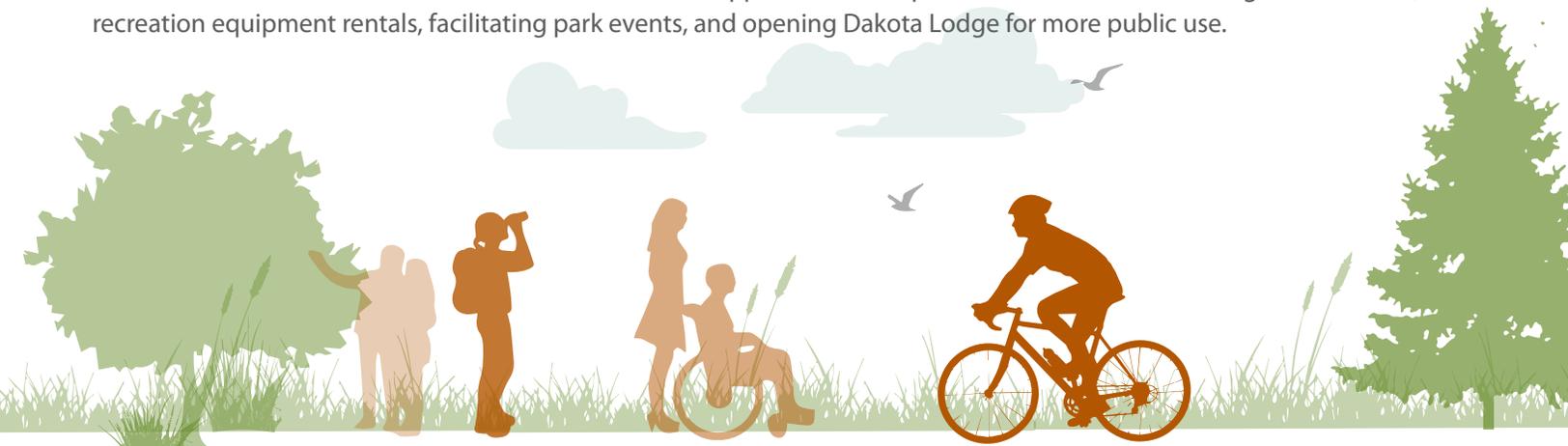
Visitor Services

The master plan recommends that improvements support visitor services such as the addition of an amphitheater as a venue for outdoor weddings, programs like music in the park, equipment rentals such as watercraft and lawn games, and a vision for increasing public use of Dakota Lodge. In the near term, the master plan recommends a Program and Space Study for Thompson Park Center to evaluate improvements that may be needed in the mid and long-term master plans to allow for greater public access. The study would evaluate renovations needed for services like opening Dakota Lodge on weekends for visitor orientation, utilizing the lodge for warming in the winter, and creating a space for general comfort.

Business and Operations Analysis

A Business and Operations Analysis is included in the Master Plan to estimate the staffing requirements and annual operational costs needed to operate the park in the future as improvements are completed. It is intended to increase Dakota County's understanding of the costs associated with maintaining park assets and providing the highest level of experiences for park visitors.

The analysis estimates that when all of the improvements prioritized within the Ten-Year Plan are complete and operational there will be a 16% increase in the net subsidy (operating revenues- operating expenses) needed to operate the park over 2018 levels. The increase includes the cost for additional 2.15 FTE staff. This increase is due to the need to maintain new recreation facilities and natural resource restorations as well as to support increased picnic shelter and Dakota Lodge reservations, recreation equipment rentals, facilitating park events, and opening Dakota Lodge for more public use.



*Dakota County Thompson County Park Master Plan and Natural Resources Management Plan***Summary: Public Review Period Comments and Draft Plan Changes**

The Public Review Period for the Thomson County Park Master Plan and Natural Resources Management Plan was held from September 24 to November 17, 2019. People participated through on-line review and comment, open houses, and pop-up events. Stakeholders and members of the public were asked to share what they liked about the plans, what would make the plans better, and their top three priorities for near term implementation. Overall the plans were met with a lot of enthusiasm and support. Activating the lake, more opportunities for community gathering, focus on accessibility, providing more to do, natural resource restoration, and making sure that support facilities such as parking are sufficient for park use remained high priorities. Comments and plan response are summarized in the table below. Changes to pages noted are highlighted in yellow within the Master Plan document.

Comment	Study Changes
Public Comments – Pop-up Events, Open Houses, Phone, and On-line Comments (comments summarized)	
Overall support for the plan	<i>No change</i>
Priorities: <ul style="list-style-type: none"> • Fishing pier and shore fishing • Canoeing and Kayaking • Hammocking • Inclusive Playground • Sledding Hill • Forest restoration 	<i>These items were already given a high priority.</i> Table, Page 105. Sledding hill updated from 'medium' community support to 'high' community support
Some commenters mentioned specific bird species they had seen within the park: Eagle, Red Headed Woodpecker, Blue Bunting	<i>No change.</i> Improving bird habitat is consistent with MP and NRMP
A couple of commenters expressed interest in an outdoor skating rink	<i>No change.</i> Skating rink in nearby West St. Paul Haskell park, lack of level land within the park, challenges with maintaining high quality ice due to warmer winters
A few commenters requested an off-leash dog area in TCP	<i>No change.</i> Mendota Heights, South St. Paul, Eagan, Inver Grove Heights all maintain nearby off leash dog areas. The County park system contains one off-leash dog area at Dakota Woods in Rosemount
Some expressed enthusiasm for the observation tower	<i>No change.</i>
One person requested repair of the bridge over the small wetland on the eastern edge of the park	<i>No change.</i> This is no longer part of the maintained trail system and, due to proximity to US Highway 52, is not recommended as a destination/rest area

<p>Many commenters elaborated on goals for elements already in the plan</p> <ul style="list-style-type: none"> • Set the park up simply and make wayfinding intuitive for people who don't read very well. Symbols should be ADA accessible for the blind/deaf • Add points of interest to draw you along the trails. For example, signs or a scavenger hunt • Add windows in Dakota Lodge facing the lake • Make the garden area a labyrinth for meditation • Improve pedestrian safety on Butler • Make sure there are separate spaces for younger and older kids in the new playground. Keep the equipment close together to make it easier to watch kids of different ages at the same time • Recognize park is within Dakota Homeland; integrate Dakota Language and place names within the park 	<p>No Change. Comments will be considered when park elements are implemented.</p>
<p>Thompson Park Advisory Council</p>	
<p>General support for the plan apart from the parking improvements. Concerns:</p> <ul style="list-style-type: none"> • There is an existing shortage of parking when the Thompson Park Activity Center is open and there are meetings at Dakota Lodge - this happens frequently • The 25 additional spaces currently recommended in the Draft Master Plan do not adequately addresses this • Adding new activities suggested in the Draft Master Plan will only exacerbate the current parking problem • One-way circulation at the drop off area and then through the parking lot should be considered • Parking improvements should be one of the first improvements made 	<p>Page 116. Parking needs and improvements will be explored further during design development</p> <p>Map and Table, Pages 104-105. Parking improvements are moved from the 5-year priority category to the high priority 5-year priority category</p> <p>The maintenance shed remains in the 5-year priority category</p> <p>The lake side plaza improvements are moved from the high priority 5-year category to the 5-year priority category</p> <p>Map and Table are renumbered to reflect change</p>
<p>Dakota County Public Art Citizens Advisory Committee</p>	
<ul style="list-style-type: none"> • Interest in expanding art in Dakota County and parks are a great place to do that • Would like to engage the surrounding community in making art for Thompson County Park 	<p>No change. Dakota County Parks will continue to collaborate with the Public Art Committee to expand art in Thompson County Park</p>

Dakota County Staff	
Addition of Phase 3 Community Engagement Summary	<i>Pages 55-56, Appendix C Pages 266-281.</i>
Spelling, grammar, and wording changes	Both the NRMP and the MP documents have been edited for typos and style
Repetitive description of Pollinator Promenade and Daylighted water feature	Page 71. Removed repeated text
Dakota County Planning Commission	
There is an inconsistency in the trail mileage between Chapter 3: Existing Conditions and Chapter 6: Master Plan	Pages 31, 33, 62. Existing trail mileages corrected
Suggest changing the subheading on page 56 from 'Plenty of parking' to 'Parking constraints'	Page 56. Subheading change made
The forest trails and forested areas are very important, be sure to describe them	Page 67, Page 71 Added description
The discussion of the Parks Capital Improvement Budget implies that the Metropolitan Council funds improvements to Thompson County Park. Because Thompson County Park is not part of the regional system it is not funded through the Metropolitan Council	Page 107. Section edited for clarity

Project P00140

Year	Expense Budget			Funding Sources Budget						
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2020	380,000	-	380,000	380,000	-	380,000	-	-	-	380,000
2020 Budget	1,664,043	-	1,664,043	-	-	-	1,664,043	-	1,664,043	1,664,043
2021 Plan	973,046	-	973,046	-	-	-	973,046	-	973,046	973,046
2022 Plan	-	-	-	-	-	-	-	-	-	-
2023 Plan	488,800	-	488,800	-	-	-	488,800	-	488,800	488,800
2024 Plan	1,955,200	-	1,955,200	-	-	-	1,955,200	-	1,955,200	1,955,200
<i>Current CIP Total</i>	<i>5,081,089</i>	<i>-</i>	<i>5,081,089</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>5,081,089</i>	<i>-</i>	<i>5,081,089</i>	<i>5,081,089</i>
Costs Beyond Current CIP	-	-	-	-	-	-	-	-	-	-
Total	5,461,089	-	5,461,089	380,000	-	380,000	5,081,089	-	5,081,089	5,461,089

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Rename Rich Valley Regional Greenway To Veterans Memorial Greenway, And Receive Update On Feasibility Study

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Regular-Action	<input type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input checked="" type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Physical Development Administration	<input type="checkbox"/> New FTE(s) requested
Contact: Chatfield, Kurt	Board Goal: A healthy environment with quality natural areas
Contact Phone: (952) 891-7022	Public Engagement Level: N/A
Prepared by: Mertens, John	

PURPOSE/ACTION REQUESTED

To rename the Rich Valley Regional Greenway to Veterans Memorial Greenway and to provide an update on the feasibility study.

SUMMARY

The Rich Valley/Veterans Memorial Greenway extends five miles from Lebanon Hills Regional Park to the Mississippi River Greenway. By Resolution No. 18-270 (May 22, 2018), an initial study covering the eastern two miles of the corridor was prepared to evaluate the feasibility and greenway route across Flint Hills property. At the direction of the County Board by Resolution No. 19-678 (August 20, 2019), the Rich Valley Greenway was identified as the corridor to serve as the Veterans Memorial Greenway and to a prepare feasibility study to include the complete 5-mile greenway corridor. (Attachment A)

Technical feasibility: The proposed alignment is feasible although not without a few design challenges that involve the grade-separated crossings at Trunk Highway (TH) 3 and TH 52. The crossing of TH 3 is complicated by the existing power infrastructure. Based on feedback from Xcel Energy and Great River Energy (GRE), it is believed that the pedestrian bridge can work within power line corridor, GRE would be required to shift an existing power line. At the TH 52 crossing location, approval from the Union Pacific Railroad will be required. If railroad approvals are not secured an alternative crossing is feasible but estimated at \$1.2 million more.

Memorial locations: The feasibility study identified two primary sites for large memorial and public gatherings. The preferred large site is at Rich Valley Park along with an alternate large site located immediately south of Rich Valley Park on private property. Additional sites for smaller memorials and public gathering at: Pine Bend Bluffs trailhead, and Lakeside Park, a small neighborhood park in Eagan adjacent to St. Thomas Becket Catholic Church.

Property ownership: Major property owners include Flint Hills Resources and Xcel Energy. Based on discussions during this feasibility study and past conversations, both Xcel Energy and Flint Hills representatives support the proposed alignment. In addition to the major property owners, the greenway alignment impacts St. Thomas Becket Church, four individual property owners west of TH 3 that own land under the existing highline power corridor, and potentially eight to ten properties along 105th Street. These properties are important to the quality of the greenway experience, but route alternatives do exist if they are unable to be secured.

Cost Estimates: The overall greenway construction/acquisition cost is estimated at \$10.2M – \$11.4M, which includes \$4.8M for trail construction, \$2.3M for the TH 3 pedestrian bridge, \$300,000 for the CSAH 71 underpass, \$800,000 - \$2M for the TH 52/UP Rail underpass, \$500,000 for land acquisition and \$1.5M for project delivery.

Next Steps

- Staff will contact a few key veterans' groups to support funding from State and Federal sources
- Upon receiving a support letter from Flint Hills, staff will begin the process of a master plan amendment to move the current greenway alignment to the 105th street alignment
- Increase federal funding request based on updated feasibility study

RECOMMENDATION

Staff recommends re-naming the Rich Valley Greenway to the Veterans Memorial Greenway.

EXPLANATION OF FISCAL/FTE IMPACTS

None at this time.

Supporting Documents:
Attachment A: Draft Study

Previous Board Action(s):
18-270: 05/22/18
19-564: 06/4/19
19-678: 08/20/19
19-770: 10/29/19

RESOLUTION

WHEREAS, there have been over 25,000 veterans that have served in the armed forces from Dakota County; and

WHEREAS, Dakota County does not have or manage a facility to honor veterans and connect people to the history and value of their service; and

WHEREAS, on April 23, 2019, Chair Workman sent a letter on behalf of the County Board to Representative Angie Craig requesting \$8,000,000 of Federal funds to construct the Rich Valley Greenway; and

WHEREAS, by Resolution No. 19-564 (June 4, 2019), the County Board authorized submitting a \$5,000,000 bonding request to Minnesota Management and Budget for a \$10,000,000 Veterans Valley Greenway project that includes a \$5,000,000 local share; and

WHEREAS, the County Board has established a preliminary vision for the Rich Valley Greenway to serve as the Veterans Memorial Greenway; and

WHEREAS, by Resolution No. 19-770 (October 29, 2019), the County Board authorized a contract amendment with Short-Elliott-Hendrickson, Inc., for the Veterans Memorial Greenway feasibility study; and

WHEREAS, the scope of the Veterans Memorial Greenway project is intended to include the general alignment of the five-mile Rich Valley Greenway, five to seven memorials, and one large area for community events and memorials planned and constructed with veteran groups and the affected cities, and, upon securing funding, design and construction would occur within three to five years; and

WHEREAS, staff is requesting County Board consideration to rename the Rich Valley Greenway to the Veterans Memorial Greenway; and

WHEREAS, staff will advance the Veterans Memorial Greenway project based on the direction of the County Board.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby renames the Rich Valley Greenway as the Veterans Memorial Greenway.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

DRAFT



Preliminary Engineering Study

Veterans Memorial Greenway

Dakota County, Minnesota

DAKOT 147332 | January 3, 2020



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists

Preliminary Engineering Study

Veterans Memorial Greenway
Dakota County, Minnesota

SEH No. DAKOT 147332

January 3, 2020

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

DRAFT

Date: January 3, 2020

License No.: 43364

Reviewed By: _____

Date: _____

Short Elliott Hendrickson Inc.
10901 Red Circle Drive, Suite 300
Minnetonka, MN 55343-9302
952.912.2600



Executive Summary

Background

The Veterans Memorial Greenway is a proposed 5-mile regional corridor that will provide a link between Lebanon Hills Regional Park in Eagan and the Mississippi River in Inver Grove Heights. See Figure 1. The greenway is envisioned to have at least six (6) veterans memorial interpretive site nodes and one large site at Rich Valley Park.

Challenges and Opportunities

Primary challenges and opportunities are shown in Figures 2, 3, and 4. Overall, the preferred greenway alignment is feasible from an engineering perspective. Implementation of this corridor will provide several opportunities to connect to activity centers, schools and social gathering spaces including Lebanon Hills Regional Park, Pinewood Community School, Lakeside Park, St. Thomas Becket Church, Southern Hills Park, Rich Valley Park, and the Mississippi River.

Property Ownership

Major property owners include Flint Hills Resources and Xcel Energy. Both Xcel Energy and Flint Hills representatives support the overall goal of the greenway and the proposed alignment. The proposed greenway alignment impacts St. Thomas Becket Church, four individual property owners west of TH 3 that own land under the existing Highline power corridor, and potentially eight to ten properties along 105th Street, should the master planned greenway alignment be modified to follow that route. Route alternatives exist if individual private properties are unable to be secured.

Preliminary Project Costs

Preliminary project costs are shown in the Table below.

Preliminary Project Costs

Project Element	Cost
~ 5 Miles of Greenway	\$4.8M
Pedestrian Bridge over TH 3	\$2.3M
Underpass of CSAH 71	\$0.3M
Underpass Modification of TH 52	\$0.8M – \$2.0M
Land Acquisition	\$0.5M
Project Delivery (15%)	\$1.5M
Total Project Cost	\$10.2M - \$11.4M

Construction costs are in 2021 dollars, based on historical construction pricing indices for this type of project and include 25% contingency. Costs do not include lighting, site furnishings, wayfinding or any potential at-grade RR crossing modifications at 105th St.

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Preliminary Engineering Study

Veterans Memorial Greenway

Prepared for Dakota County, Minnesota

1 Background

The Veterans Memorial Greenway (formerly known as the Rich Valley Greenway) is a proposed regional trail that will provide a link between Lebanon Hills Regional Park and the Mississippi River in central Dakota County. The five mile corridor is generally positioned in an east and west direction within the cities of Eagan and Inver Grove Heights. See Figure 1. The greenway connects to the Mendota-Lebanon Hills Greenway at the western terminus at Dodd Road in Eagan and to the Mississippi River Regional Trail at the eastern terminus just east of Trunk Highway 52 in Inver Grove Heights. The greenway is envisioned to have at least six (6) veterans memorial interpretive site nodes and one large site at Rich Valley Park.

2 Technical Review

Short Elliott Hendrickson (SEH) evaluated the proposed Veterans Memorial Greenway corridor for feasibility. Preliminary engineering tasks included defining a preferred horizontal and vertical alignment, possible alternate alignments, trail typical section(s), cross sections with associated construction impacts and construction costs.

Greenway design parameters were based on 20 mile per hour design speed and regional trail design standards from Dakota County, American Association of State Highway and Transportation Officials (AASHTO), Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) along with engineering judgement. The greenway was designed to be 10 feet wide with a two-foot turf clear zone on each side. No topographic survey was completed. SEH utilized aerial photography and site visits for in-place infrastructure locations. Dakota County GIS LIDAR topographic contours were used to determine existing vertical surface models.

3 Challenges/Opportunities

Primary challenges and opportunities are shown in Figures 2, 3, and 4. Overall, the preferred greenway alignment is feasible from an engineering perspective. Implementation of this corridor will provide several opportunities to connect to activity centers, schools and social gathering spaces including Lebanon Hills Regional Park, Pinewood Community School, Lakeside Park, St. Thomas Becket Church, Southern Hills Park, Rich Valley Park, and the Mississippi River.

This section will highlight and describe challenges and opportunities shown in Figures 2-4. Significant opportunities exist to incorporate veterans memorial interpretive nodes. Interpretive node site characteristics are shown in Table 1 and included in Figures 2 and 3.

Table 1 – Interpretive Node Characteristics

Node	Name	Node Type	Parking	Characteristics
1	Dodd Road	Small – trail side	None	<ul style="list-style-type: none"> Former military road Limited space between existing trail and ROW for linear interpretive feature Trail junction with Eagan’s Highline Trail
2	Lakeside Park	Small – trail side	Very limited on-street parking	<ul style="list-style-type: none"> Small neighborhood park Picturesque setting with small lake Short ADA trail system within park
3	Hwy 3 Bridge	Small – trail side	None, unless permitted by Thomas Beckett Church for special events	<ul style="list-style-type: none"> Site of future ped/bike bridge over Hwy 3 Bridges have the potential to be named as memorials
4	Southern Hills Park	Small – trail side	Very Limited on-street parking	<ul style="list-style-type: none"> Small natural area park Future boardwalk has the potential to be named as memorial Small pond in a remote and peaceful setting Natural area interpretation could compliment memorial
5	Flint Hills buffer land	Multiple – trail side	Varies	<ul style="list-style-type: none"> Multiple opportunities for linear memorials in Flint Hills buffer land
6	Rich Valley Underpass	Small- trail side	None	<ul style="list-style-type: none"> Former military road Site of future underpass at Rich Valley Blvd (CSAH 71) Underpass approach walls have the potential to be used as a memorial Surrounding landscape is open and natural
7A	Rich Valley Park	Large	Large parking lots that would be available during non-peak park use times	<ul style="list-style-type: none"> Large athletic complex designed to accommodate many visitors Bathrooms Drinking fountains Picnic shelters ADA park trail system Concession stand Large mowed areas that could potentially accommodate multiple memorials Scenic stormwater pond
7B	Rich Valley South (private property)	Large (alternate)	NA	<ul style="list-style-type: none"> If Rich Valley Park is unavailable, several large private properties immediately south of Barnes Ave have the potential to accommodate a large memorial

3.1 City of Eagan, Lakeside Park and Highline Corridor

Beginning at the west end of the corridor near Dodd Road, the greenway alignment is positioned under existing overhead power lines (Highline corridor) and on private property. The alignment was placed far enough south to avoid significant tree clearing adjacent to the residential homes to the north. An access agreement with Xcel Energy will be required to locate the greenway under the existing overhead power lines. At the City of Eagan's Lakeside Park the preferred greenway alignment is feasible on the north side, however, just east of Lakeside Park the preferred greenway alignment crosses 3 more private properties before reaching the St. Thomas Becket Catholic Church property.

In the event that the County cannot secure land across the 3 private properties east of the park, an alternate alignment is feasible that traverses through Lakeside Park to Atlantic Hills Drive where an on-street greenway condition could exist since Atlantic Hills Drive is a dead end cul-de-sac with very low average daily traffic volumes. The drawback of this alternate is that the Rich Valley Greenway master plan from 2017, indicates that church members preferred the greenway traverse the north side of their property in order to avoid impacting the restored prairie where the alternate alignment is proposed.

One of the most technically challenging locations of this corridor is the grade separated crossing of MnDOT's Trunk Highway 3 (TH 3 or S Robert Trail) and the railroad track spur line owned by Progressive Railroad just east of TH 3. TH3 is currently a 2-lane rural section road with average daily traffic counts of approximately 11,000 vehicles per day. The crossing of TH 3 is complicated by the location of multiple existing overhead power lines in the Highline corridor, a north/south overhead power line on the west side of TH 3 and MnDOT minimum vertical clearance requirements over TH 3. In order to feasibly construct a pedestrian bridge at this location, Great River Energy (GRE) would need to move one of their transmission poles and associated overhead lines. Based on correspondence with GRE, they have indicated their pole is located in TH 3 right of way and that they do not have an existing easement or permit for their facilities. They also indicated they did not see a need to enter into any agreements with Dakota County and that all work to relocate the pole and associated overhead lines would be an internal GRE capital project. GRE will not procure any internal capital projects at this time until notified by the County that funding is secured. They requested a minimum of 6-months lead time in order to initiate a power pole relocation project. It appears the Xcel Energy north/south overhead power lines/poles on the west side of TH 3 are located in MnDOT right of way. The County assumes Xcel Energy can feasibly relocate or bury the lines at no cost to the project per State law.

If overhead power infrastructure can be relocated to facilitate the grade separate crossing, a 435 foot 4-span prestressed concrete girder pedestrian bridge is feasible to construct. A bridge similar to the one proposed is shown in Photo 1.



Photo 1: Example Prestressed Concrete Girder Pedestrian Bridge with Decorative Railings

The proposed profile of the pedestrian bridge meets MnDOT and railroad minimum vertical clearance requirements. Following relocation of GRE infrastructure and based on aerial photography measurements, remaining horizontal distance between the pedestrian bridge and the closest Xcel Energy overhead power line to the south is approximately 30'-40'. Based on previous bridge projects, this distance would meet minimum horizontal clearance dimensions, but further analysis with Xcel Energy will ultimately be required to determine minimum requirements since they are dependent on the existing line configuration, capacity, type, age and spacing.

3.2 Xcel Energy

East of TH 3, the greenway is proposed on Xcel Energy property that includes the Wescott Gas Plant. Based on previous conversations with Xcel Energy during the master plan, they are supportive of the proposed greenway on their property. An access agreement will be required to locate the greenway under the existing overhead power lines. In order to meet minimum horizontal curve requirements, the greenway alignment impacts existing perimeter chain link fencing and relocation will be required. At the southeastern corner of the Xcel Energy property, significant grading and tree removal is required to maintain desired vertical profile slopes on the greenway. Dakota County/Xcel Energy should consider a tree inventory to identify if high-value trees are present at this location. If so, additional measures such as retaining walls could be considered to limit impacts.

3.3 City of Inver Grove Heights and Southern Hills Park

South of Xcel Energy, the greenway is proposed to traverse on City of Inver Grove Heights' Southern Hills Park. The park is heavily forested and contains several wetland complexes that could provide educational opportunities for users. To maximize this opportunity, the preferred greenway alignment includes a proposed 200 foot long timber boardwalk that traverses between 2 wetland complexes and connects to an existing paved bituminous trail that was previously constructed in conjunction with the nearby single family home development.

The proposed greenway follows the existing trail throughout the remainder of the park as it crosses under overhead power lines and terminates at Cliff Road (County State Aid Highway 32). Several grade challenges exist with this stretch of the greenway alignment. At least 3 separate locations along the existing trail do not meet minimum horizontal curve requirements. At least 5 separate locations totaling approximately 750 feet exceed desired maximum vertical profile slopes of 5%, with one 300 foot stretch exceeding 13%. An access agreement with Xcel Energy will be required to locate the greenway under the existing overhead power lines. For the purposes of this study, impacts to surrounding private property resulting from redesign/relocation of the existing trail in order to meet minimum/maximum horizontal/vertical design requirements was not completed, however, at a minimum it is understood that temporary grading easements and significant tree clearing on private property east of City property will be required. It is recommended that Dakota County evaluate whether utilizing the existing trail is in the best interest of user safety and experience and County operations and maintenance programs.

3.4 Cliff Road (County State Aid Highway 32 or 110th Street E)

From the City of Inver Grove Heights property, the proposed greenway alignment is located on the north side of Cliff Road to Akron Avenue (County Road 73). Cliff Road is currently a rural section 2-lane road classified as a minor arterial. The proposed section in this corridor maintains the required paved shoulder width on Cliff Road (9.5 feet) and introduces a concrete barrier curb and gutter section with 2 separate storm sewer systems to capture and outlet drainage. Behind or north of the curb section, a 5-foot boulevard, 10-foot trail and 2-foot clear zone were designed. Based on this section, no private property impacts are anticipated; however, further storm sewer design is required to determine if an outlet structure is required at the third private property east of Alameda Path.

3.5 Flint Hills Resources

East of Akron Avenue, the greenway is proposed to traverse on Flint Hills Resources (FH) property that initially provides excellent views of existing forested land and other natural resources. Based on previous conversations with FH during this study and the master plan, they are supportive of the proposed greenway on their property. FH has also indicated a willingness to incorporate a 50' wide County natural resource buffer zone on either side of greenway. An access agreement with FH will be required to locate the greenway and buffer zone.

At Blaine Avenue (County Road 71), a grade separated crossing via a 14-foot wide by 10-foot high concrete box culvert is proposed in order to maximize user safety and maintain a seamless user experience. Existing overhead power lines exist on the east side of Blaine Avenue, but do not appear to be in conflict with the proposed crossing location. Further evaluation of the existence and location of buried private utilities as well as completing drainage design is recommended to fully vet the feasibility of this crossing. Just east of the crossing, a significant

opportunity exists to connect the Veterans Memorial Greenway to Rich Valley Park. Further evaluation is recommended to determine the most feasible spur trail route to connect to the park.

3.6 105th Street and Union Pacific Railroad

East of FH property, the greenway is proposed along 105th Street. 105th Street is currently a 24-foot wide paved rural section 2-lane road with low traffic volumes between Barnes Avenue and Borman Avenue. East of Borman Avenue the road has a gravel surface and varies in width from 24 feet to 26 feet. Several options exist in this section of the corridor to feasibly construct the greenway including:

- Widening the pavement section on both the north and south sides of the road and creating an on-street greenway either via dedicated bicycle lanes or with sharrow symbols. Digital renderings of each are shown in Photos 2 and 3.



Photo 2: 105th Street Rendering with Bike Lanes – Looking West



Photo 3: 105th Street Rendering with Sharrow Symbols – Looking West

- Maintain the existing road location and place the greenway on the north side of the road and incorporate a drainage swale north of the trail. This is the option evaluated as part of this study. Temporary grading impacts would occur to all properties adjacent to the greenway within the corridor. A digital rendering of this option is shown in Photo 4.



Photo 4: 105th Street Rendering with Off-Street Trail – Looking West

- Incorporate a curb and gutter section and associated storm sewer system(s) with the greenway placed beyond the curb and a 5-foot turf boulevard similar to the typical section shown in Photo 5.

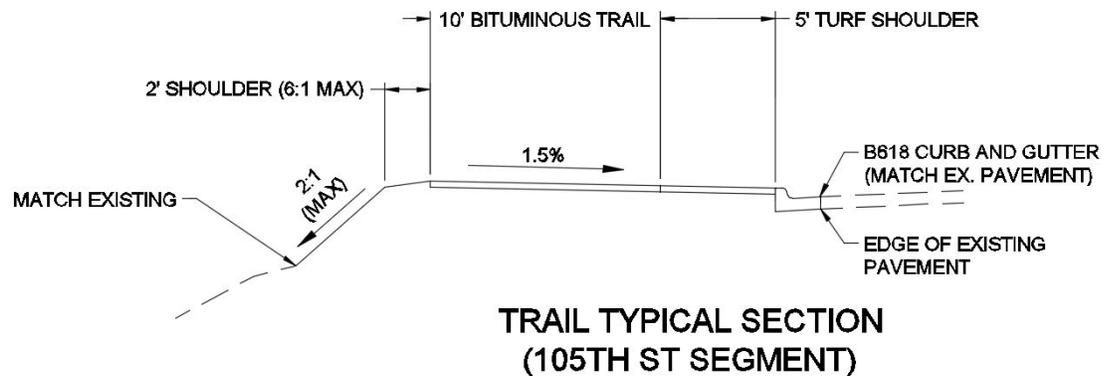


Photo 5: Trail Typical Section

- Widen the south side of 105th Street to better fit the north side trail/swale configuration that minimizes grading impacts.

East of Borman Avenue to Inver Grove Trail, the road has a gravel surface and varies in width from 24 feet to 26 feet. Here, it is recommended that the County consider paving 105th Street to

facilitate greenway implementation. Approximately 400 feet east of Barnes Way, the City of Inver Grove Heights has a 66 foot easement across private property for the remainder of 105th Street east to Inver Grove Trail. Just west of the 105th Street at grade crossing with the Union Pacific Railroad, a 375 foot timber boardwalk is proposed in order to avoid existing steep grades and impacting a wetland/water body. An opportunity exists to provide natural resource educational opportunities for users at this location. A crossing agreement with Union Pacific Railroad will be required where 105th Street crosses the tracks.

East of the crossing, the existing vertical profile slope of 105th Street or existing ground east of Inver Grove Trail ranges from approximately 7.5%-8.5%. While not ideal from a user experience and safety perspective, the greenway could be designed to match these slopes to minimize grading impacts. An access agreement with Xcel Energy will be required to locate the greenway under the existing overhead power lines east of Inver Grove Trail.

Coordination with the City of Inver Grove Heights and public outreach with the 105th Street neighborhood coupled with further engineering analysis is recommended to determine the most feasible alternative in this corridor.

3.7 Trunk Highway 52 and Union Pacific Railroad (UP)

Once inside MnDOT Trunk Highway 52 (TH 52) right of way, the greenway alignment swings north and parallels the 2 southbound highway lanes on the west side. While the greenway is feasible in this corridor, installation of 2 separate sections of guardrail totaling approximately 850 feet is recommended to provide a safe separation between high speed vehicles and greenway users. This configuration will need to be reviewed by MnDOT for approval.

A potential safety hazard exists at the proposed at-grade greenway crossing Inver Grove Trail. Here, vehicles exiting southbound TH 52 and turning onto Inver Grove Trail may not see southbound greenway users. Further evaluation is recommended to determine if the at-grade crossing should be shifted farther west to provide improved sight distance for motorists and greenway users.

One of the other most technically challenging locations of this corridor is the grade separated crossing of TH 52. For the purposes of this study, the greenway alignment is proposed to cross under the northbound and southbound TH 52 bridges, specifically between south of existing bridge piers and north of existing bridge abutments at each bridge. An existing single set of UP spur line tracks is located north of the bridge pier locations.

A digital rendering of this option is shown in Photos 6 and 7.

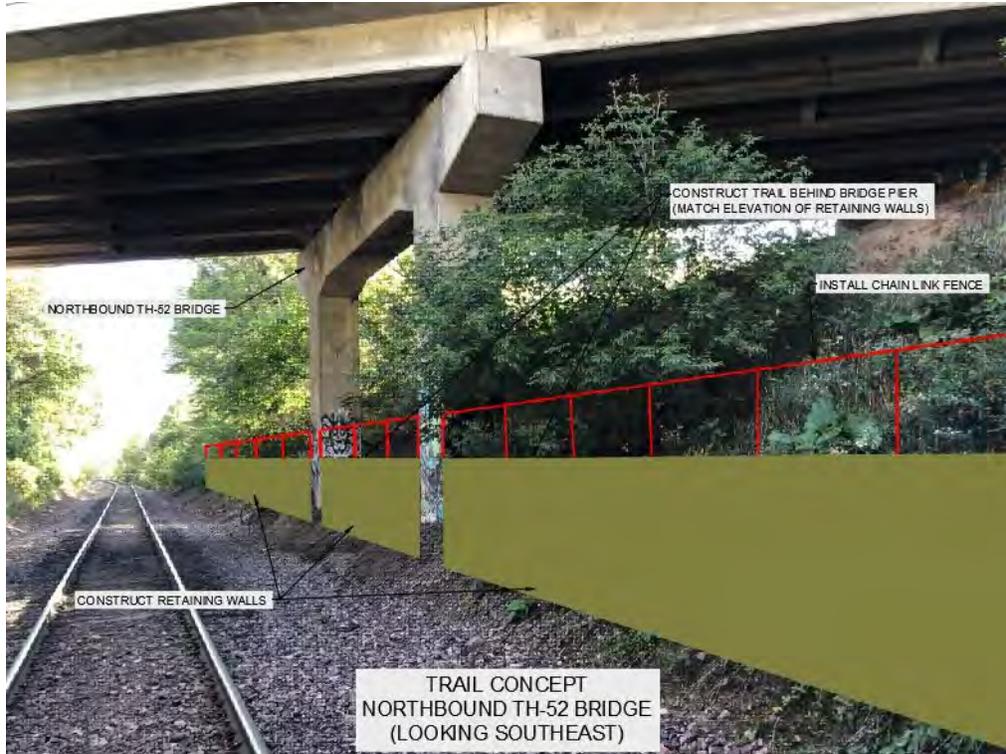


Photo 6: Rendering Concept at Northbound TH-52 Bridge



Photo 7: Rendering Concept at Southbound TH-52 Bridge

Access approval from MnDOT and UP will be required. There is uncertainty as to whether UP will approve of the crossing. The railroad approval process requires that engineering designs be prepared and submitted prior to their evaluation. The estimated costs of preparing engineering plans is estimated at \$30,000 and would not guarantee UP approval.

Alternatively, it has been identified that the greenway could pass under TH 52 in a new location closer to Inver Grove Trail, but at a cost that is estimated at \$1.2 million more than sharing the existing UP underpass.

If the preferred greenway alignment utilizing the existing UP crossing is approved by UP, the greenway will connect to the existing Mississippi River Regional Trail. Further evaluation is required to determine whether the greenway can be placed in TH52 right of way and behind the existing sheet pile wall or if the greenway should extend parallel to the UP tracks further east of the TH 52 bridge and tie into the MRRT east of the existing sheet pile wall.

4 Property Ownership

Major property owners include Flint Hills Resources and Xcel Energy. Based on discussions during this feasibility study and past conversations from the 2017 Greenway Master Plan, both Xcel Energy and Flint Hills representatives support the overall goal of the greenway and the proposed alignment. Continued support from these major property owners is essential to the feasibility of the greenway. In addition to the major property owners, the greenway alignment impacts St. Thomas Becket Church, four individual property owners west of TH 3 that own land under the existing Highline power corridor, and potentially eight to ten properties along 105th Street, should the master planned greenway alignment be modified to follow that route. These other properties are important to the quality of the greenway experience, but route alternatives exist if they are unable to be secured.

5 Preliminary Project Costs

Preliminary project costs are shown in Table 2.

Table 2 – Preliminary Project Costs

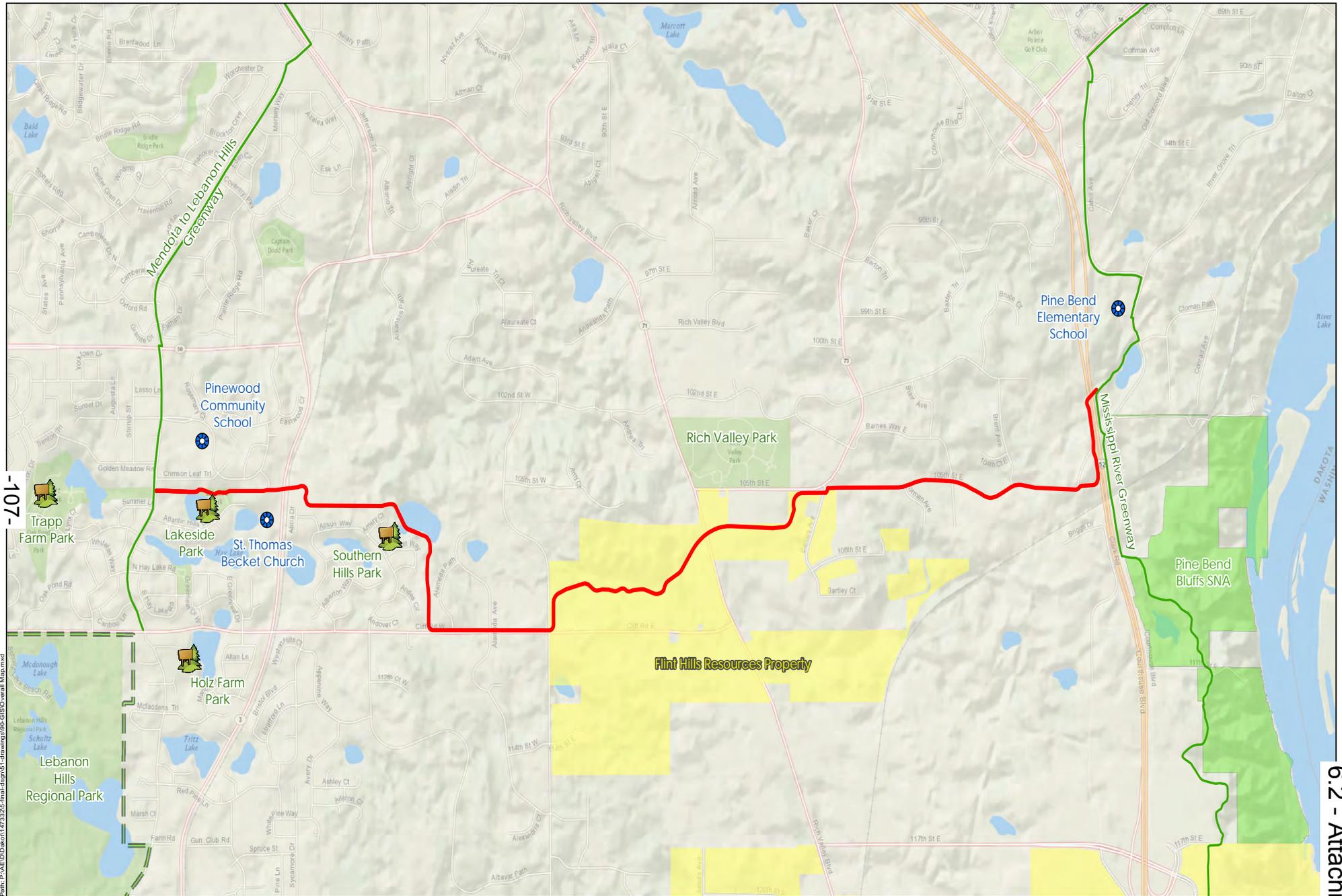
Project Element	Cost
~ 5 Miles of Greenway	\$4.8M
Pedestrian Bridge over TH 3	\$2.3M
Underpass of CSAH 71	\$0.3M
Underpass Modification of TH 52	\$0.8M – \$2.0M
Land Acquisition	\$0.5M
Project Delivery (15%)	\$1.5M
Total Project Cost	\$10.2M - \$11.4M

Construction costs are in 2021 dollars, based on historical construction pricing indices for this type of project and include 25% contingency. Costs do not include lighting, site furnishings, wayfinding or any potential at-grade RR crossing modifications at 105th St.

Figures

Figure 1 – Location Map

Figure 2 – 4 - Challenges and Opportunities



-107-

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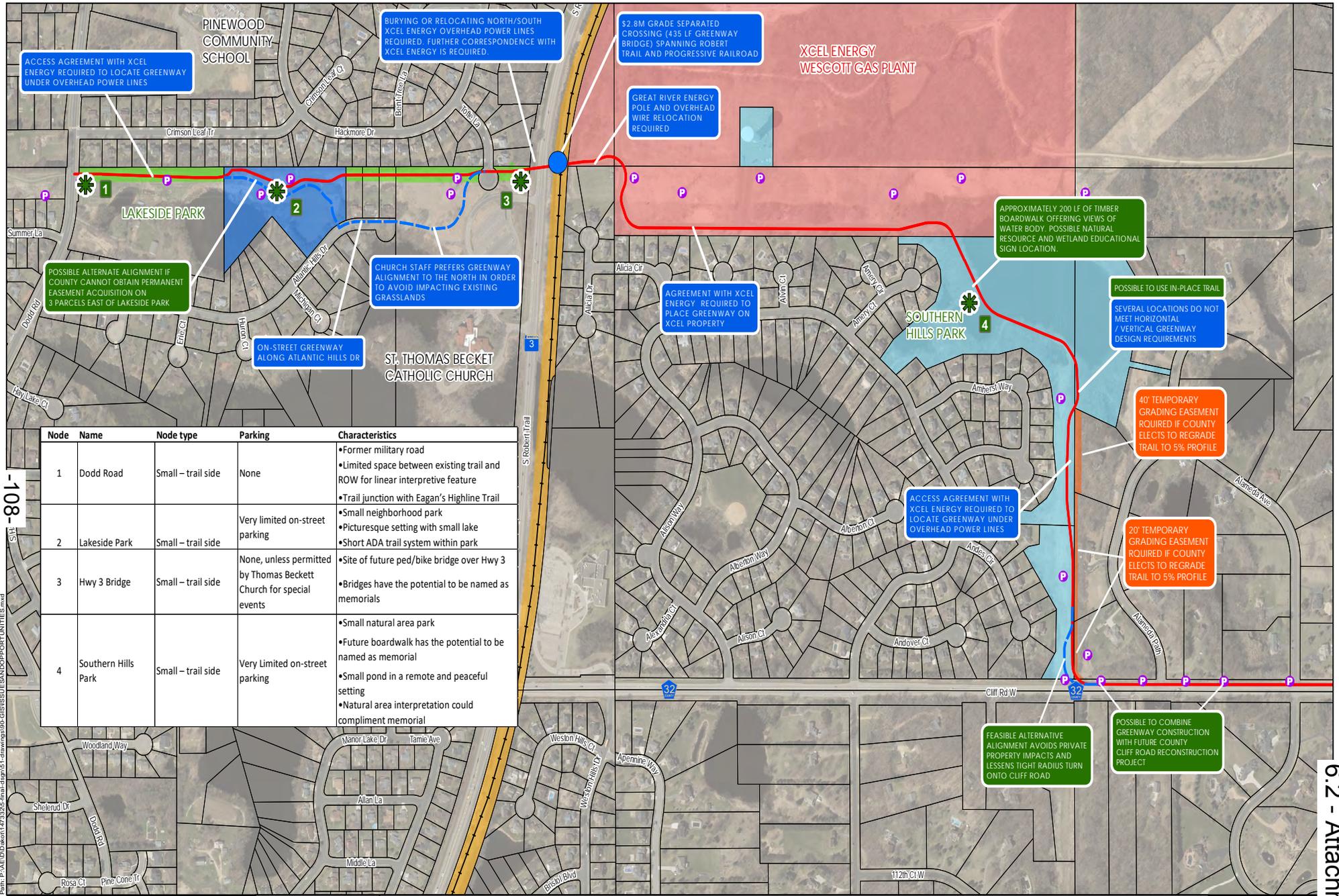


Project: DAKOT 147332
 Print Date: 1/2/2020
 User Name: msteuernagel
 Projection: NAD 1983 HARN Adj MN Dakota Feet
 Source:

LOCATION MAP
VETERANS MEMORIAL GREENWAY
DAKOTA COUNTY, MINNESOTA

Figure
 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and it is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Node	Name	Node type	Parking	Characteristics
1	Dodd Road	Small – trail side	None	<ul style="list-style-type: none"> Former military road Limited space between existing trail and ROW for linear interpretive feature Trail junction with Eagan's Highline Trail
2	Lakeside Park	Small – trail side	Very limited on-street parking	<ul style="list-style-type: none"> Small neighborhood park Picturesque setting with small lake Short ADA trail system within park
3	Hwy 3 Bridge	Small – trail side	None, unless permitted by Thomas Beckett Church for special events	<ul style="list-style-type: none"> Site of future ped/bike bridge over Hwy 3 Bridges have the potential to be named as memorials
4	Southern Hills Park	Small – trail side	Very limited on-street parking	<ul style="list-style-type: none"> Small natural area park Future boardwalk has the potential to be named as memorial Small pond in a remote and peaceful setting Natural area interpretation could compliment memorial

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Project: DAKOT 147332
Print Date: 1/2/2020

User Name: msteuernagel
Projection: NAD 1983 HARN Adj MN Dakota Feet
Source:

0 250 500 Feet

- Proposed Alternate Greenway Alignment
- Proposed Greenway Alignment
- Existing Northern States Power Co / Xcel Energy Parcel
- Power Pole / Tower Approximate Location
- Flint Hills Parcels
- City of Eagan Parcels
- City of Inver Grove Heights Parcels
- Union Pacific Railroad
- Progressive Railroad
- Permanent Private Property Easement Required
- Possible Veterans Memorial Interpretive Node Location

CHALLENGES AND OPPORTUNITIES

VETERANS MEMORIAL GREENWAY

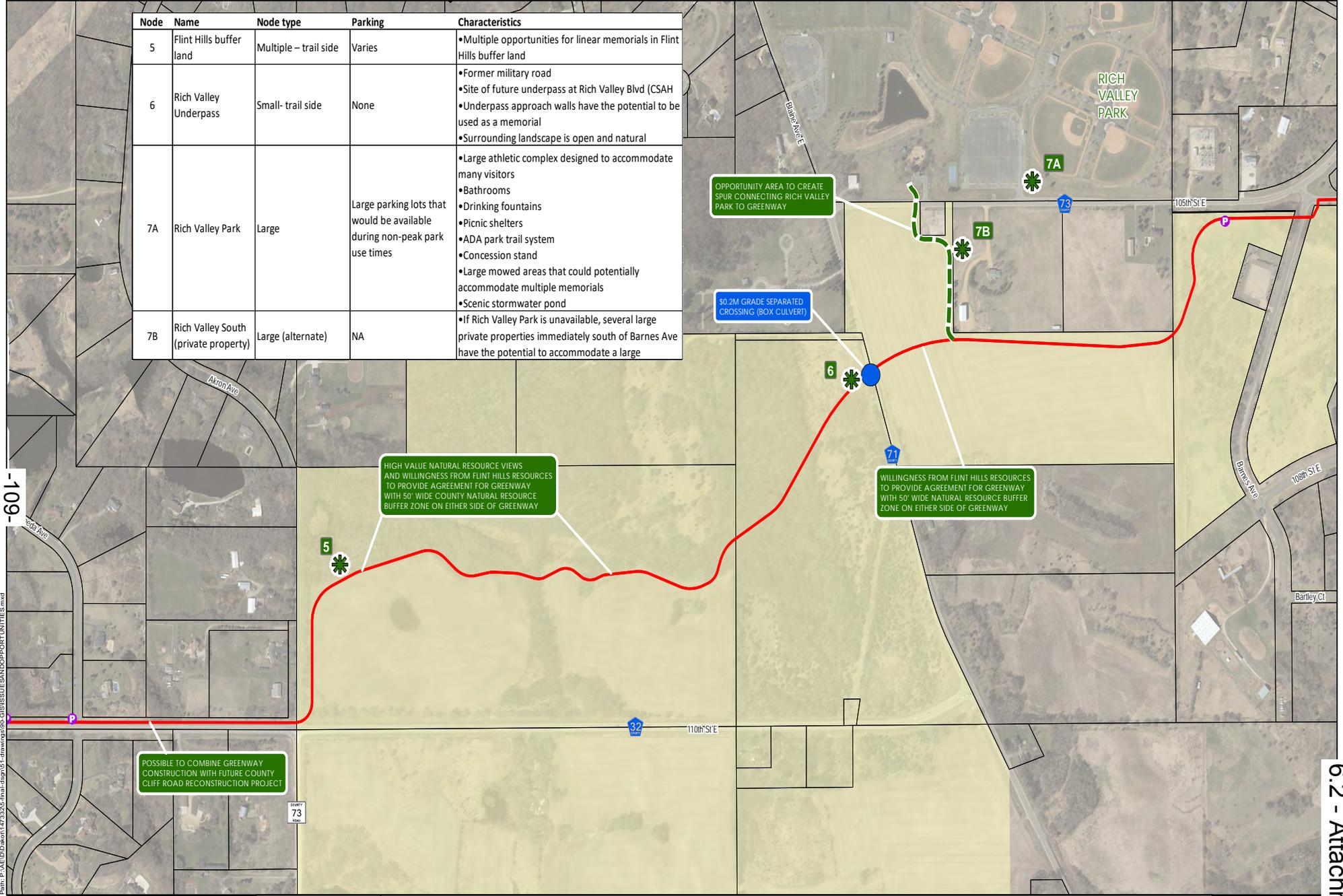
DAKOTA COUNTY, MINNESOTA

Figure 2

6.2 - Attachment A.pdf

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Node	Name	Node type	Parking	Characteristics
5	Flint Hills buffer land	Multiple – trail side	Varies	<ul style="list-style-type: none"> Multiple opportunities for linear memorials in Flint Hills buffer land
6	Rich Valley Underpass	Small- trail side	None	<ul style="list-style-type: none"> Former military road Site of future underpass at Rich Valley Blvd (CSAH) Underpass approach walls have the potential to be used as a memorial Surrounding landscape is open and natural
7A	Rich Valley Park	Large	Large parking lots that would be available during non-peak park use times	<ul style="list-style-type: none"> Large athletic complex designed to accommodate many visitors Bathrooms Drinking fountains Picnic shelters ADA park trail system Concession stand Large mowed areas that could potentially accommodate multiple memorials Scenic stormwater pond
7B	Rich Valley South (private property)	Large (alternate)	NA	<ul style="list-style-type: none"> If Rich Valley Park is unavailable, several large private properties immediately south of Barnes Ave have the potential to accommodate a large



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Project: DAKOT 147332
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 Projection: NAD 1983 HARN Adj MN Dakota Feet
 Source:

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- City of Eagan Parcels
- City of Inver Grove Heights Parcels
- Union Pacific Railroad
- Progressive Railroad
- Permanent Private Property Easement Required
- Possible Veterans Memorial Interpretive Node Location

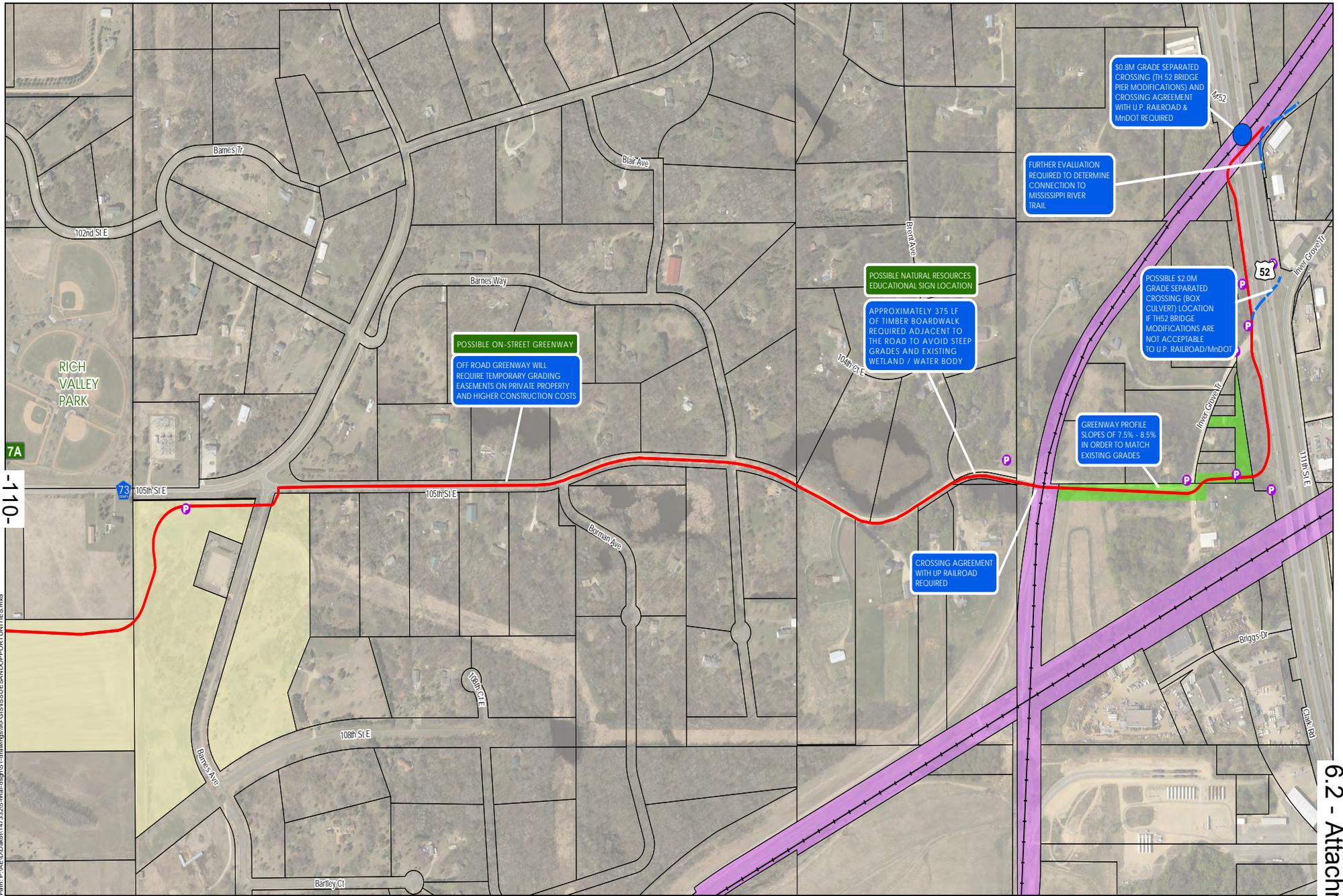
CHALLENGES AND OPPORTUNITIES

VETERANS MEMORIAL GREENWAY

DAKOTA COUNTY, MINNESOTA

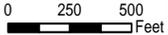
Figure 3

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-110-

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Project: DAKOT 147332
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- Progressive Railroad
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- * Possible Veterans Memorial Interpretive Node Location

CHALLENGES AND OPPORTUNITIES

VETERANS MEMORIAL GREENWAY DAKOTA COUNTY, MINNESOTA

Figure 4

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DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Authorization To Execute A Contract With SEH, Inc. For Transportation Planning Services For CSAH 42

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Regular-Action	<input checked="" type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Transportation	<input type="checkbox"/> New FTE(s) requested
Contact: Krebsbach, Mark	Board Goal: A great place to live
Contact Phone: (952) 891-7102	Public Engagement Level: Level 3 - Involve
Prepared by: Abere, Doug	

PURPOSE/ACTION REQUESTED

Authorize execution of a contract with SEH, Inc., for final design consulting services for County Project (CP) 42-144 in the Cities of Apple Valley, Burnsville, and Rosemount (Attachment A).

SUMMARY

To provide a safe and efficient transportation system, Dakota County, with the cities of Apple Valley, Burnsville, and Rosemount, are proceeding with CP 42-144. County Project 42-144 is a long-term 15-mile Corridor Study (Study) of County State Aid Highway (CSAH) 42, from the County's west border in Burnsville to US Highway 52 in Rosemount. CSAH 42 is a principal arterial in the region's highway system managed to balance efficient travel with limited access. The Study will update a similar plan completed in 1999 to incorporate changes to the corridor since that time, and consider current traffic and land uses based on 2040 Comprehensive Plans to provide a current framework to guide future improvements. Dakota County is the lead agency for the Study.

Scope of Work. The scope of work for CP 42-144 includes corridor performance assessment, consideration of adjacent land use context, consideration of multimodal needs particularly bicycle and pedestrian accommodation, public involvement, improvement concept definition and feasibility studies, and implementation planning. It is expected Study work will begin in early 2020 with completion expected by summer 2021 to inform the 2022 Capital Improvement Program as appropriate.

Consultant Selection. The Dakota County Transportation Department issued a Request for Proposal (RFP) for transportation planning services. Five proposals were received and evaluated by staff representing the County and all three cities. SEH, Inc. was selected as the preferred professional engineering consultant based on the following six criteria: project understanding, project approach, public involvement, project team and expertise of key personnel, quality control, performance on similar projects, and best-value cost proposal.

The five consultants submitted cost proposals as follows:

<u>Consultant</u>	<u>Amount</u>	<u>Hours</u>	<u>Cost/Hour</u>
Alliant Eng.	\$715,247	5,931	\$120.59
Bolton & Menk	\$754,840	4,991	\$151.24
SEH	\$707,294	5,236	\$135.08
SRF	\$603,139	4,829	\$124.90
WSB	\$705,455	5,411	\$130.37

The cost estimates were evaluated against the detailed work programs and hours-fee estimates. The proposals were evaluated to determine whether the work plan, hours, and rate structure were sufficient and reasonable to complete all of the work. The proposal from SEH, Inc., provided the best value in balancing the services needed with estimated costs. A consultant evaluation summary detailing the proposal process, review team, evaluation criteria and results, and best value cost evaluation is included in Attachment B.

RECOMMENDATION

The County Engineer recommends execution of a contract with SEH, Inc., for the professional design services for CP 42-144 for actual costs not to exceed \$707,294.

EXPLANATION OF FISCAL/FTE IMPACTS

The cost of the Study is \$707,294. The 2019 Transportation Capital Improvement Program Budget included \$907,000 for CP 42-144. The engineering consulting services will be shared based on mileage, complexity, and jurisdiction between the Cities of Apple Valley (\$39,785), Burnsville (\$37,133), Rosemount (\$29,176), and Dakota County (\$601,200) in accordance with adopted County policy (Attachment C).

Supporting Documents:

- Attachment A: Project Location Map
- Attachment B: Consultant Evaluation Summary
- Attachment C: Financial Summary

Previous Board Action(s):

RESOLUTION

WHEREAS, to provide a safe and efficient transportation system, Dakota County and the Cities of Apple Valley, Burnsville, and Rosemount are proceeding with County Project (CP) 42-144; and

WHEREAS, CP 42-144 is the Highway 42 Visioning Study, addressing 15 miles of CSAH 42, from the County's west border in Burnsville to US Highway 52 in Rosemount; and

WHEREAS, the Transportation Department sent a Request for Proposal to five qualified professional consultants; and

WHEREAS, the proposals received were evaluated by the Cities of Apple Valley, Burnsville, and Rosemount, and by County staff; and

WHEREAS, the proposal from SEH, Inc., has the best value costs for the Study and provides all the services needed; and

WHEREAS, Staff representing the Cities of Apple Valley, Burnsville, and Rosemount concur with this recommendation; and

WHEREAS, the 2019 Transportation Capital Improvement Program Budget includes \$907,000 for CP 42-144 engineering consulting services; and

WHEREAS, the County Engineer recommends execution of a contract with SEH, Inc., for engineering consulting services for CP 42-144 for actual costs not to exceed \$707,294.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a contract with SEH, Inc., to perform engineering consulting services for County Project 42-144 in an amount not to exceed \$707,294, subject to approval by the County Attorney's Office as to form.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

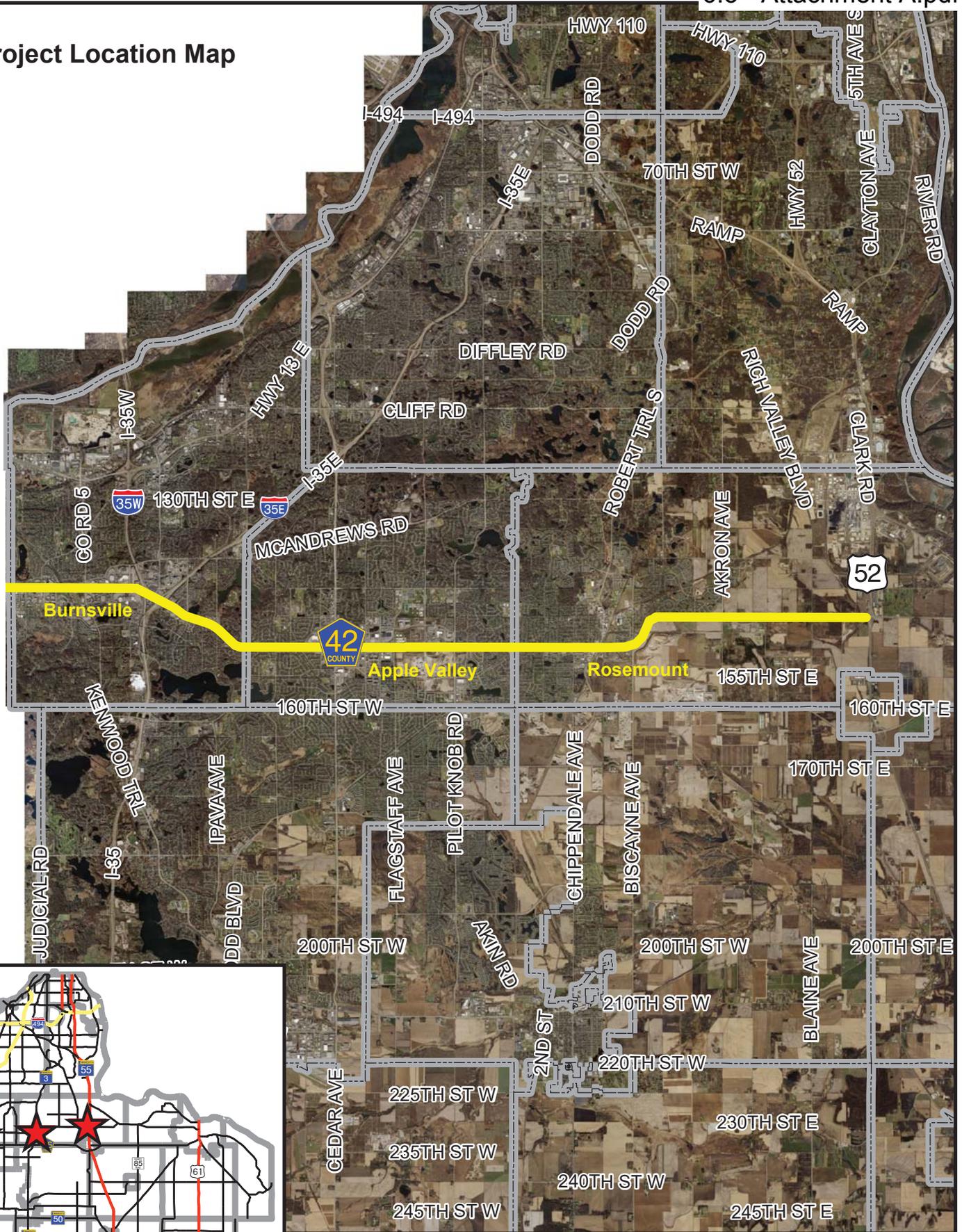
Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management

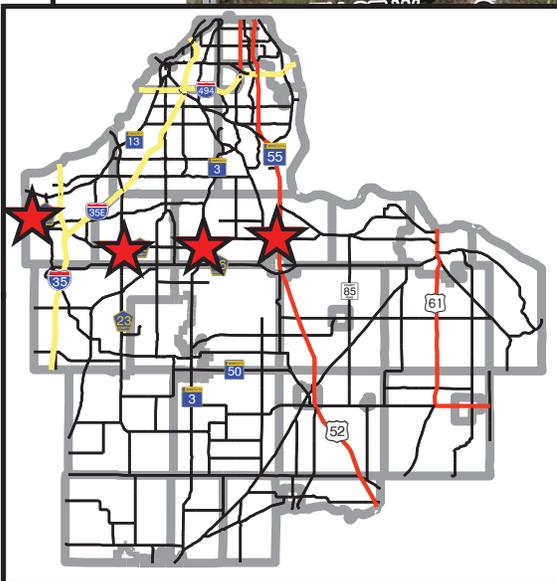


County Manager

Project Location Map



Prepared by the Dakota County Transportation Department



County Project 42-144

Consultant Evaluation Summary For County Project 42-144

Consulting Services Information

Consultant Services Description:

CP 42-144 is a long-term Visioning Study addressing 15 miles of CSAH 42, from the County's west border in Burnsville to US Highway 52 in Rosemount. The consultant will develop a long-term plan to address traffic and land uses and will provide a framework for future improvements, updating the similar plan completed in 1999. Maintenance and improvement projects will also continue, with this Study providing a strategic plan. Dakota County is the lead agency.

Scope of Consultant Services:

The scope of work for CP 42-144 includes corridor context studies, highway performance and multimodal needs studies (including traffic engineering studies and modeling), public involvement, project-definition and feasibility studies, and implementation planning to set priorities for future roadway improvements.

Deliverables:

The Visioning Study deliverables include technical reports/memoranda and a final report as follows: (1) Corridor Inventory, Context, and Community Priorities; (2) Highway Performance and Traffic Operations Review; (3) Highway Project Identification and Screening Review; (4) Pedestrian, Bicycle, and Transit Service Review; (5) Bridges and Structures Overview; (6) Concept Drawings, Feasibility Review, and Recommendations; (7) Project Implementation, Funding, and Process Review; and (8) Final Report and Executive Summary. The contract deliverables will also include project management services and public engagement as outlined below.

Public Engagement:

This study will include many efforts to engage with the general public and with relevant local partners and transportation agencies. The consultant will prepare a Public Involvement Plan to address details including the following activities: meetings with a Study Advisory Committee, public outreach (open house) meetings, focus group meetings, and outreach using direct mailings, social media, and other communications.

Schedule:

The schedule for the Study is planned from February 2020 through July 2021 (up to 18 months).

Consultant Selection Summary:

Request for Proposals (RFP): The RFP for the requested consultant services was released on November 4, 2019, and sent to the following nine (9) consultant firms: Alliant, Bolton & Menk, HDR, Kimley-Horn, KLJ, SEH, SRF, WSB, and ZAN. These nine firms were invited to submit proposals because of proven expertise and ability to complete complex transportation planning studies. An estimated budget of \$650,000 to \$800,000 was included in the RFP with the explanation that the proposed cost for services could fall outside of this budget range if explained by the proposer. Five (5) proposals were submitted to the County by the due date of December 4, 2019; the five proposals were led by these firms: Alliant, Bolton & Menk, SEH, SRF, and WSB.

Review Team agencies and process:

The five (5) proposals were reviewed by staff from Dakota County and the Cities of Apple Valley, Burnsville, and Rosemount. Proposals were reviewed and ranked independently by review team members. The review team members met on December 19, 2019, to discuss the proposals, share

information regarding individual member evaluations, and reach consensus on a recommended consultant. The consensus reached by the proposal reviewers supported negotiating the contract with SEH, Inc. To confirm, Dakota County staff addressed a few final questions by phone with SEH, SRF, and WSB; these questions helped confirm approaches to schedule, budget, staffing, and quality management. The recommendation to negotiate the contract with SEH was then confirmed.

Evaluation Criteria:

The proposals were evaluated and ranked based on the following 6 criteria:

1. Project Understanding and Approach (20%): Based on conceptual understanding of the Visioning Study and the consultant's general approach
2. Scope of Work, Deliverables, and Schedule (30%): Based on detailed approach and organization of the work to be completed, scheduling of the work, and approach to managing resources to successfully complete all tasks.
3. Public Involvement Approach (25%): Approach to facilitate acceptance of the Study's work within the project schedule, including approaches for the best use of budgeted meetings and techniques to engage with the right stakeholders.
4. Project Team and Expertise of Key Personnel (15%): Based on the project management team, technical specialists, roles/organization, and qualifications based on similar experience.
5. Quality Control (10%): Based on methods to ensure quality products delivered on schedule.
6. Best Value Cost Proposal: Considered the quality and feasibility of the proposal and services for fee; the cost proposed vs. value to be provided; and the approach to complete the work within budget and schedule

Evaluation Results:

Dakota County selected SEH, Inc. based on the detailed work plan provided in the firm's proposal, which presented a strong understanding of the Visioning Study and an integrated approach to delivering all tasks by qualified task leaders who were specifically identified. This delivery approach provided a clear and strong basis through which to deliver this unique and complex study; therefore, SEH received the highest overall scores from reviewers and later provided sound responses to Dakota County staff questions. The SEH cost proposal was the best value because it was within the estimated range needed to reasonably complete the work (\$650,000 to \$800,000) while it allocated appropriate budgets to each task. As shown below, the SEH total cost is near the average of the range of all costs proposed and it provided a fitting distribution of labor hours to tasks, including later technical tasks considered critical to the successful completion and adoption of an updated plan for the 15-mile CSAH 42 corridor.

Summary of proposed costs:

<u>Consultant</u>	<u>Amount</u>	<u>Hours</u>	<u>Cost/Hour</u>
Alliant Eng.	\$715,247	5,931	\$120.59
Bolton & Menk	\$754,840	4,991	\$151.24
SEH	\$707,294	5,236	\$135.08
SRF	\$603,139	4,829	\$124.90
WSB	\$705,455	5,411	\$130.37

Recommendation:

Staff recommends the consulting engineering firm SEH, Inc. be awarded a contract for CP 42-144, a long-term Visioning Study addressing 15 miles of CSAH 42, from the County's west border in Burnsville to US Highway 52 in Rosemount. Given the scale and complexity of the County Highway 42 Visioning Study, the SEH proposal and responses to questions offered the best combination of approach, detailed work plan, and balanced cost-to-value from among the five (5) submitted proposals.

Project 42-144

Year	Expense Budget			Funding Sources Budget						
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2020	1,007,000	-	1,007,000	846,000	-	846,000	161,000	-	161,000	1,007,000
2020 Budget	-	-	-	-	-	-	-	-	-	-
2021 Plan	730,000	-	730,000	482,000	-	482,000	248,000	-	248,000	730,000
2022 Plan	2,275,000	-	2,275,000	1,318,750	-	1,318,750	956,250	-	956,250	2,275,000
2023 Plan	5,150,000	-	5,150,000	3,355,000	-	3,355,000	1,795,000	-	1,795,000	5,150,000
2024 Plan	-	-	-	-	-	-	-	-	-	-
<i>Current CIP Total</i>	<i>8,155,000</i>	<i>-</i>	<i>8,155,000</i>	<i>5,155,750</i>	<i>-</i>	<i>5,155,750</i>	<i>2,999,250</i>	<i>-</i>	<i>2,999,250</i>	<i>8,155,000</i>
Costs Beyond Current CIP	-	-	-	-	-	-	-	-	-	-
Total	9,162,000	-	9,162,000	6,001,750	-	6,001,750	3,160,250	-	3,160,250	9,162,000

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Direction On Feasibility Study To Reintroduce Bison To County Park System

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Regular-Action	<input type="checkbox"/> None <input checked="" type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Parks, Facilities, and Fleet Management	New FTE(s) requested
Contact: Hoopingarner, Taud	Board Goal: A healthy environment with quality natural areas
Contact Phone: (952) 891-7004	Public Engagement Level: Level 1 - Inform and Listen
Prepared by: Lewanski, Tom	

PURPOSE/ACTION REQUESTED

Provide direction on next steps associated with the bison reintroduction feasibility study.

SUMMARY

Background:

By Resolution No. 17-274 (May 23, 2017), the County Board adopted the Natural Resource Management System Plan, which established a vision for the County's natural resources. By Resolution No. 19-051 (February 5, 2019), the County Board directed staff to prepare a feasibility study for reintroducing bison to the County Park System, which can be viewed at this link: <https://www.co.dakota.mn.us/parks/Resources/Documents/BisonFeasibilityStudy.pdf>. The purpose of the feasibility study is to understand the potential ecological and park visitor benefits plus the required project elements and resources needed. Key findings of the study:

- Bison improve the prairie ecosystem in numerous ways including increasing plant and animal diversity, cycling of nutrients, and reducing the cover of woody plants.
- Bison will provide opportunities for park visitors to learn about the park, the prairie ecosystem and this native prairie animal.
- The adopted Dakota County Natural Resource Management System Plan and the Parks Visitor Services Plan, by Resolution No. 17-541 (October 31, 2017) support the idea of reintroducing bison to a park within the County system.
- 30 bison, an anticipated herd size, can be procured through the Minnesota Bison Conservation Herd partnership (MBCHP).
- Based on the feasibility study, staff recommends Spring Lake Park Reserve (SLPR) as the preferred candidate park for bison reintroduction because it 1) provides 150 acres of prairie habitat, 2) provides some of the infrastructure required for bison management, 3) would be efficient for operations and management, and 4) is convenient to recreation infrastructure that allows the public to view and learn about bison.
- A bison project could qualify for state funding through: The Legislative-Citizen Commission on Minnesota Resources (LCCMR); and The Lessard-Sams Outdoor Heritage Council (LSOHC).

Next Steps:

Staff will: 1) refine bison range site plan and associated visitor services enhancements in SLPR; 2) refine bison range and visitor service enhancements capital costs; 3) prepare preliminary operational and implementation framework; 4) define responsibilities and terms for collaborating with the Minnesota Bison Conservation Herd partnership; 5) prepare and submit external funding requests; and 6) return at a future meeting and update the Board on these items and seek additional direction.

RECOMMENDATION

Staff recommends that the County Board move the bison reintroduction project forward with the assistance of the Minnesota Bison Conservation Herd partnership at Spring Lake Park Reserve and direct staff to submit funding proposals to the LCCMR and LSOHC for the project.

EXPLANATION OF FISCAL/FTE IMPACTS

The capital costs for the Spring Lake Park Reserve concepts range from approximately \$670,000 to \$1,393,000. The project's capital costs could be funded through the Legislative-Citizen Commission on Minnesota Resources and the Lessard-Sams Outdoor Heritage Council. Annual operating expenses for the bison project would be approximately \$54,562, including a .5 FTE. Staff are also looking at the potential for corporate sponsorship to offset some or all capital and operating expenses.

Supporting Documents:

Attachment A: Executive Summary of Reintroducing American Plains
Bison To Dakota County Parks Feasibility Study

Previous Board Action(s):

#17-274 (5/23/17)
#17-541 (10/31/17)
#19-051 (2/5/19)

RESOLUTION

WHEREAS; by Resolution No. 17-274 (May 23, 2017) the County Board adopted the Natural Resource Management System Plan; and

WHEREAS; by Resolution No. 19-051 (February 5, 2019), the County Board directed staff to prepare a keystone feasibility study for reintroducing bison to the County Park System and return to the Board for further direction; and

WHEREAS; the purpose of the feasibility study is to understand the potential ecological and park visitor benefits plus the required project elements and resources needed for reintroducing bison to the County Park System; and

WHEREAS, bison improve the prairie ecosystem in numerous ways including increasing plant and animal diversity, cycling of nutrients, and reducing the cover of woody plants; and

WHEREAS, bison will provide opportunities for park visitors to learn about the park, the prairie ecosystem and this native prairie animal; and

WHEREAS; the adopted Dakota County Natural Resource Management System Plan and the Parks Visitor Services Plan, By Resolution No. 17-541 (October 31, 2017), support the idea of reintroducing bison to a park within the County system; and

WHEREAS, 30 bison, an anticipated Dakota County herd size, can be procured through the Minnesota Bison Conservation Herd partnership; and

WHEREAS, based on the feasibility study, staff recommends Spring Lake Park Reserve as the preferred candidate park for bison reintroduction because it 1) provides 150 acres of prairie habitat, 2) provides some of the infrastructure required for bison management, 3) would be efficient for operations and management, and 4) is convenient to recreation infrastructure that allows the public to view and learn about bison; and

WHEREAS, a bison project could qualify for state funding through: The Legislative-Citizen Commission on Minnesota Resources; and The Lessard-Sams Outdoor Heritage Council.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby directs County staff to further advance bison reintroduction in the County Park System by taking the following actions:

- Refine the Spring Lake Park Reserve bison range site plan and operations/capital cost estimates; and
- Advance discussions with the Minnesota Bison Conservation Herd partnership on the associated County responsibilities and terms for potential bison collaboration; and
- Prepare and submit funding proposals to the Legislative-Citizen Commission on Minnesota Resources and the Lessard-Sams Outdoor Heritage Council in 2020 for legislative consideration in 2021; and
- Return and seek direction at a future Board meeting regarding: 1) refined bison range site plan and associated visitor services enhancements in Spring Lake Park Reserve, 2) refined bison range and visitor service enhancements capital costs, 3) preliminary operational and implementation framework, 4) responsibilities and terms for collaborating with the Minnesota Bison Conservation Herd partnership, and 5) status of external funding requests.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

REINTRODUCING AMERICAN PLAINS BISON TO DAKOTA COUNTY PARKS: A FEASIBILITY STUDY

Executive Summary

For millennia, the prairies of Minnesota and Dakota County were maintained by climate, fire, and grazing. The main grazer and keystone animal of the prairies and savanna were American plains bison (*Bison bison bison*). To date, Dakota County has not utilized grazing in its efforts to restore and manage prairie and oak savanna. The scientific literature documents the numerous beneficial impacts that bison had on these natural communities. Bison could serve as an effective prairie management tool as the County restores and manages prairie within its parks. This report describes the benefits and risks of reintroducing bison, presents the project requirements, including preliminary costs, and analyzes potential sites for reintroducing bison.

Project Purpose

Proposal

The proposal being considered is the reintroduction of a bison herd within the Dakota County Park system.

Goals

The primary goal for reintroducing bison into the County Park system is to help achieve its natural resource goal of establishing diverse, resilient, and sustainable ecosystems, specifically, the prairie ecosystem. A secondary goal for a bison herd is to enhance park visitor experience, providing opportunities to view and learn about bison, the ecosystem that they are a part of, and the strong historical relationship that the animal had with the Native American culture of the area.

Principles

A bison reintroduction project is based on the following natural resource principles as presented in the Natural Resource Management System Plan.

- Natural resources and natural communities exist as interrelated, dynamic systems that have developed over thousands of years.
- Natural areas and habitat have been significantly lost, fragmented and degraded.
- Natural processes have been disrupted, resulting in degradation (diminished function and reduced benefits).
- Natural resource management is necessary to halt and reverse the trends of degradation.
- Biodiversity is an important measure of site quality, community resilience and biotic potential

Benefits

There are numerous benefits to reintroducing bison within the County's park system. These benefits can be categorized in two areas, ecological and visitor services:

- **Ecological**

Bison promote biodiversity through multiple mechanisms. Bison feed selectively on dominant grasses and focus their grazing in patches. Forbs that might otherwise lose the competition for light against dominant grasses get a chance to grow. Bison play a unique role in seed dispersal by actively and passively spreading seeds. The composition of species found inside bison wallows can vary greatly from the surrounding prairie. By boosting diversity in plant communities, bison grazing may enhance ecosystem function and stability, a key goal for natural resources within the County Park system (see page 14 for additional information on the ecological benefits).

- **Visitor Services.**

Bison are charismatic animals that will attract additional visitors, providing opportunities to learn about the park, the rare prairie ecosystem and this large native animal that no longer roams the landscape. These benefits are aligned with the goals presented in the Parks Visitor Services Plan system (see page 20 for additional information on the visitor service benefits).

Recommendations

Based on the conclusions found in the feasibility study, the most viable option for bison reintroduction is Spring Lake Park Reserve. This park could provide a bison range of approximately 150 contiguous acres of prairie, creating habitat for a year-round 30 bison herd that is procured at no cost in partnership with the Minnesota Bison Conservation Herd Partnership. The recommendation is based on the park's location and numerous access points to the proposed range that make monitoring and management both efficient and effective. Electricity and water sources are available for the bison-required infrastructure. The eastern section of the proposed range would provide an ideal location for the animal handling facility. It is secluded and has an access road to it. There is infrastructure to accommodate visitors, including parking, restrooms and the regional greenway.

Two site concepts are presented for a bison range at this park. Concept One (Figure ES 1) is approximately 150 acres in size and would allow the bison to roam freely through the range. Concept Two (Figure ES 2), is approximately 141 acres in size, utilizes a three-paddock system, which would require moving the bison between paddocks. If bison are reintroduced, they will be improving 83% of the prairie in the park.

The Metropolitan Regional Park Policy Plan designates park reserves (such as Spring Lake Park Reserve) as units of larger acreage of which 80% is required to be managed as natural lands that protect the ecologic function of the native landscape. Bison fit well into the park reserve protection and stewardship policy objectives. The Policy Plan further states that park reserves serve a diversity of outdoor recreation needs. The reintroduction of bison will provide park visitors enhanced outdoor recreation and education opportunities.

The bison range as depicted in both conceptual models are compatible with the adopted 2005 Spring Lake Park Reserve Master Plan. The plan illustrates several visitor service capital improvements in the vicinity, but outside of the conceptual bison range. These include an archery range, the Village, lodge, and group camp. The proximity of the bison to these visitor service improvements add value and enhance experience for park visitors. A Master Plan update for SLPR was initiated in 2019 and will be brought to the County Board in 2020 for adoption. If the County Board directs staff to proceed with a bison project within this park, the new Master Plan will incorporate and plan for the bison herd.

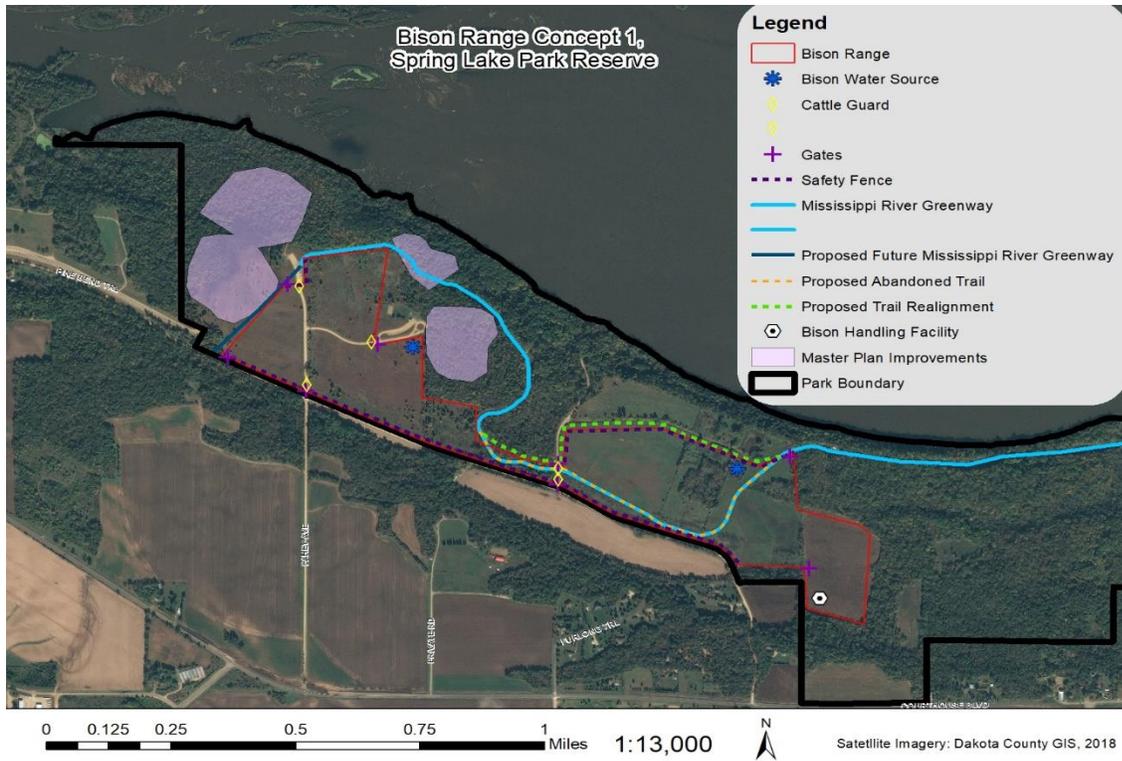


FIGURE ES 1. PROPOSED SLPR BISON RANGE – CONCEPT ONE

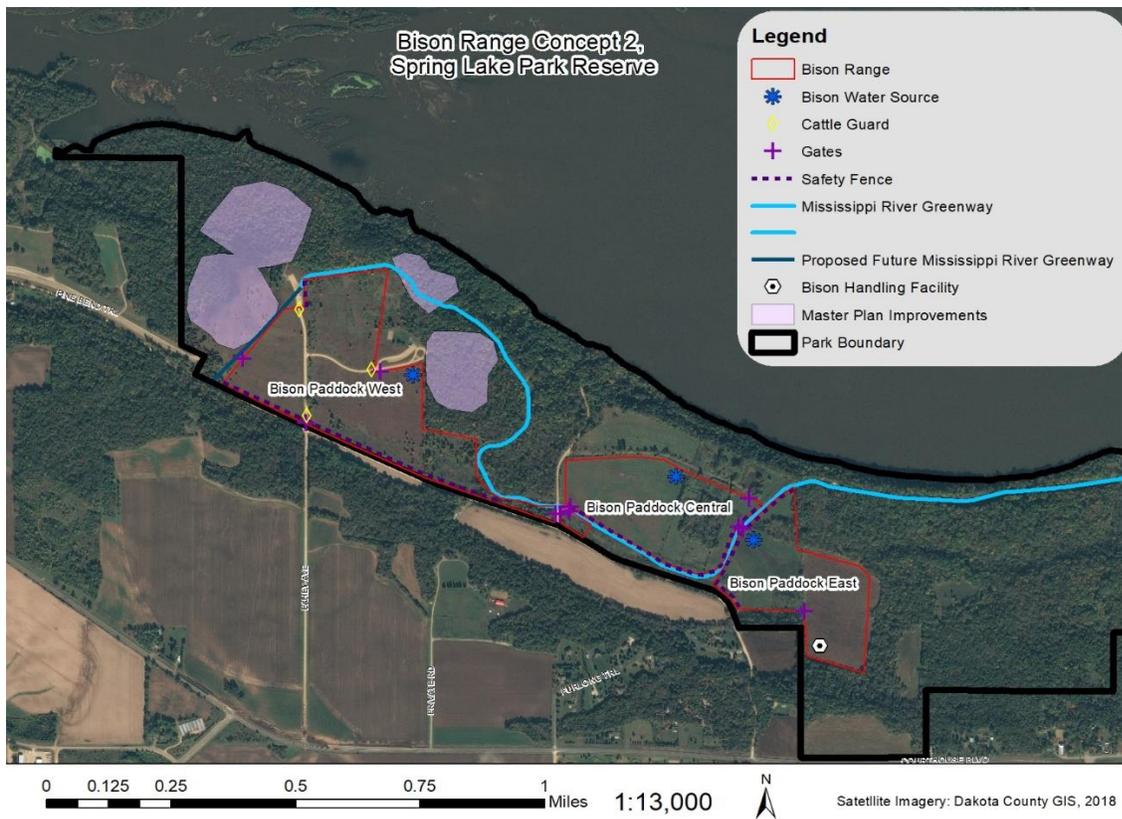


FIGURE ES 2. PROPOSED SLPR BISON RANGE - CONCEPT TWO

Project Requirements

There are three project requirement categories: bison, containment, and visitor services.

Bison

There are two options for obtaining bison; there is the possibility of contracting with a private entity to provide the County with bison for a few months during the growing season, or the recommended alternative where the County could join the Minnesota Bison Conservation Herd partnership (MBCHP), which would provide it with bison obtained from this herd (see page 50 for additional information). To maintain a healthy and content bison herd, proper nutrition and water must be available. SLPR contains the required prairie and existing wells can provide water.

Containment

The fencing design that is being recommended is made up of five-strand high tensile wire, with approximately 12 inches between strands for a total fence height of six feet. This fencing will run the perimeter of the bison range. In addition, there will be a second fence inside the perimeter fence at certain locations where there is a risk of people coming into contact with the bison by reaching inside of the perimeter fence (see page 53 for additional information).

Visitor Services

The Visitor Services Plan highlights the desire to provide greater environmental awareness, discovery, and understanding for park visitors and to increase the number of people visiting the County parks. A bison herd would be a unique educational asset that can help tell the story of the County's historic natural communities, ecological concepts, and the rich Native American culture that has been in this area for thousands of years. The SLPR contains trails, parking lots, restrooms, & picnicking facilities to accommodate people who visit the park to view and learn about the bison (see page 69 for additional information).

Operation /Capital Expenses and Funding

Capital Expenses. The following table presents preliminary capital costs for the bison-related project components for each SLPR concept, based on the draft site ranges presented and on the method of bison procurement.

Site	Bison fence - primary	Bison fence - safety	Total perimeter fencing	corral	Handling facility including squeeze shoot	Gates	Cattle guard for roads	Water provision	Storage building	Greenway realignment expense	Total bison related infrastructure w/ handling facility (includes 25% inflation and contingency)	Total bison related infrastructure without handling facility (includes 25% inflation and contingency)
SLPR - Concept One	\$36,216	\$18,612	\$ 54,828	\$5,000	\$ 400,000	\$5,850	\$ 39,000	\$ 19,100	\$14,000	\$ 577,000	\$ 1,393,472	\$ 893,472
SLPR - Concept Two	\$40,543	\$13,214	\$ 53,757	\$5,000	\$ 400,000	\$7,150	\$ 23,400	\$ 33,300	\$14,000		\$ 670,607	\$ 170,607

TABLE ES 1. ESTIMATED BISON CAPITAL INFRASTRUCTURE COSTS PER SLPR CONCEPT

Capital Funding

There are two legislative bodies that could recommend funding for a bison project. The Legislative-Citizen Commission on Minnesota Resources (LCCMR) provides funding recommendations to the legislature for environment and natural resource projects.

The second legislative body is the Lessard-Sams Outdoor Heritage Council (LSOHC) which recommends projects for funding from the Outdoor Heritage Fund. (See page 65 for additional information)

Possible County revenue sources include Environmental Legacy Fund (ELF) and Park Fund.

Operational Expenses

Staffing. It is anticipated a .5 FTE will be needed to manage herd-related activities, which would be an expense of \$47,312 (salary, benefits, computer, phone stipend).

Equipment supplies and services. Once established, a bison herd is relatively self-sufficient and minimal inputs are required. Approximate annual expenses are calculated at \$7,250.

Total annual operating expenses would come to \$54,562, with the addition of onetime expenses for project design, engineering, administration and inspection (see page 65 for additional information).

Potential Operational Funding

- Parks and Trails Legacy Fund
- Metropolitan Council Operations and Maintenance
- Environmental Legacy Fund (ELF)
- Fee based revenue funding
- Dakota County levy

Potential Partnerships

A bison project at SLPR could provide an opportunity to partner with other organizations.

Minnesota Bison Conservation Herd Partnership (MBCHP). This partnership is made up of the Minnesota Department of Natural Resources and the Minnesota Zoo. As a partner in this effort, Dakota County would receive bison offspring from other sites in the partnership that have no detectable cattle genes. The bison would become a permanent component of the prairie and the park and would be on-site 12 months of the year, providing greater ecological benefits and year-round opportunities for viewing and interpretive programs. As a partner, Dakota County would receive bison at no cost. In addition, the other partners would bring expertise to the County's design refinement process and could provide herd management consulting. A State grant proposal may be looked upon more favorably if Dakota County was helping the MBCHP to achieve its State-wide goals.

Corporate Sponsorship. There may be an opportunity to attract a corporate sponsor or donation for Capital and operational expenses associated with a bison project.

Risks Assessment

The Office of Risk Management led an Enterprise Risk Management (ERM) process to identify potential positive and negative risks associated with a bison reintroduction project. A group of internal and external stakeholders and content experts participated in two workshops and identified 31 potential individual risks and opportunities within four risk categories: 1) Public, 2) Park Facilities, 3) Staff, and 4) Bison. The treatments identified for each of the risks will be used in the design refinement and operational planning process to minimize these risks (see page 47 for additional information on the ERM process).

Next Steps

Subject to the Dakota County Board of Commissioners direction to advance bison reintroduction at Spring Lake Park Reserve, the following are the recommended next steps:

1. Staff will refine the design for the bison range and develop an updated capital cost estimate.
2. Staff will design associated visitor service improvements including an associated cost estimate.
3. Staff will develop an implementation plan, a bison owner's/operational manual, and a safety manual.
4. Staff will contact the Minnesota Bison Conservation Herd Partnership to understand the associated partnership terms and responsibilities of the County
5. Staff will prepare and submit grant proposal(s) to the Legislative-Citizen Commission on Minnesota Resources and Lessard-Sams Outdoor Heritage Council.
6. Staff will conduct a public engagement process to solicit project input.
7. Staff will return to the Board at a future meeting with an update to the items above.

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Landfill Host Community Environmental Legacy Fund Grant Pilot Program Review

Meeting Date: 1/14/2020	Fiscal/FTE Impact:
Item Type: Regular-Action	<input type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input checked="" type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Physical Development Administration	<input type="checkbox"/> New FTE(s) requested
Contact: Stwora, Erin	Board Goal: A great place to live
Contact Phone: (952) 891-7153	Public Engagement Level: N/A
Prepared by: Stwora, Erin	

PURPOSE/ACTION REQUESTED

Review feedback on the 2018 Landfill Host Community Environmental Legacy Find (ELF) Grant Pilot Program process and discuss a 2020 application solicitation and process.

SUMMARY

By Resolution No. 18-226 (April 24, 2018), the Dakota County Board of Commissioners awarded ELF grants to eight projects in five cities through the Pilot Program. Joint powers agreements were processed throughout the summer of 2018. Joint powers agreements span a two-year timeframe, with the option for an extension with approval by the County Board. Current project status of the 2018 was presented in December, 2019.

The 2019 Environmental Resources Capital Improvement Program Adopted Budget included a set aside of \$3,000,000 in the budget for further discussion and development of the Pilot Program. This funding will be carried over for use on potential future grants in 2020 or beyond.

Based on County Board direction at the August 13, 2019 Physical Development Committee of the Whole meeting, staff met with the cities of Rosemount, Inver Grove Heights, South St. Paul and Burnsville to discuss the 2018 grant solicitation including: feedback on program funding constraints, process, and potential future projects. A summary of main comments and discussion points is attached (Attachment A).

The cities overwhelmingly prefer an annual direct allocation to the eligible cities, allowing for both thoughtful use of the funds, and the ability to plan for the revenue availability in the future to support larger plans, programs and projects. The cities found it challenging to write a grant request without a scoring matrix. There was also a suggestion to give authority to staff to administratively approve applications that meet eligible themes while continuing to bring application summaries and progress reports to the County Board.

RECOMMENDATION

If the Physical Development Committee of the whole recommends moving forward with a second round of the Pilot Program, staff would recommend amending the process as follows, consistent with comments and suggestions from eligible cities:

- Application opening of January 27, 2020, with applications being due April 1, 2020.
- A reduction in themes/expenditure categories to include:
 - Economic development activities including land acquisition, demolition and relocation through an agreement with the Dakota County Community Development Agency (CDA).
 - Brownfield redevelopment activities.
 - Park and greenway improvements connecting county/regional parks and greenways to complementary recreational facilities.
 - Natural resource conservation and restoration projects.
 - Activities supporting the Dakota County Solid Waste Master Plan.
- Annual allocation to eligible communities. As a reference, the 2018 grant awards were as follows:
 - Burnsville - \$1,150,000
 - Coates - \$10,000
 - Inver Grove Heights - \$850,000
 - Rosemount - \$380,000
 - South St. Paul - \$610,000
- Authority given to staff to administratively approve applications meeting approved themes/expenditure categories with application summaries and semi-annual progress reports presented to the County Board.

EXPLANATION OF FISCAL/FTE IMPACTS

None.

Supporting Documents:

Attachment A: 2018 Status Report/Meeting with Cities Summary
 Attachment B: 2018 Grant Application

Previous Board Action(s):

18-075; 1/23/18
 18-226; 4/24/18
 18-395; 7/17/18
 18-442; 8/21/18

RESOLUTION

WHEREAS, Dakota County collects landfill host fees to mitigate the negative effects of landfills; and

WHEREAS, those landfill host fees are deposited into the Environmental Legacy Fund, which supports programs and projects for the purposes of protection, preservation or enhancement of the environment; and

WHEREAS, Dakota County is initiating the Landfill Host Community Environmental Legacy Fund Grant Pilot Program to distribute up to three-million dollars of funding to cities that host or are located in proximity to a landfill including the Cities of Burnsville, Coates, Inver Grove Heights, Rosemount and/or South St. Paul; and

WHEREAS, the application must be from the identified communities and must demonstrate how their proposed project(s) meet the purposes for the use of the Environmental Legacy Fund and County funding requirements; and

WHEREAS, eligible applications will demonstrate clear alignment with targeted themes and expenditure categories relating to:

- Economic development activities including land acquisition, demolition and relocation through an agreement with the Dakota County Community Development Agency (CDA).
- Brownfield redevelopment activities.
- Park and greenway improvements connecting county/regional parks and greenways to complementary recreational facilities.
- Natural resource conservation and restoration projects.
- Activities supporting the Dakota County Solid Waste Master Plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Landfill Host Community Environmental Legacy Fund Grant Pilot Program for 2020 including the following allocations to eligible cities:

- Burnsville - \$XX
- Coates - \$XX
- Inver Grove Heights - \$XX
- Rosemount - \$XX
- South St. Paul - \$XX

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes staff to administratively approve applications meeting approved themes/expenditure categories with application summaries and semi-annual progress reports presented to the Dakota County Board of Commissioners.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

2018 Landfill Host Community Environmental Legacy Fund Grant Pilot Program Recipients

Project	Application	Grant Amount	Status
Land acquisition, assembly, and building demolition	City of Burnsville	\$1,150,000	Burnsville staff continues to work with property owners/developers and is confident of the ability to expend the funds by the September 2020 deadline.
Water study	City of Coates	\$10,000	Study should be complete in December.
Heritage Village Park	City of Inver Grove Heights	\$850,000	Work continues on the project, and Inver Grove Heights expects to seek \$600,000 in reimbursements by the fall of 2019.
Horseshoe Lake Park	City of Rosemount	\$250,000	Project completed and reimbursed.
Carrols Woods-Schwarz Pond	City of Rosemount	\$71,300	A Buckthorn Pull event took place in the spring of 2019. Hand cutting will begin in November and in December and forest mowers will start in the woods.
Rosemount Greenway Corridor – Dunmore Segment	City of Rosemount	\$23,900	Design in progress at 80%.
Rosemount Greenway Corridor – Horseshoe Lake Segment	City of Rosemount	\$32,100	Design in progress at 80%.
Kaposia Landing Phase II	City of South St. Paul	\$612,700	Design in progress, out to bid in January 2020, construction beginning spring 2020.

September 27, 2019 summary notes – meeting with Inver Grove Heights, South St. Paul, Rosemount and Burnsville.**Timing and length of solicitation process:**

- City staff preferred a deadline early in the year so any approved applications could be included in the following year's budget process.
- The length of the solicitation process is suggested to be 2-3 months to give time for staff to work with elected officials on the development of applications.

Expenditure categories (Targeted Themes):

- Economic development
- Brownfield redevelopment activities
- Parks/greenways
- Natural resource/conservation projects
- Solid Waste Master Plan activities

General comments:

- The cities, as a whole, preferred an annual direct allocation, instead of an application/selection process.
- The cities found it challenging to write a grant request without being able to see a scoring matrix.
- It was suggested that explicit allocations could be created by the Dakota County Board and authority could be given to staff for administrative approval of applications meeting approved themes.



Landfill Host Community
Environmental Legacy Fund Grant
Pilot Program

Application Packet

Dakota County Landfill Host Community

Environmental Legacy Fund Grant Pilot Program



Dakota County Physical Development Division

14955 Galaxie Avenue

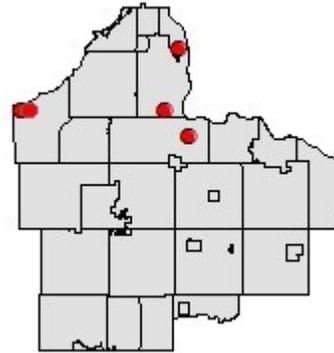
Apple Valley, Minnesota 55413

DEPARTMENT CONTACTS:

Erin Stwora, Deputy Director of Physical Development,

Erin.Stwora@co.dakota.mn.us

Kelly Dumais, Project Coordinator of Physical Development, Kelly.Dumais@co.dakota.mn.us



INFORMATION AND ELIGIBILITY

Dakota County collects Landfill Host Fees to mitigate the negative effects of landfills. Those Host Fees are deposited into the Environmental Legacy Fund, which supports programs and projects for the purposes of “protection, preservation, or enhancement of the environment.” In pursuit of this mission, the County is initiating a pilot grant program that may distribute up to three million dollars of funding to cities that host or are located in close proximity to a landfill. These cities include:

- Burnsville
- Coates
- Inver Grove Heights
- Rosemount
- South St. Paul

Applications must be from the identified communities. Applicant cities must demonstrate how their proposed project(s) meet the purposes for the use of the Environmental Legacy Fund, and meet County funding requirements (legal, policy, etc.). Eligible applications will demonstrate:

- Clear alignment with targeted themes.
- Clear articulation of project plan and schedule, budget, goals, metrics and data collection process.
- Clear potential to reduce or mitigate the negative impacts of hosting a landfill.

Grant awards, as determined by the Dakota County Board of Commissioners, may range from \$10,000 to \$3,000,000, and may be spent over multiple years.

Environmental Legacy Fund Targeted Themes and Project Types:

1. Brownfield Re-development Activities
2. Environmental Capital Projects
3. Environmental Resources Operation
4. Gravel Pit Remediation
5. Natural Areas and Shoreland Conservation Activities
6. Natural Resources Management Plan Activities
7. Parks/Greenway Master Plan Improvements
8. Solid Waste Master Plan Activities
9. County Roadways
10. Economic Development Projects through an agreement with the Dakota County Community Development Authority (CDA).

Eligible projects must fall under one of these targeted themes and project types.

APPLICATION PROCESS AND TIMELINE

APPLICATION SUBMISSION

Submissions should include the outlined application materials and any additional materials outlining the proposed use of grant funds.

Complete applications, including all required documentation, should be submitted to Erin Stwora, Erin.Stwora@co.dakota.mn.us with the subject line "DC Landfill Host Community ELF Grant Program." All applications will receive an electronic confirmation of receipt from Dakota County Staff.

Community Hosts
Landfill



- Odor
- Noise
- Air Pollutants
- Unsightliness
- Heavy truck traffic
- Litter



- Suppressed property values
- Costlier road repairs
- Increased obstacles to development and redevelopment
- Lower tax base/higher rates for host school district and city



Landfill Host
Community
Environmental
Legacy Fund (ELF)
Grant
Pilot Program

Award Process

Applications will be due March 16, 2018. The Physical Development Committee of the Whole will review the applications on April 17, 2018. After reviewing the applications, the County Board may select and award the grant dollars.

Applications Open	Applications Due	County Review Process and Award
January 23, 2018	March 16, 2018	April 17, 2018 Physical Development Committee of the Whole Meeting April 24, 2018 County Board Meeting

Landfill Host Community



Environmental Legacy Fund (ELF) Grant

Pilot Program Application

Organization:	
Contact:	
Contact Email:	
Contact Phone:	
Expenditure Category (page 3):	
Collaborators: Partner Organizations, research institutions, state/federal agencies, non-profits, local businesses, etc.	
Funding Background: Additional grants, private investment, or organizational match funds for the project.	
Statement of Need: <i>Describe what the program or project will attempt to address and the population that will be served.</i>	
Program Description: <i>Describe the project or program including information on how it will be implemented. Include information on what the desired outcome is.</i>	

Goals and Objectives: *Describe the project objectives in measurable terms.*

Budget: *Include in the budget all expenses for your project to including necessary training costs including any co-funding from other sources.*

Evaluation: *Provide information on the metrics that will be used to determine the effectiveness of the project or program.*

Appendix:

Include the staff qualifications, certifications, and skills. Describe the organization and include information indicating the organization's capacity to implement and sustain the program.

Attach any relevant items in the appendix including letters of support, research support, organizational collateral, annual reports, etc.

