



AGENDA

PINE COUNTY BOARD OF COMMISSIONERS SPECIAL MEETING-COMMITTEE OF THE WHOLE

District 1	Commissioner Hallan
District 2	Commissioner Mohr
District 3	Commissioner Lovgren
District 4	Commissioner Waldhalm
District 5	Commissioner Ludwig

Tuesday, March 14, 2023, 9:00 a.m.
Board Room, Pine County Courthouse
635 Northridge Drive NW
Pine City, Minnesota

Notice of Participation via Interactive Technology

Pine County Commissioner JJ Waldhalm will be attending the Pine County Board of Commissioners Special Meeting – Committee of the Whole Meeting on Tuesday, March 14, 2023 at 9:00 a.m. via interactive technology, pursuant to Minnesota Statute 13D.02. Commissioner Waldhalm will be seen and heard at the meeting via electronic means and will participate from 904 Calle Cruz Roja, Barrio Obrero, Arecibo, PR

Click the link on the county website (www.co.pine.mn.us) for more information and to watch a live stream broadcast of the meeting.

1. Call meeting to order
2. Pledge of Allegiance
3. I-35 (Hinckley) Traffic and Tribal Economy Business Park Feasibility Study
Lezlie Sauter, Pine County - Economic Development Coordinator
John Shardlow, Stantec - Senior Principal
Beth Gruber, Mille Lacs Corporate Ventures - Director of Planning & Community Engagement
4. Recycling and Solid Waste Management
Caleb Anderson, Pine County - Land & Resources Manager
Discussion and direction on program/service changes to the 2023 Pine County Recycling Program contract.
5. Land Advisory Committee Report (Minutes Attached)
The Land Advisory Committee met March 1, 2023 and recommended approval of the following resolutions and authorization for the Board Chair and County Administrator to sign:
 - A. 2023 Tax Forfeit Land Classification (Non Conservation)
Resolution 2023-13 to classify the attached list of lands as non-conservation lands, allow the distribution of lands to local government for review, and requests approval from the Minnesota DNR for the sale of the attached list of non-conservation lands.
 - B. Withdraw of 2022 Land Sale Parcels
Resolution 2023-14 and to allow Pine County to withdraw from sale all unsold parcels of land from past tax-forfeit public land auctions, including the September 16, 2022 tax forfeit

land auction, as well all those unsold parcels that were offered at auction and limited to adjoining landowners.

C. Homestead Property Repurchase and Contract Reinstatement Deadline

Resolution 2023-15 to establish that all application requests and for repurchases and contract reinstatements must be submitted to the Pine County Auditor's Office by a deadline of July 25, 2023. After July 25, 2023, no written application request for the repurchase or contract reinstatement will be accepted for those lands to be conveyed, sold, or offered at auction in the year 2023.

D. Set Aside of Tax Forfeit/Timber Sale Revenues

Resolution 2023-16 to set aside:

- five percent (5%) of tax forfeit land sale revenues for the purposes of blight clean up,
- five percent (5%) of tax forfeit land sale and timber sale revenues for purposes of timber development, and
- twenty percent (20%) of tax forfeit land sale and timber sale revenues for the purposes of acquisition and maintenance of county parks or recreational areas.

E. Grant an Easement on the Abandoned Dosey Town Road

Resolution 2023-20 granting a nonexclusive public easement for the purposes of utilities, roadway, and recreational trail use, over, under, and across an abandoned town road on tax-forfeited property as located in Sections 3 and 11 of Township 43 North, Range 16 West; or as described: the south 33 feet of the Southwest $\frac{1}{4}$ and the south 33 feet of the Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ in Section 3, Township 43 North, Range 16 West and the north 33 feet of the Northwest $\frac{1}{4}$ and the north 33 feet of the Northeast $\frac{1}{4}$ of Northeast $\frac{1}{4}$ in Section 11, Township 43 North, Range 16 West of the Fourth Principal Meridian, Pine County, Minnesota.

6. County Board Strategic Planning Review

Lezlie Sauter, Pine County - Economic Development Coordinator

7. Adjourn

Traffic Study and Tribal Economy Business Park Feasibility Study



Prepared for: Mille Lacs Corporate Ventures (MLCV), in cooperation with
Pine County, and the City of Hinckley, Minnesota

Prepared by: Stantec Consulting Ltd.



December, 2022



TABLE OF CONTENTS



1. Background & Introduction	1
Purpose, Framework for Study	1
2. Traffic Analysis	2
Existing Conditions	4
Traffic Forecasts	8
Traffic Analysis	11
3. Market Analysis	15
Demographics	15
Economy & Employment	16
Business Park Location and Competitive Context	18
Demand Indicators	20
Research Interviews	21
Key Findings	22
4. Business Park Concept Plan	23
5. Economic Impact Analysis	24
6. Identification of Alternative Access Improvements	28
Planning Level Costs Estimates	33
Cost Escalation	33
Environmental Scan	35
7. Next Steps, Planning Grant, Environmental Review, Interstate Access	
Request (IAR)	41
8. Next Step, Implementation	42
9. Identification & Prioritization of Funding Alternatives	44
Planning	44
Construction	46

APPENDIX:

Appendix A: Access Improvements	58
Appendix B: Memo on Access to the Interstate System	60

BACKGROUND & INTRODUCTION

1

Mille Lacs Corporate Ventures (MLCV) has identified an opportunity to establish improved access off I-35 in southern Hinckley, Minnesota. They have acquired the former Mission Creek Amusement Park property. The new access improvements would not only support the development of a new Tribal Economy Business Park, but also improve traffic flow through the existing business district on Trunk Highway (TH) 48 and Grand Casino Hinckley.

The underlying objective for this initiative is to create business opportunities and improve the poverty rates within the tribal economy. A new and improved transportation connection is being evaluated to see if it can help provide a much-needed economic boost to the area.

MLCV views the improved traffic corridor as a key to the long-term growth for a key community within the Mille Lacs Tribal Economy, as well as the City of Hinckley, Pine County, and other local municipalities. Consequently, they have approached the exploration of these opportunities in partnership with the broader regional community. The recruitment of outside investment and the nurturing and growth of the local market will benefit the entire area.

It is well known that the TH 48/I-35 interchange becomes congested at times, especially on summer weekends. The new transportation improvements must provide access to shovel-ready and turnkey real estate development sites, without overburdening the TH 48 interchange. In addition to serving a new Tribal Economy Business Park, the transportation improvements should open land for attractive residential neighborhoods to the east and provide additional capacity to support through traffic. In addition to reducing congestion on TH 48, the improvements should also provide a connection to the Willard Munger Trailhead which is a collection of multiple use trails between Hinckley and Duluth.

This report summarizes the planning process, including the analysis of traffic conditions, the identification of alternative access improvements and roadway corridors, high level cost estimates, environmental features and other considerations. It also includes summaries of market research and economic impact analysis and the identification of potential funding sources. It concludes with a set of recommendations for the next steps and implementation strategies.



Proposed Business Park Location



View within the proposed business park property

A Traffic Study was completed to evaluate the impacts of a potential business park located in Hinckley, MN. Weekday a.m. and p.m. peak hour traffic impacts were examined at the following intersections:

- I-35 southbound ramps/TH 48
- I-35 northbound ramps/TH 48
- TH 48/Weber Avenue
- TH 48/Morris Avenue (CR 134)
- TH 48/Lady Luck Drive
- TH 48/Hinckley Road (CSAH 15)
- Morris Avenue (CR 134)/Sikkink Road (CR 133)
- Hinckley Road (CSAH 15)/Sikkink Road (CR 133)

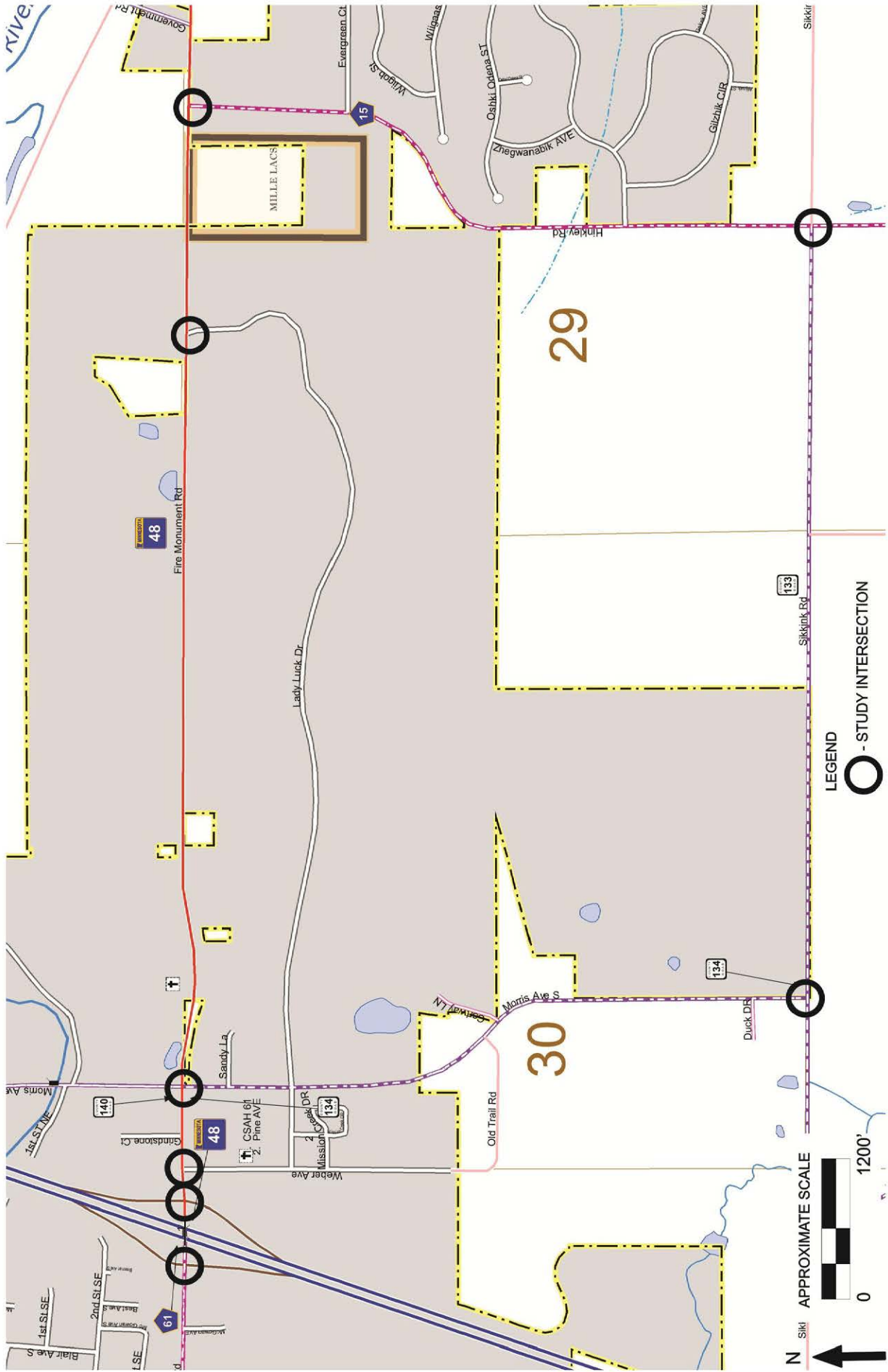
These intersection locations are shown in **Figure 2.1**.

Development Scenario Characteristics

The business park is assumed to consist of 50 percent manufacturing uses and 50 percent warehouse uses. The development scenario used for the traffic study assumes 2/3 of the entire business park would be complete within 20 years. The land uses and sizes used for the traffic study consist of the following:

- 500,558 square feet of manufacturing
- 500,558 square feet of warehouse

Access for the business park is provided on Weber Avenue at Old Trail Road.



EXISTING CONDITIONS

The proposed project site is currently undeveloped open space. Existing conditions at intersections included in the study are described below.

I-35 southbound ramps/TH 48

This four legged intersection is controlled with a traffic signal. The eastbound approach provides one through/right turn lane. The westbound approach provides one left turn lane and one through lane. The southbound approach provides one left turn/through lane and one right turn lane. The south leg of the intersection serves as the southbound entrance ramp to I-35.



I-35 southbound ramps/TH 48

I-35 northbound ramps/TH 48

This four legged intersection is controlled with a traffic signal. The eastbound approach provides one left lane and one through lane. The westbound approach provides two through lanes and one right turn lane. The northbound approach provides one left turn/through lane and two right turn lanes. The north leg of the intersection serves as the northbound entrance ramp to I-35.



I-35 northbound ramps/TH 48

TH 48/Weber Avenue

This three legged intersection is controlled with a traffic signal. The eastbound approach provides one through lane and one through/right turn lane. The westbound approach provides one left turn lane and two through lanes. The northbound approach provides one left turn lane and one right turn lane.

TH 48/Morris Avenue (CR 134)

This four legged intersection is controlled with a traffic signal. The eastbound and westbound approaches provide one left turn lane, one through lane, and one right turn lane. The northbound and southbound approaches provide one left turn lane and one through/right turn lane.



Intersection at TH 48 and Morris Avenue

TH 48/Lady Luck Drive

This three legged intersection is controlled with a traffic signal. The eastbound approach provides one through lane and one right turn lane. The westbound approach provides one left turn lane and one through lane. The northbound approach provides one left turn lane and one right turn lane.

TH 48/Hinckley Road (CSAH 15)

This three legged intersection is controlled with a stop sign on the northbound approach. The eastbound approach provides one through lane and one right turn lane. The westbound approach provides one left turn lane and one through lane. The northbound approach provides one left turn lane and one right turn lane.

Morris Avenue (CR 134)/Sikkink Road (CR 133)

This three legged intersection is controlled with a stop sign on the southbound approach. The eastbound approach provides one lane shared by left turn and through movements. The westbound approach provides one lane shared by through and right turn movements. The southbound approach provides one lane shared by left turn and right turn movements.

Hinckley Road (CSAH 15)/Sikkink Road (CR 133)

This three legged intersection is controlled with a stop sign on the eastbound approach. The northbound approach provides one lane shared by left turn and through movements. The southbound approach provides one through lane and one right turn lane. The eastbound approach provides one lane shared by left turn and right turn movements.



Intersection at Sikkink Road and Hinckley Road

Traffic Volume Data

Turn movement counts at each intersection were collected in April/May and June to determine the amount of seasonal variability at this location. Data was first collected on Thursday, April 28, 2022 through Sunday, May 1, 2022 and then again on Thursday, June 16, 2022 through Sunday, June 19, 2022. Data was collected on weekdays and weekend days to document the day of week variability at this location.

A comparison of the April and June data shows the June data was higher during all time periods except the Friday a.m. peak, when the April data was slightly higher. The comparison of total entering volume at each intersection is shown in **Tables 2.1, 2.2, and 2.3**.

Table 2.1. Weekday A.M. Peak Hour Total Entering Volume by Intersection

Intersection	Thursday		Friday	
	4/28/22	6/16/22	4/29/22	6/17/22
	800-900	800-900	800-900	800-900
I-35 SB ramp/TH 48	551	576	665	542
I-35 NB ramp/TH 48	744	795	828	842
TH 48/Weber	607	627	627	687
TH 48/Morris	576	584	654	623
TH 48/Lady Luck	373	361	400	349
TH 48/CSAH 15	247	288	256	292
Morris/Sikkink	29	24	13	16
CSAH 15/Sikkink	60	49	51	51
Total	3187	3304	3494	3402
		+3.7%	+2.7%	

Table 2.2. Weekday P.M. Peak Hour Total Entering Volume by Intersection

Intersection	Thursday		Friday	
	4/28/22	6/16/22	4/29/22	6/17/22
	400-500	400-500	430-530	415-515
I-35 SB ramp/TH 48	844	973	1144	1168
I-35 NB ramp/TH 48	1070	1354	1726	2018
TH 48/Weber	886	1148	1330	1738
TH 48/Morris	801	966	1254	1544
TH 48/Lady Luck	540	677	850	1076
TH 48/CSAH 15	442	503	587	834
Morris/Sikkink	36	29	31	58
CSAH 15/Sikkink	91	95	104	152
Total	4710	5745	7026	8588
		+22.0%		+22.2%



Intersection at I-35 Northbound Ramp and TH 48

Table 2.3. Weekend Peak Hour Total Entering Volume by Intersection

Intersection	Thursday		Friday	
	4/30/22	6/18/22	5/1/22	6/19/22
	400-500	400-500	430-530	415-515
I-35 SB ramp/TH 48	1080	1253	1211	1669
I-35 NB ramp/TH 48	1446	1896	1519	2157
TH 48/Weber	1009	1599	1256	1874
TH 48/Morris	1055	1456	1004	1682
TH 48/Lady Luck	812	954	673	1052
TH 48/CSAH 15	405	630	481	766
Morris/Sikkink	27	29	23	45
CSAH 15/Sikkink	96	95	104	133
Total	5930	7912	6271	9378
		+33.4%		+49.5%

The Friday data was used for the traffic forecasts as it represents the worst case weekday scenario. The weekend data was not used because the business park uses will have minimal operations on weekends.

Crash Data

Crash data for the five-year period between 1/1/2017 and 12/31/2021 was obtained from the Minnesota Crash Mapping Analysis Tool (MnCMAT2) for the study area. **Table 2.4** shows the total number of reported crashes and severity during this five-year period. The location of crashes within the study area is shown in **Figure 2.2**.

Table 2.4. Crash Number and Severity 2017 – 2021

	Number of Crashes					
	Personal Injury*				Property Damage	Total Crashes
	Fatal	Type A	Type B	Type C		
Study Area	1	1	5	11	74	92

*Personal Injury Crashes include Type A (Serious Injury), Type B (Minor Injury), and Type C (Possible Injury).

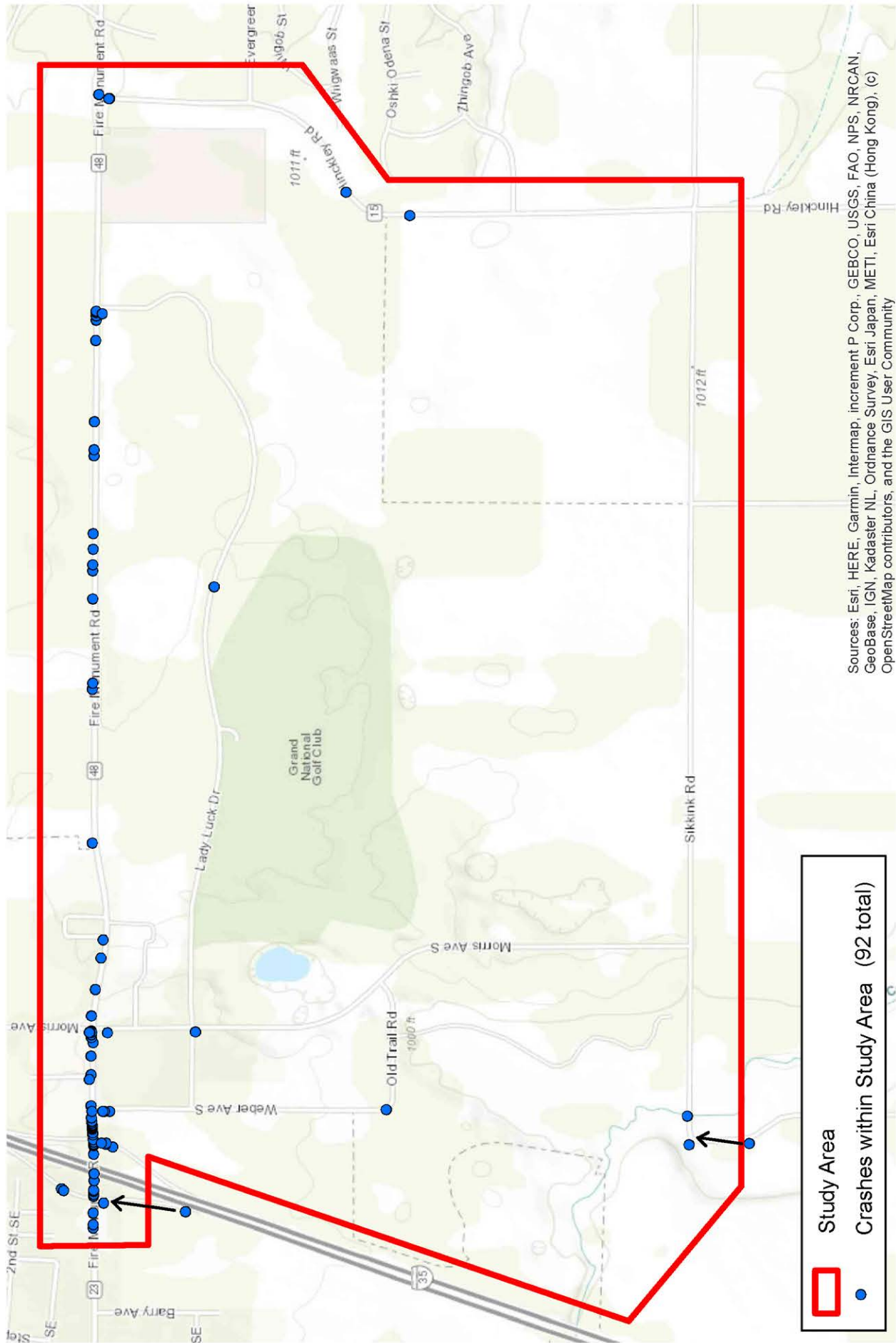


Figure 2.2
Crash Locations

Traffic Study and Tribal Economy
Business Park Feasibility Study

Crash Patterns:

- The majority of crashes (61%) occurred in the area between the I-35 southbound ramp/TH 48 intersection and the TH 48/Morris Avenue intersection. 29% of the crashes occurred on TH 48 east of Morris Avenue to Hinckley Road. 10% of the crashes occurred on the local road system south of TH 48.
- The fatal crash occurred on TH 48 approximately mid-way between Morris Avenue and Hinckley Road. The speed limit increases to 50 miles per hour east of Morris Avenue.
- The majority of crashes (80%) were property damage only.

TRAFFIC FORECASTS

Traffic Forecast Scenarios

To adequately address the impacts of the business park, forecasts and analyses were completed for the year 2042. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- 2022 Existing. Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses near the project site.
- 2042 No-Build. Existing traffic volumes were increased by 0.5 percent per year to determine 2042 No-Build volumes. This growth rate was calculated based on recent growth experienced near the site and projected growth in the area.
- 2042 Build. Trips generated by the business park were added to the 2042 No-Build volumes to determine 2042 Build volumes.

Trip Generation for Proposed Project

The expected new development trips were calculated based on data presented in Trip Generation, Eleventh Edition, published by the Institute of Transportation Engineers. These calculations represent total trips that will be generated by the proposed development. The resultant trip generation estimates are shown in **Table 2.5**.

Table 2.5. Weekday Trip Generation for Proposed Project

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	Total
Manufacturing (ITE code 140)	500,558 SF	258	82	340	114	256	370	2378
Warehousing (ITE code 150)	500,558 SF	65	20	85	25	65	90	856
Totals	1,001,116 SF	323	102	425	139	321	460	3234

Note: SF=square feet

Trip Distribution Percentages

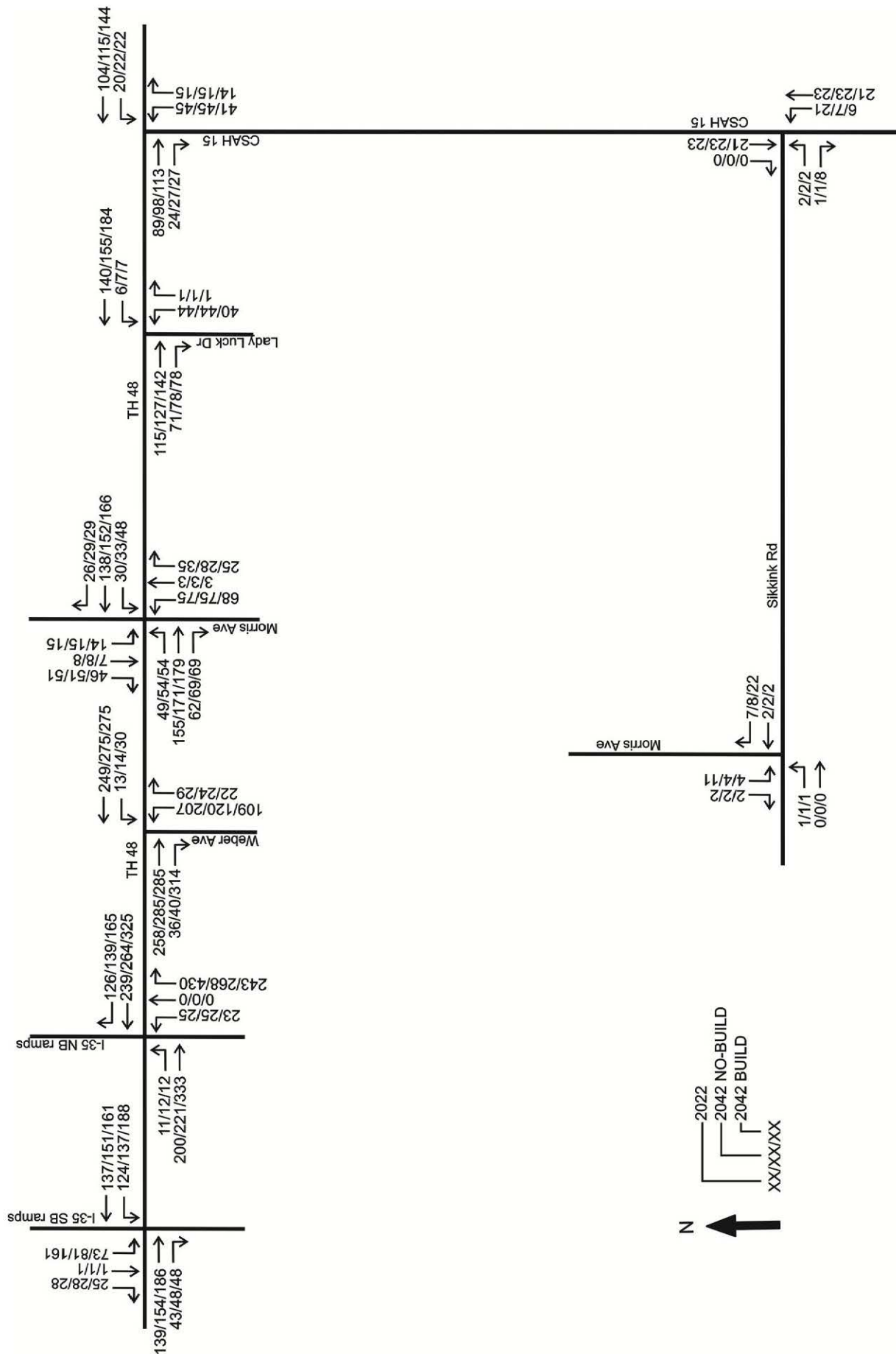
Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

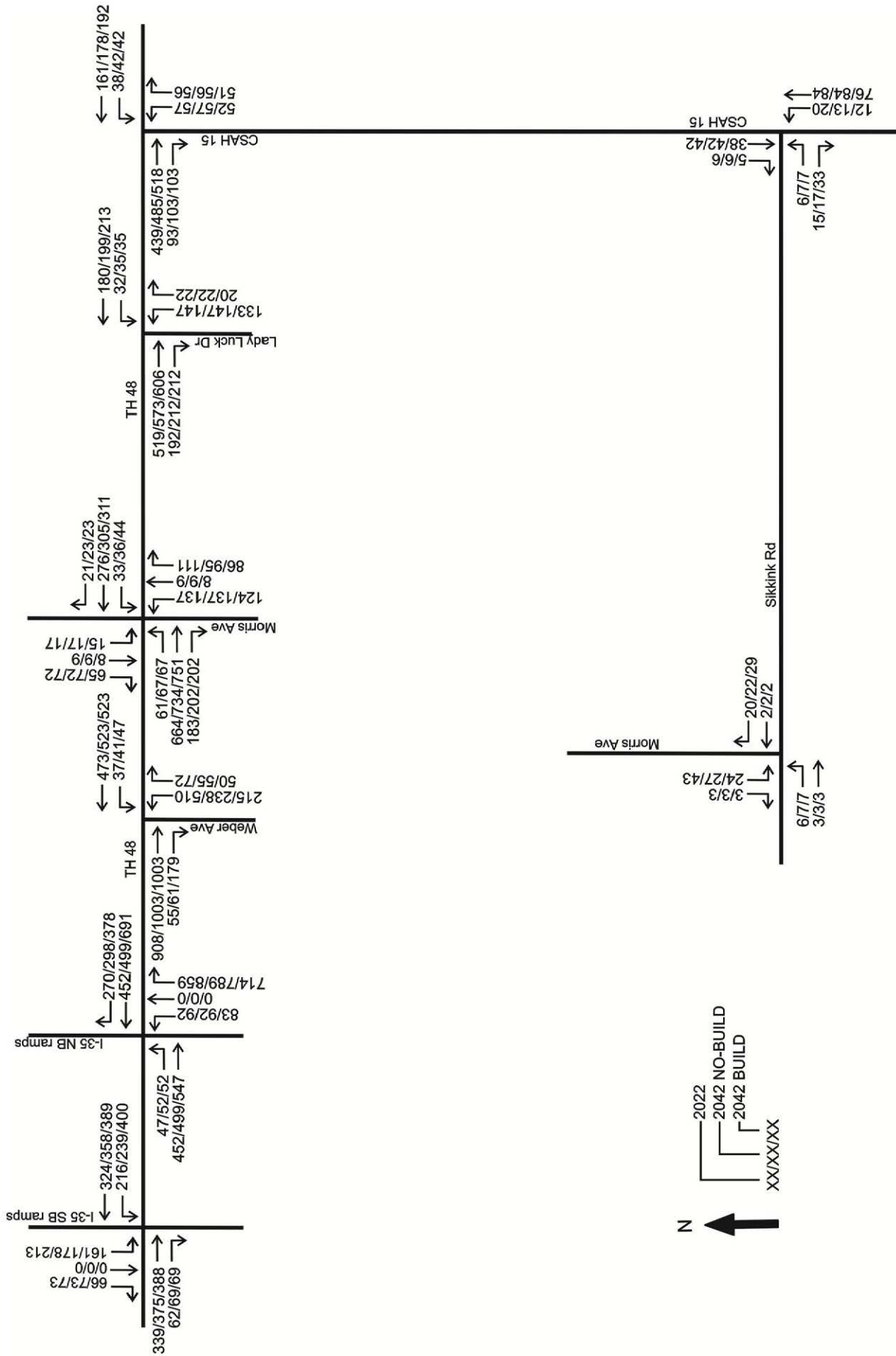
The distribution percentages for trips generated by the proposed development are described below:

- 25 percent to/from the north on I-35
- 40 percent to/from the south on I-35
- 10 percent to/from the west on TH 23
- 10 percent to/from the west on CSAH 61
- 10 percent to/from the east on TH 48
- 5 percent to/from the south on CSAH 15

Traffic Volumes

Development trips from **Table 2.5** were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant peak hour volumes are shown in **Figures 2.3** and **2.4**.





TRAFFIC ANALYSIS

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. **Tables 2.6, 2.7, and 2.8** shows the LOS results for 2022 Existing Conditions, 2042 No Build Conditions, and 2042 Build Conditions.

The following is a detailed description of the conditions described by each LOS designation:

- **Level of service A** corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- **Level of service B** represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- **Level of service C** depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- **Level of service D** corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- **Level of service E** represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- **Level of service F** represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.



Intersection at TH 48 and Morris Avenue

Table 2.6. LOS Results - 2022 Existing Conditions

Intersection	Direction	AM			PM		
		Delay/ Vehicle*	APPR LOS	LOS*	Delay/ Vehicle*	APPR LOS	LOS*
I-35 southbound ramps/ TH 48	EB	14.0	B	B (11.8)	29.6	C	C (30.1)
	WB	3.4	A		20.6	C	
	SB	29.8	C		53.0	D	
I-35 northbound ramps/ TH 48	EB	0.4	A	B (10.7)	2.0	A	C (31.1)
	WB	0.2	A		0.7	A	
	NB	33.5	C		76.8	E	
TH 48/ Weber Ave	EB	0.5	A	A (8.5)	19.2	B	B (19.0)
	WB	2.8	A		1.1	A	
	NB	38.0	D		52.8	D	
TH 48/ Morris Ave (CR 134)	EB	6.3	A	A (7.4)	2.6	A	B (12.6)
	WB	6.2	A		9.6	A	
	NB	11.2	B		47.3	D	
	SB	10.5	B		41.5	D	
TH 48/ Lady Luck Dr	EB	3.8	A	A (5.2)	9.4	A	A (9.7)
	WB	3.9	A		6.3	A	
	SB	14.0	B		15.3	B	
TH 48/ Hinckley Rd (CSAH 15)	EB	0.0	A	A (2.4)	0.0	A	A (2.1)
	WB	1.2	A		1.7	A	
	SB	9.9	A		13.8	B	
Morris Ave (CR 134)/ Sikkink Rd (CR 133)	EB	7.3	A	A (3.7)	4.9	A	A (4.9)
	WB	0.0	A		0.0	A	
	SB	8.6	A		8.8	A	
Hinckley Rd (CSAH 15)/ Sikkink Rd (CR 133)	EB	8.8	A	A (1.4)	8.9	A	A (1.8)
	WB	1.6	A		1.0	A	
	SB	0.0	A		0.0	A	



Table 2.7. LOS Results - 2042 No Build Conditions

Intersection	Direction	AM			PM		
		Delay/ Vehicle*	APPR LOS	LOS*	Delay/ Vehicle*	APPR LOS	LOS*
I-35 southbound ramps/ TH 48	EB	14.4	B	B (12.1)	31.9	C	C (31.8)
	WB	3.7	A		23.1	C	
	SB	29.9	C		52.1	D	
I-35 northbound ramps/ TH 48	EB	0.4	A	B (10.9)	2.2	A	D (44.6)
	WB	0.2	A		0.9	A	
	NB	34.1	C		110.7	F	
TH 48/ Weber Ave	EB	0.7	A	A (8.6)	21.1	B	C (20.1)
	WB	3.1	A		1.4	A	
	NB	37.3	D		52.7	D	
TH 48/ Morris Ave (CR 134)	EB	6.5	A	A (7.7)	3.6	A	B (13.3)
	WB	6.4	A		10.8	B	
	NB	11.3	B		46.4	D	
	SB	10.5	B		40.2	D	
TH 48/ Lady Luck Dr	EB	4.0	A	A (5.4)	9.9	A	B (10.4)
	WB	4.1	A		6.3	A	
	SB	13.8	B		18.5	B	
TH 48/ Hinckley Rd (CSAH 15)	EB	0.0	A	A (2.4)	0.0	A	A (2.2)
	WB	1.2	A		1.7	A	
	SB	10.2	A		14.8	B	
Morris Ave (CR 134)/ Sikkink Rd (CR 133)	EB	7.3	A	A (3.5)	5.1	A	A (5.0)
	WB	0.0	A		0.0	A	
	SB	8.6	A		8.9	A	
Hinckley Rd (CSAH 15)/ Sikkink Rd (CR 133)	EB	8.8	A	A (1.4)	9.0	A	A (1.9)
	WB	1.7	A		1.0	A	
	SB	0.0	A		0.0	A	



Table 2.8. LOS Results - 2042 Build Conditions

Intersection	Direction	AM			PM		
		Delay/ Vehicle*	APPR LOS	LOS*	Delay/ Vehicle*	APPR LOS	LOS*
I-35 southbound ramps/ TH 48	EB	15.1	B	B (16.4)	32.7	C	C (34.9)
	WB	6.0	A		30.2	C	
	SB	37.0	C		51.3	D	
I-35 northbound ramps/ TH 48	EB	0.7	A	B (17.8)	2.3	A	D (54.7)
	WB	0.3	A		0.9	A	
	NB	49.5	D		148.2	F	
TH 48/ Weber Ave	EB	1.0	A	A (9.1)	25.4	C	D (42.1)
	WB	4.8	A		2.1	A	
	NB	35.2	D		114.9	F	
TH 48/ Morris Ave (CR 134)	EB	6.7	A	A (7.7)	2.9	A	B (13.1)
	WB	6.7	A		10.9	A	
	NB	11.2	B		46.6	D	
	SB	10.5	B		40.4	D	
TH 48/ Lady Luck Dr	EB	4.1	A	A (5.3)	9.9	A	A (10.4)
	WB	4.3	A		6.3	A	
	SB	13.8	B		18.5	B	
TH 48/ Hinckley Rd (CSAH 15)	EB	0.0	A	A (2.2)	0.0	A	A (2.4)
	WB	1.0	A		2.2	A	
	SB	10.5	A		15.9	C	
Morris Ave (CR 134)/ Sikkink Rd (CR 133)	EB	7.3	A	A (3.2)	5.1	A	A (5.3)
	WB	0.0	A		0.0	A	
	SB	8.7	A		9.0	A	
Hinckley Rd (CSAH 15)/ Sikkink Rd (CR 133)	EB	8.6	A	A (3.1)	9.0	A	A (2.6)
	WB	3.5	A		1.4	A	
	SB	0.0	A		0.0	A	

- **2022 Existing** – All approaches operate at LOS D or better during the a.m. and p.m. peak hours except the northbound approach at I-35 northbound ramps/TH48, which operates at LOS E during the p.m. peak hour.
- **2042 No Build** – All approaches operate at LOS D or better during the a.m. and p.m. peak hours except the northbound approach at I-35 northbound ramps/TH48, which operates at LOS F during the p.m. peak hour.
- **2042 Build** – All approaches operate at LOS D or better during the a.m. and p.m. peak hours except the northbound approaches at I-35 northbound ramps/TH48 and TH 48/Weber Avenue, which operate at LOS F during the p.m. peak hour.

This focus of this chapter is the research and analysis done to understand the market context and demand for prospective industrial development at the proposed business park.

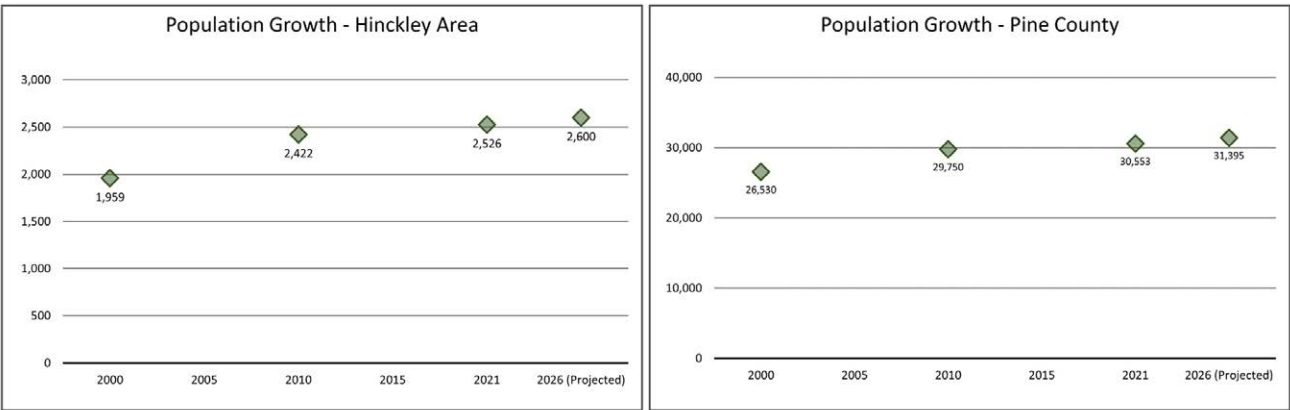
DEMOGRAPHICS

Population growth is a development driver and an attraction for businesses. A growing population requires housing, goods and services.

As illustrated in **Figure 3.1**, the residential population in the Hinckley area and Pine County have shown steady, modest growth over time.

(Note that in this section of the report, the “Hinckley Area” is defined as a radius of three miles from the I-35/TH 48 interchange.)

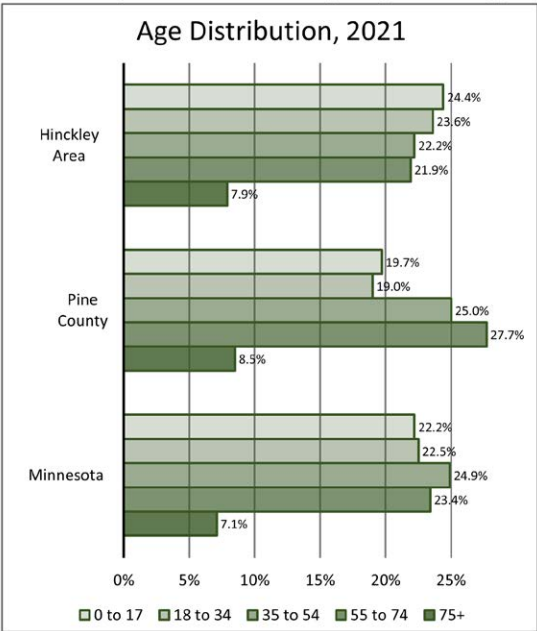
Figure 3.1. Population Growth, Hinckley Area and Pine County, 2000 to 2026 (projected).



Source: OnTheMap, US Census Bureau

Age. Figure 3.2 shows the age distribution for the population of the Hinckley Area compared with the population of Pine County and the State of Minnesota as a whole. Children in the Hinckley Area represent a greater share of the population than in the comparison geographies. The Hinckley Area is generally a much younger demographic compared to the rest of Pine County.

Figure 3.2. Age Distribution – Hinckley Area, Pine County, Minnesota



Source: ESRI Business Analyst

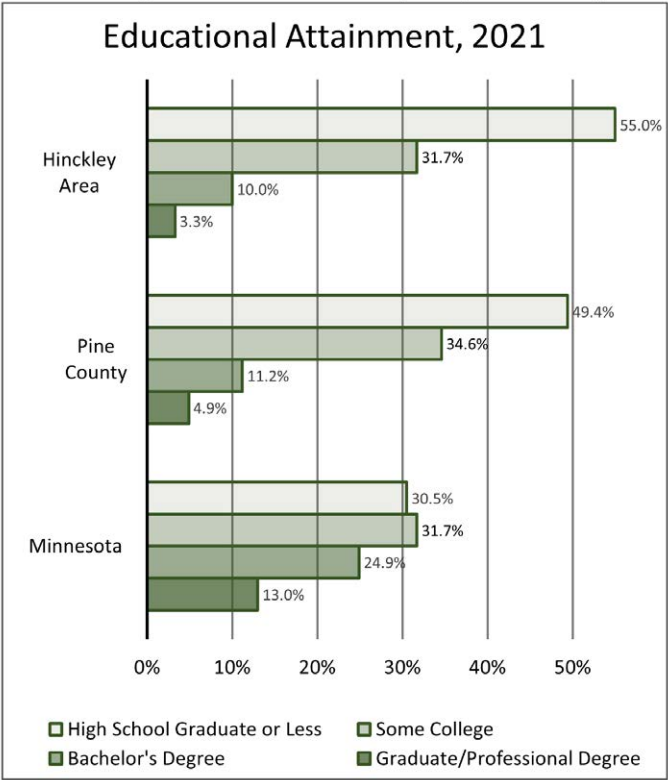
Education. Education levels in the Hinckley Area, and Pine County in general, are much lower than average for the state of Minnesota. Over half of the 25 and older population in the Hinckley area do not have any post-high school education.

ECONOMY AND EMPLOYMENT

Job growth.

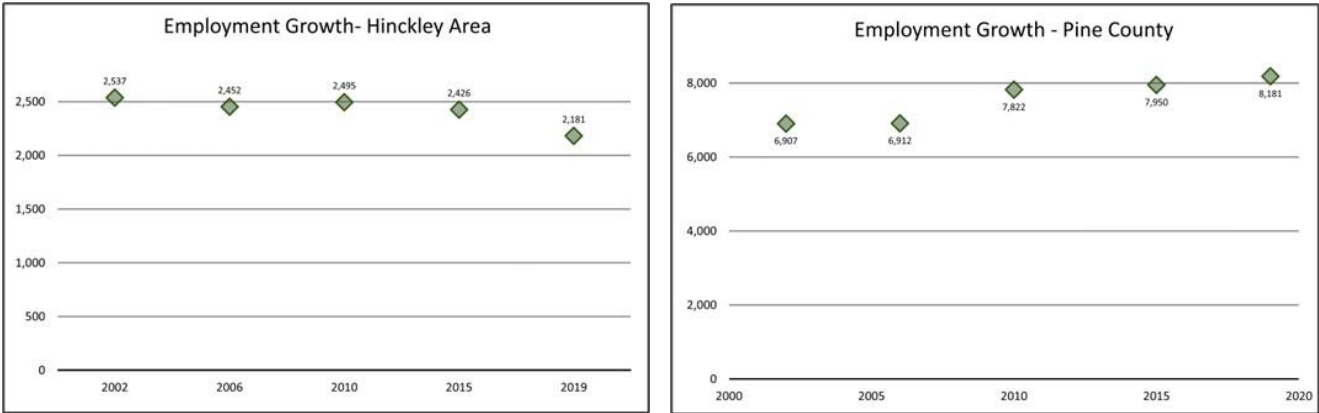
Job growth is a development driver. A growing job base brings daytime population, increases local business spending, and stimulates housing production for employees that want to live near their jobs. **Figure 3.4** shows that employment has grown in Pine County overall. Employment in the Hinckley Area declined slightly after 2015, but the Hinckley Area is still the location of over a quarter of all Pine County jobs. The Grand Casino Hinckley is the largest single employer in the Hinckley Area.

Figure 3.3. Educational Attainment – Hinckley Area, Pine County, Minnesota



Source: ESRI Business Analyst

Figure 3.4. Employment Growth – Hinckley Area, Pine County, Minnesota



Source: OnTheMap, US Census Bureau

Employment inflow, outflow

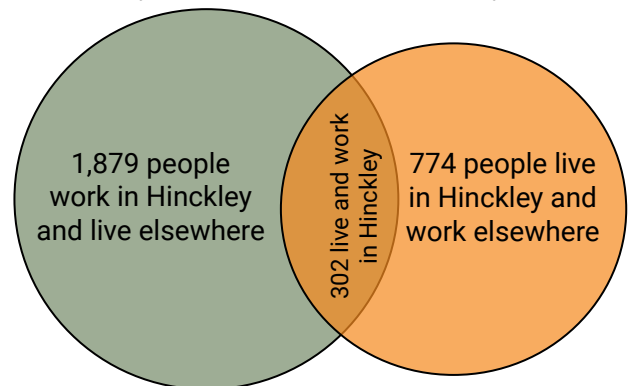
Another indicator of the strength of the Hinckley Area's employment strength is the number of workers who live in the Hinckley Area and commute outside of the area to work, compared to the number of workers who live outside the Hinckley Area and commute into the Hinckley Area to work. **Figure 3.5** illustrates the disparity between employment inflow and outflow.

Many more workers come into Hinckley to work than leave Hinckley for work.

Economic Base

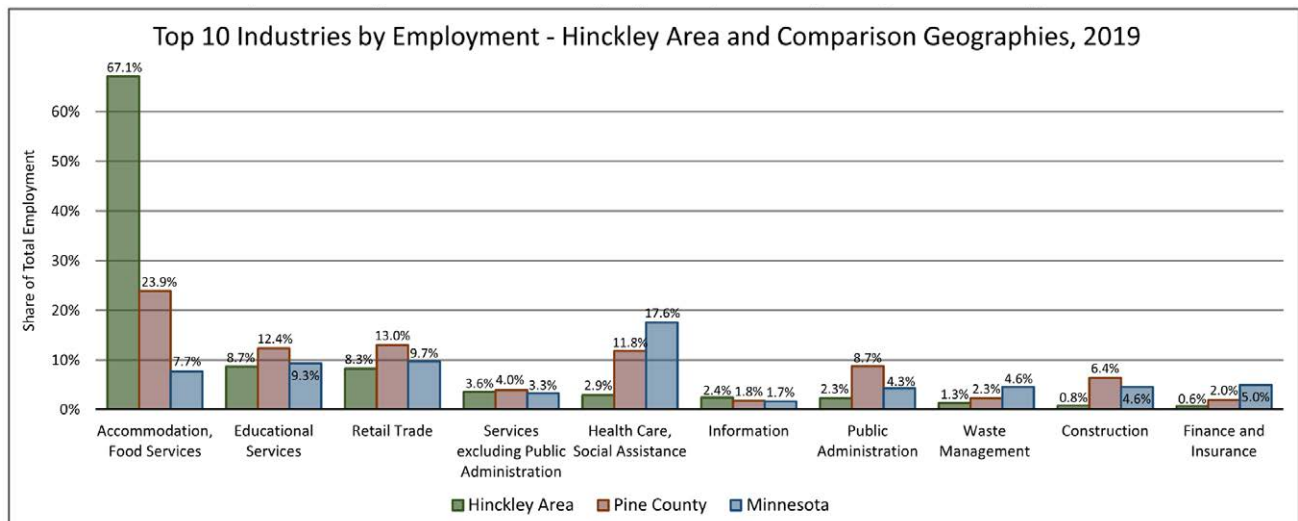
One way to characterize a local economy is to note the distribution of its jobs among 20 major industry sectors. **Figure 3.6** shows the top ten industry sectors in the Hinckley Area, and the share of jobs that fall within each of the industry sectors. It compares that distribution of jobs with the job distribution of Pine County as a whole, and the State of Minnesota.

Figure 3.5. Employment Inflow and Outflow, Hinckley Area, 2019



Source: OnTheMap, US Census Bureau

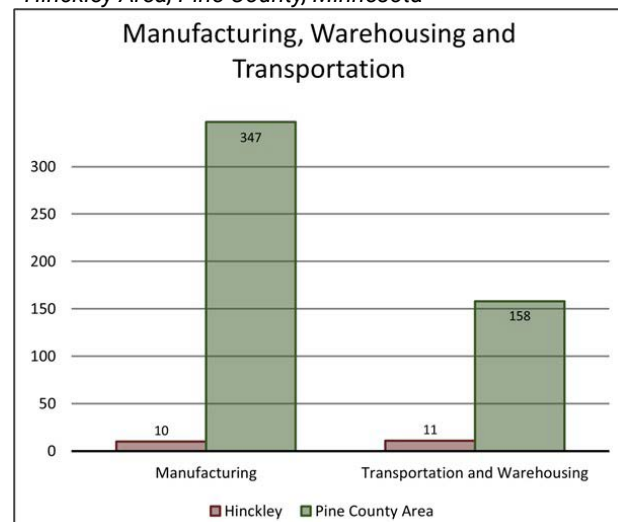
Figure 3.6. Industry Sectors by Share of Total Employment, Hinckley Area, Pine County, Minnesota



Source: OnTheMap, US Census Bureau

Over two thirds of all Hinckley Area jobs are in the Accommodation and Food Services sector. That reflects the dominant role that Grand Casino Hinckley plays in employing the local workforce. Note that two industrial related industry sectors don't rise to the top ten list of industry sectors in the Hinckley Area—1) Manufacturing, and 2) Transportation and Warehousing. Those industries are more well represented in other parts of Pine County. **Figure 3.7** shows the number of jobs in those two sectors in the Hinckley Area, and in Pine County as a whole.

Figure 3.7. Manufacturing, Warehousing, and Transportation - Hinckley Area, Pine County, Minnesota

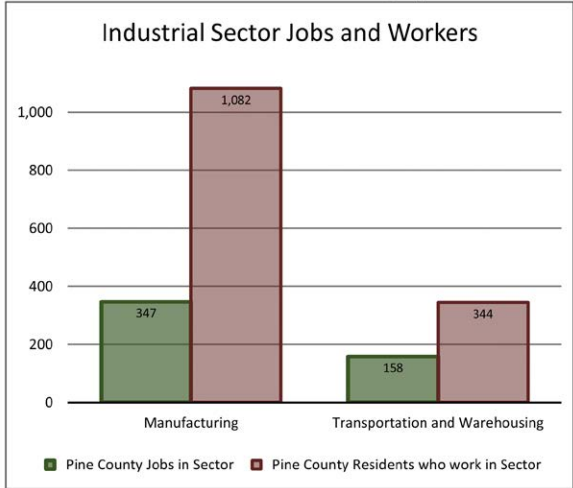


Source: OnTheMap, US Census Bureau

The chart shows that Pine County has a fair amount of industrial employment outside of the Hinckley Area. In general, however, most Pine County residents who work in industrial sectors work at industrial jobs that are outside of Pine County. **Figure 3.8** shows that Pine County has roughly three times as many residents that work in industrial sector jobs than the number of industrial sector jobs that are located in the county.

The presence of a local workforce that work in industrial sector jobs is a resource for a prospective industrial business that may want to locate in the Hinckley Area, because it offers the potential to attract workers who would otherwise travel outside the county to find an industrial job.

Figure 3.8. Industrial Jobs vs Residents Employed in Industrial Sectors, Pine County, 2019



Source: OnTheMap, US Census Bureau

BUSINESS PARK LOCATION AND COMPETITIVE CONTEXT

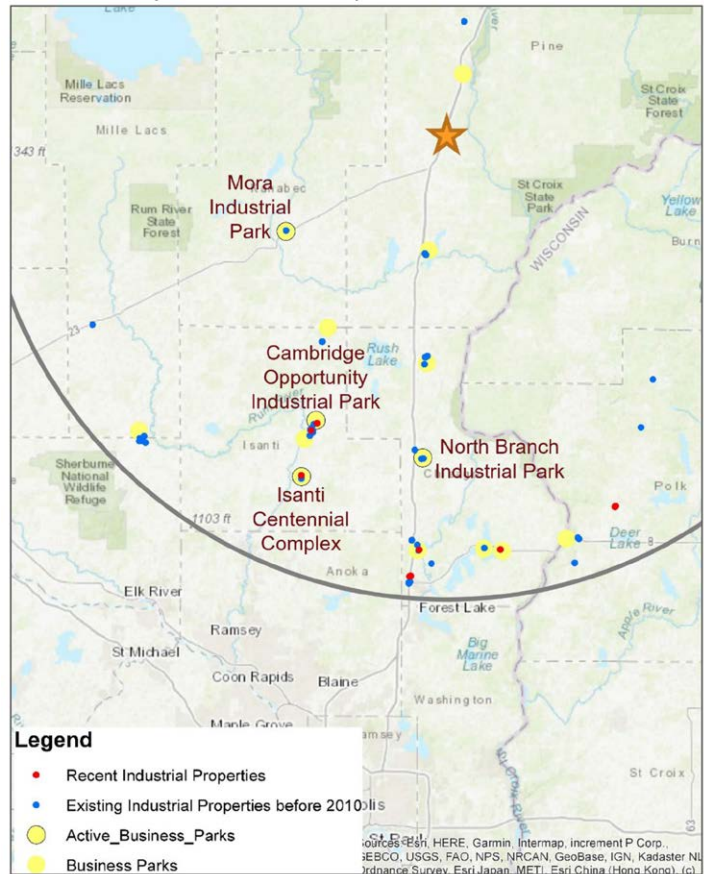
Locational characteristics. The location of the proposed business park is outside of the economic orbits of the Twin Cities to the South, and Duluth to the north; however, it has direct access to both regions via I-35. It also has convenient connections to the east via TH 48, and toward central Minnesota via TH 23.

Great visibility from the interstate benefits future businesses at the site. The size of the site is very large—over 130 acres. The land is relatively flat. There are wetlands delineated on the site, occupying roughly 11 acres of the site. But other environmental or geotechnical conditions that would pose challenges to construction are not evident in our initial review. Utility access is not readily available, and will require further analysis and investment.

Competitive context. **Figure 3.9** is a map that illustrates several aspects of the competitive context for a prospective business park. Within the illustrated 47 mile radius, the blue dots represent industrial properties that are 50,000 square feet or more in floor area, and were built before 2010. The red dots represent all of the industrial properties that were built in 2010 or later, and that are at least 10,000 square feet in area. The larger yellow discs represent all of the business or industrial parks that we were able to identify within the 47 mile radius. And those that are circled are the industrial parks that have had a new development in the last decade.

The competing business parks are some distance from the MLCV proposed business park. Most are located to the south, closer to economic fringe of the Twin Cities. The nearest industrial parks to the subject site are in Pine City to the south, and Sandstone to the north. Neither has seen significant new development in recent years. **Table 3.1** provides additional details relative to a subset of the comparison business parks.

Figure 3.9. Competitive Context of Proposed Business Park



Source: Costar, Stantec

Table 3.1. Comparison Industrial Parks

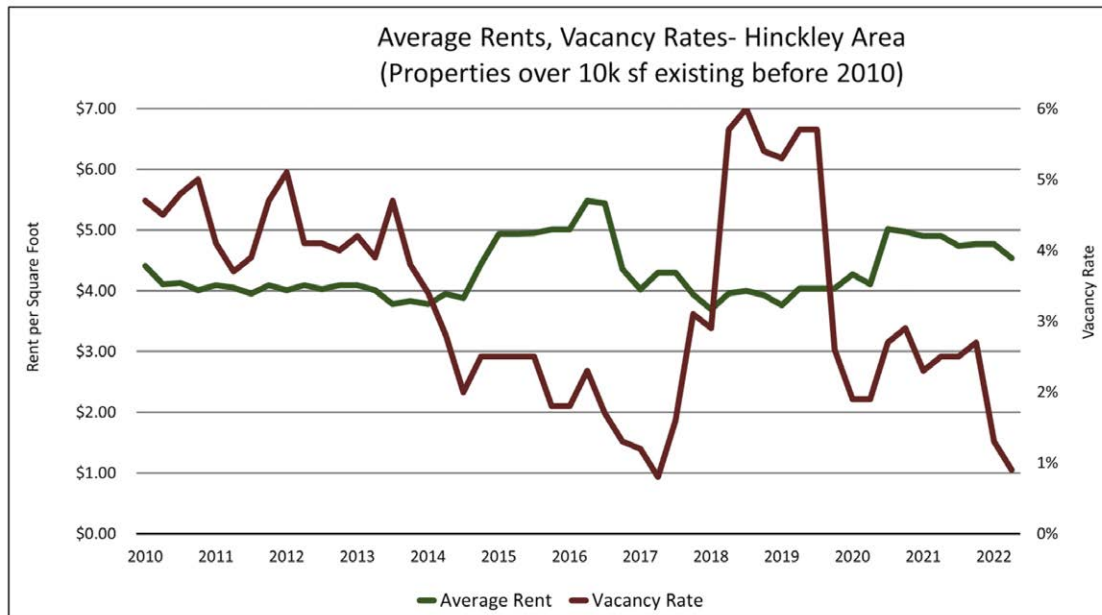
Industrial Parks	City	Address	Area	Land Price (psf)	Site access	Features
Cambridge Opportunity Industrial Park	Cambridge	1501 Kennedy St N	Lots 1.4 - 26 acres	\$1.50	Nearest Airport: 50 miles Nearest Rail: 1 miles Nearest Highway: 1 miles	Industrial, Business, in city limits, sub-dividable, phase 1 environmental audit complete, expandable...
Rum River Business Park	Cambridge	Rum River Drive	Lots 3.3 - 5.1 acres	\$1.50		Three vacant sites. Sites are zoned SR-III: Medical Professional
Isanti Centennial Complex	Isanti	701 E Dual Blvd NE	24 acres (lots 1.2 to 15.5 acres)	\$1.00	Nearest Airport: 45 miles Rail Access To Site Nearest Highway: 1 miles	Zoned Industrial (I-1) with potential industrial park expansions to north and west, fiber optic, Sewer, Water and Storm Water infrastructure in place, Regional storm water ponding system
Braham Industrial Park	Braham	421st Ave NE & Quail St	17 acres (7 lots available)	\$0.28	13 miles West of I-35, 2 miles east of Hwy 65 and west of Hwy 107	2 lots shovel ready certified, Tax increment financing, High speed internet, 3-phase electric on-site.
Mora Industrial Park	Mora	MN State Highways 65 & 23	32.8 acres (6 lots: 2.4 to 9.2 acres)	\$0.54	0 miles to Mora Municipal Airport; 52 miles to St. Cloud Regional Airport; 70 miles to MSP International Airport	Electricity: 12,470 volts, 3 phase power, KW transformer capacity up to 30,000 KVA. Water: 12 inch main @50 PSUG
North Branch Industrial Park	North Branch	Cty Rd 30 & 400th Street	252 acres (Lots 1 to 200 acres)	\$1.50	Located 30 Minutes from Twin Cities. County Road 30 just north of downtown and adjacent to I-35.	Opportunity Zone Approved; Shovel Ready Certified; Railway Access to St. Croix Valley Rail. Great Soil Conditions, Water, sewer, high-speed internet available, Investment Highlights, I-35 Visibility
Pine City Technology/ Industrial Park	Pine City	545 16th Ave NE	40.5 acres (Lots 9.4 to 30.75)		Nearest Airport: 11 miles. Nearest Highway: 2 miles	In City Limits; Sub-dividable; Land; Shovel-Ready; Industrial Park; Business Park
Princeton Business Park	Princeton	South Rum River Drive & 1st Street	50 acres	\$1.15	0.5 miles from Highway 169 and Highway 95. Adjacent to the Princeton Municipal Airport, near the existing Industrial Park, with quick access to downtown and the newest retail development.	Increased connectivity, improved emergency access
Sandstone Business Park	Sandstone	Lundorff Dr	181 acres	—	Immediate access to State Highway 123 & 23, visible from I-35 and access is within a quarter mile of the I-35 off ramp.	An access road and utilities are in place, and numerous sites are ready for construction. Lots can be configured to meet the needs of nearly any client.
Rush City Industrial Land	Rush City	1305 S Bremer Ave	33 acres	—	CR 30 Frontage, Easy Access to I-35 N, 2 miles from Rush City Regional Airport	
Lindstrom Industrial Park	Lindstrom	Akerson St	1.7 acres	\$1.65		Zoned industrial, Full Municipal utilities in place, Electric 3 Phase and Gas (Xcel energy)...
Stacy Ponds Business Park	Stacy	Cty Rd D & Stacy Ponds Drive		\$1.40 and \$1.60		
Taylors Falls Business Park	Taylors Falls	Cty Rd 37	10 acres	\$1.00		
County Seat Business Park	Center City	Hwy 8 & Pleasant Valley Rd	6.4 acres		Good Visibility and Access to Hwy 8	Build Ready Sites Available

Source: Stantec

DEMAND INDICATORS

Rents & vacancies. Rents and vacancies are indicators of the demand for industrial development. A high demand for industrial property will be reflected in high rent levels in existing developments, and low vacancy levels. **Figure 3.10** provides those trend lines for industrial properties in a broad 47 mile radius around the subject site. The current low vacancy rate suggests some market strength. But average rent levels that are low and flat over the decade are an indicator of weak to modest demand—at least for the type of preexisting industrial buildings that are most prevalent in this geography.

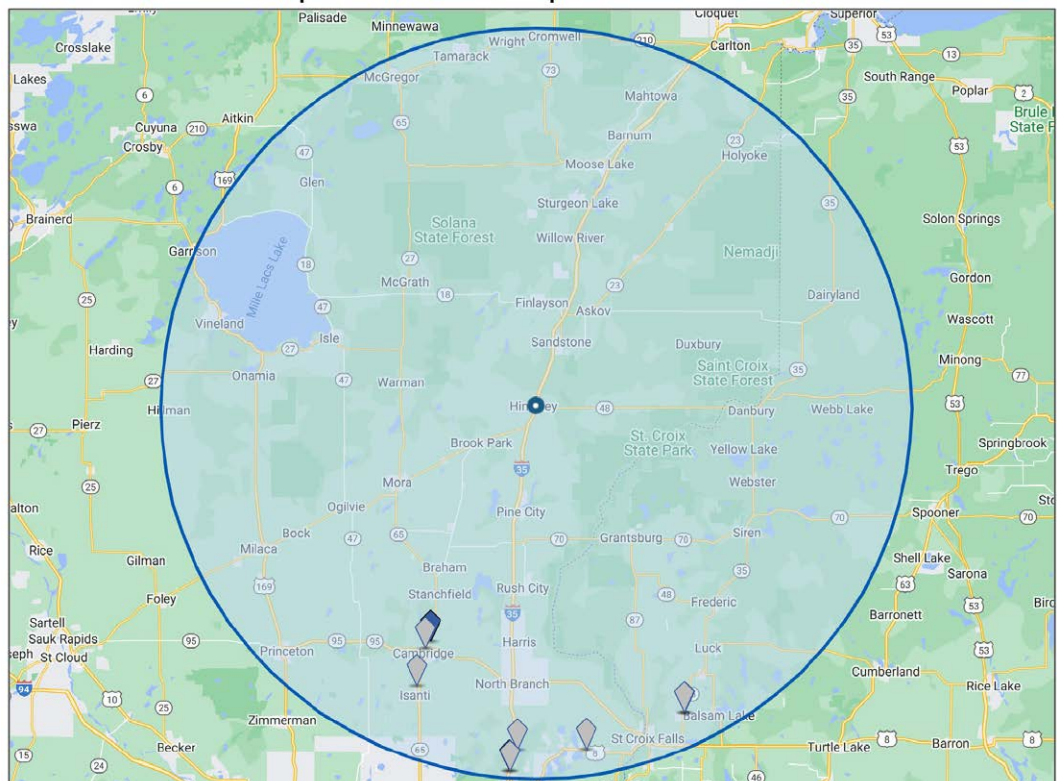
Figure 3.10. Rent and Vacancy Trends, Industrial Properties over 10,000 s.f., 47 Mile Radius of Proposed Business Park



Source: Costar

Industrial development trends. Costar records only show nine new industrial developments since 2010 that are within 47 miles of the proposed business park, and that are 10,000 square feet in floor area or greater. **Figure 3.11** locates them on a map. They are all to the south of Hinckley, and at the northern fringe of the Twin Cities.

Figure 3.11. Industrial development from 2010 to the present.



Source: Costar

Additional characteristics of these developments can be found in **Table 3.2**.

Table 3.2. Industrial development from 2010 to the present

Industrial Parks	City	Address	Year Built	Floor Area (s.f.)	Property Type	Secondary Type
High Quality Shavings Llc	Centuria	200 Unity Ave	2010	11,400	Industrial	Warehouse
High Quality Shavings Llc	Centuria	250 Unity Ave	2010	27,470	Industrial	Warehouse
Big River Real Estate	Cambridge	1505 11th Ave NE	2011	45,459	Industrial	Warehouse
Plastic Products Company, Inc.	Center City	15045 Per Rd	2011	65,440	Industrial	Warehouse
	Stacy	30181 Stacy Ponds Dr	2020	23,217	Industrial	Manufacturing
Baas Properties Llc	Cambridge	275 Cleveland St South	2021	40,000	Industrial	Warehouse
	Wyoming	5200 273rd St	2022	20,000	Industrial	
	Wyoming	5280 273rd St	2022	12,000	Industrial	Warehouse
BP Metals	Isanti	801 NE Dual Blvd	2022	11,597	Industrial	Warehouse

Source: Costar

New industrial development in the immediate vicinity of Hinckley has not occurred. The closest industrial parks to Hinckley—in Sandstone and Pine City—have struggled to attract development interest.

RESEARCH INTERVIEWS

Stantec staff spoke with management staff associated with industrial parks in Cambridge, North Branch, Princeton, Sandstone, and Shakopee. Interviewees provided information relative to the industrial parks they managed, and their perspectives and strategies for attracting business development interest. The discussions fell into four main categories: types of businesses in the industrial parks, competitive advantages, marketing approaches, and incentives.

Types of businesses in the industrial parks. The industrial parks were home to a wide variety of businesses, and the mix of businesses differed greatly from one industrial park to the next. One interviewee felt that there is a value in having an anchor business to generate momentum and build the identity of the industrial park. A couple of interviewees noted the importance of determining the design standards that are expected, because some prospective businesses will not want to locate in an industrial park where the next business could have poor design standards or an unsightly open air operation.

Competitive advantages. Highway proximity and access are critical. Larger industrial parks are attractive because if a larger user materializes, they can be accommodated. There is a strong demand for properties that are as ready to go as possible.

Marketing approaches. Websites are essential. More proactive outreach is also typically done, through chambers of commerce and site selector networks. The marketing of the industrial site can leverage the attractiveness of the neighboring community or other notable amenities and assets.

Incentives. It is pretty typical to sell land at a low price and offer additional financial incentives such as tax increment financing or tax abatement. Further incentives include gap loans, equipment loans, state Minnesota Investment Fund (MIF).

KEY FINDINGS

The following is a summary of key findings from this analysis.

- The site has a set of assets that make it suitable and attractive for an industrial park. Those include:
 - Excellent access to the regional transportation network, which connects directly to the Twin Cities and Duluth, as well as state highways that connect to the east and west
 - Excellent visibility from I-35
 - The size of the land area allows it to be flexibly subdivided to accommodate businesses of many sizes
 - Nearby amenities including Grand Casino Hinckley, Tobies, and downtown Hinckley
 - The area around the business park is home to many workers in manufacturing and related sectors who travel outside of the area for their jobs, and who may represent potential workers for new businesses in the business park.
- Demand for industrial development is modest at best.
 - The pace of industrial development in the area is slow.
 - Nearby industrial parks have not attracted significant development recently
- Site readiness is a prerequisite to competing for businesses. At a minimum, road and utility infrastructure will need to be in place to support initial development parcels.
- Additional strategies can be considered to improve development outcomes
 - Continuing to build the MLCV incubator programs, and growing incubator businesses into flexible industrial space (which could still offer some shared services and support) would make use of the industrial park as a next stage of business incubation. Cowarehousing is a type of shared industrial space that could play a role in the industrial incubator continuum.
 - Proactive construction of a flexible industrial building is a step beyond site readiness. Businesses that needs a new facility or move up space right away may find this a unique resource. However, building proactively also entails risk associated with misjudging the design of the building, or not achieving estimated rents.
 - The hotel rooms, conference facilities and catering from Grand Casino can be attractive perks for industrial park businesses.
 - Take full advantage of the highly visible frontage along I-35 to establish a distinctive identity of the industrial park as the most prominent industrial center between the Twin Cities and Duluth. Support identity building and marketing through high quality signage, building facades and landscaping.

BUSINESS PARK CONCEPT PLAN

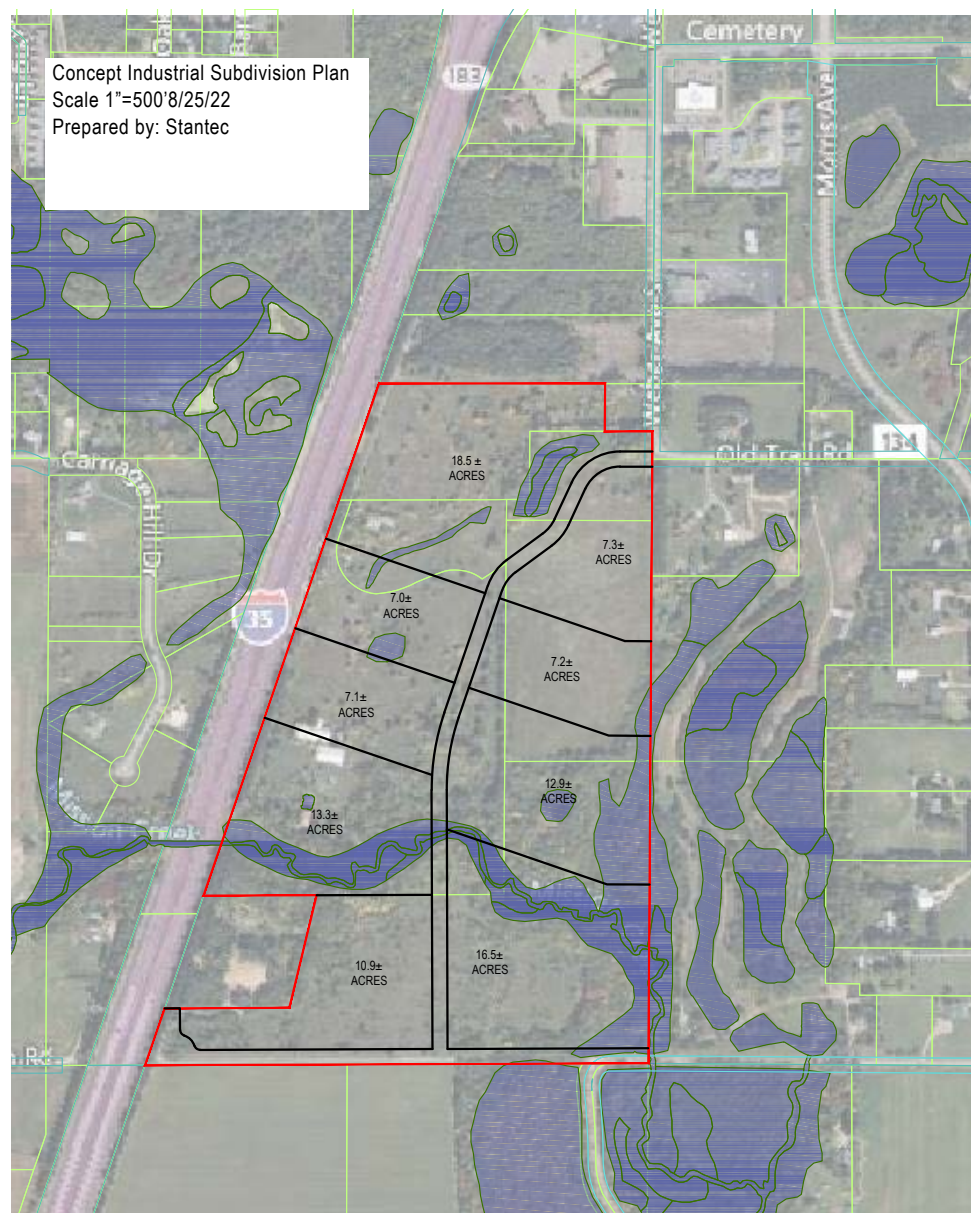
4

Based on interviews and evaluating examples, North Mankato was determined to be a good business park guide. It contains lots that are approximately 4 acres in size.

Figure 4.1 shows a preliminary lot configuration based on the North Mankato example. This concept will be refined as the project evolves and notably, lots can be readily combined to accommodate larger users.

The preliminary design is adaptable, depending on the access improvements that ultimately get constructed. It also works well with the extensive pattern of wetlands that surround the property. Finally, it includes an internal access road design to avoid conflicts with access driveways on surrounding collector roadways.

Figure 4.1. Preliminary Concept Plan



This focus of this chapter is the economic impact of the industrial park. The report provides numerical estimates of the jobs and employee wages that would be created in Pine County in full buildout and partial buildout scenarios.

Buildout Conditions

The methodology for this analysis begins with an understanding of the capacity of the land for industrial development if fully developed. Utilizing the full buildout analysis as a baseline, economic impacts can be understood for a range of buildout scenarios.

Estimating the economic impact of the complete site development starts with an analysis of the developable land area.

Table 5.1 presents the data and calculations supporting an estimated 1.5 million square feet of industrial development on the roughly 132 acre site.

Table 5.1. Total Development Floor Area – Assumptions and Analysis, Full Buildout Scenario

Development Floor Area Calculation		Source
Gross Land Area (acres)	132.26	County Tax Map
Gross Land Area (square feet)	5,761,246	
Wetland Area (acres)	11.14	National Wetlands Inventory
Wetland Area (square feet)	485,064	
Right of Way Length (lineal feet)	4,100	Sketch of road layout
Right of Way Width (feet)	66	Typical rural road width
Right of Way Area	270,600	
Area required for septic system (square feet)	576,125	10% of site area
Net Developable Land (square feet)	4,429,457	
Building Coverage	30%	Comparable business parks
Building Floor Area (square feet)	1,328,837	

The land area required for a supportive street network (right of way) is deducted from the overall land area. Wetland areas and the area required for a septic system were also deducted from the developable land area. After those deductions, the net developable land is estimated to be around 4.4 million square feet in area, or about 102 acres. Buildings are assumed to cover 30% of the developable land, yielding a development capacity of around 1.3 million square feet of industrial development.

Table 5.2 details the assumptions and analysis behind an estimate of around 1,900 jobs that would be supported in a fully developed business park.

Table 5.2. Business Park Employment – Assumptions and Analysis, Full Buildout Scenario

Employment Calculation		Source
Total Building Floor Area	1,328,837s.f.	
Manufacturing Share	50%	Comps/Development Goals
Manufacturing Floor Area	664,419	
Warehouse/Distribution Share	50%	Comps/Development Goals
Warehouse/Distribution Floor Area	664,419	
Floor Area per Worker (Manufacturing)	695	“Industrial Zoning & Employment Density: A Missed Connection?” Catherine Rohan, 2020
Floor Area per Worker (Warehouse/Distribution)	1,166	“Industrial Zoning & Employment Density: A Missed Connection?” Catherine Rohan, 2020
Workers (Manufacturing)	956	
Workers (Warehouse/ Distribution)	570	
Total Workers	1,526	

The preceding calculations include an assumption that 50% of future development will be active manufacturing businesses, and 50% of the development will be developed as warehousing and distribution facilities. Given those assumptions, and utilizing job density conversion factors for both categories of industrial development, a full business park buildout would yield an estimated 956 manufacturing jobs and 570 warehouse/distribution jobs.

ECONOMIC IMPACT ANALYSIS

Purpose and Approach

This analysis evaluates the economic impact of attracting industrial development to the proposed business park, given the complete buildout of the 130 acre property—which is likely to take an extended period of time. Of course, partial development also has positive employment impacts, and the economic impact of partial development is directly proportionate to the percentage of the site that is developed.

Economic impacts are quantified in terms of estimated numbers of jobs gained and total estimated wages paid to employees. Business park development provides an ongoing economic impact year after year related to the economic activity and employment associated with the businesses in the business park. It also generates one-time economic impacts in the form of the construction employment related to building the industrial facilities in the business park.

Types of Impacts

Stantec staff utilized the IMPLAN platform and economic model to estimate the impacts of these changes. IMPLAN is an input-output model that can be utilized for geographies down to the county level. IMPLAN’s economic model for Pine County incorporates a database of the businesses located in the county, the economic sectors those businesses represent, and the business to business goods and services relationships between those business sectors. It supports an estimate of the impact of business park development on the overall economy of Pine County.

Business park development contributes to the local economy in three ways.

- **Direct effects.** Direct economic impacts are the jobs and wages of those who are directly employed at business park businesses.
- **Indirect effects.** Indirect economic impacts are the jobs and wages that are supported by Pine County businesses that provide business-to-business supplies and services to business park businesses.
- **Induced effects.** Induced economic impacts are the jobs and wages that are supported by the spending of business park employees at Pine County businesses.

Impact of Business Park Employment

Table 5.3 provides the results of the economic impact analysis. The estimated impacts relate to a scenario where the business park has been fully developed at the accumulated floor area and employment numbers presented above. Inputs to the IMPLAN model were the 570 workers at future warehouse and distribution businesses, and the 956 workers at manufacturing businesses. The estimated employment was assigned to six specific manufacturing sectors and seven specific warehouse/distribution sectors in proportion to their presence in a seven county area including and surrounding Pine County.

Table 5.3. Annual Economic Impact of Business Park Employment, Full Buildout Scenario

		Direct Impact	Indirect Impact	Induced Impact	Total Impact
Employment	Manufacturing	956	395	276	1,628
	Warehouse/ Distribution	570	215	80	865
	All Development	1,526	610	356	2,493
Labor Income	Manufacturing	\$102,442,272	\$14,315,430	\$8,719,675	\$125,477,377
	Warehouse/Distribution	\$24,974,594	\$6,844,886	\$2,519,591	\$34,339,070
	All Development	\$127,416,866	\$21,160,315	\$11,239,266	\$159,816,447

Source: IMPLAN analysis, based on estimated direct FTE employment at business park businesses

When indirect and induced economic impacts are taken into consideration, the addition of 1,526 jobs in the business park is estimated to support 610 additional Pine County jobs in supplier businesses, and 356 additional Pine County jobs due to business park employee spending on retail goods and services. That adds up to 2,493 total new Pine County Jobs.

The model further estimates the wages paid to these employees. Including indirect and induced impacts, the total wages generated by the fully developed business park is an estimated \$159.8 million.

Table 5.4 shows the economic impact of the new industrial park for partial buildout scenarios.

Table 5.4. Annual Economic Impact of Business Park Employment, Partial Buildout Scenarios

	Percentage of Industrial Park Buildout									
	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%
Employment (Number of Jobs)	249	499	748	997	1,246	1,496	1,745	1,994	2,243	2,493
Labor Income (Million \$)	16.0	32.0	47.9	63.9	79.9	95.9	111.9	127.9	143.8	159.8

Source: IMPLAN analysis, based on estimated direct FTE employment at business park businesses

Impact of Business Park Construction

One time construction impacts were also calculated utilizing the IMPLAN model. Construction would occur over a long period of time, so these impacts would occur as new buildings came online. With that important caveat, and with estimated construction costs being the input to the model, **Table 5.5** shows the estimated economic impact of a complete business park development scenario.

Table 5.5. *One Time Economic Impact of Business Park Construction, Full Buildout Scenario*

	Direct Impact	Indirect Impact	Induced Impact	Total Impact
Employment	249	499	748	2,493
Labor Income	16.0	32.0	47.9	159.8

Source: IMPLAN analysis, based on estimated development costs

Table 5.6 shows the economic impact of constructing the industrial park for partial buildout scenarios.

Table 5.6. *Annual Economic Impact of Business Park Construction, Partial Buildout Scenarios*

	Percentage of Industrial Park Buildout									
	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%
Employment (Number of Jobs)	408	815	1,223	1,631	2,039	2,446	2,854	3,262	3,669	4,077
Labor Income (Million \$)	19.6	39.2	58.9	78.5	98.1	117.7	137.3	157.0	176.6	196.2

Source: IMPLAN analysis, based on estimated development costs

Note that the estimated impacts in **Tables 5.5** and **5.6** are one-time impacts representing the economic infusion related to the event of industrial park construction. The economic impacts in **Tables 5.3** and **5.4** are continuing impacts that accrue to Pine County on an annual basis for as long as business activity continues in the industrial park.

Key Findings

The following is a summary of key findings from this analysis.

- In a scenario where the business park is fully developed, the equivalent of 4,077 one-year jobs are estimated to be generated in Pine County's economy due to construction activity, and an estimated 2,493 ongoing jobs are created due to industrial park business activity. An estimated \$196.2 million in one-time wages are added to Pine County's economy due to the construction activity, and an estimated \$159.8 million in ongoing annual wages are generated due to industrial park business activity.
- These estimated economic impacts accrue incrementally as the industrial park is developed, and the economic impact of partial development is proportionate to the share of the industrial park that is developed.

IDENTIFICATION OF ALTERNATIVE ACCESS IMPROVEMENTS

6

Preliminary Concepts

In order to serve the proposed business park and reduce existing traffic congestion at TH 48 and I-35, four access improvements were considered along I-35. These concepts are described below and shown in **Figure's 6.2 to 6.5**.

Concept 1: New interchange at I-35 and CR 133

Concept 2: Utilize the existing TH 23 interchange and extend the roadway network to run parallel to I-35, connecting in at Weber Ave at Old Trail Rd

Concept 3: Utilize the existing TH 23 interchange and build up the existing county road system, connecting in at Morris Ave

Concept 4: Utilize the existing TH 23 interchange, extend roadway network parallel to I-35, connecting into CR 133 and stopping at Morris Ave or extending to Hinckley Rd

These concepts were utilized to start conversation, develop preliminary cost estimates, and complete an environmental scan. The full federal and state environmental review processes will need to be completed in subsequent project phases.

For access improvements to proceed along I-35, an Interstate Access Request (IAR) must be prepared and approved. The IAR process will need to be closely coordinated with the planning and environmental processes. These processes will include traffic modeling to justify the changes. These changes will need to create a business case for access improvements, demonstrating that overall traffic flow will be improved, without adversely impacting safety. A summary of that process is included in **Appendix A** of this report.

It is recognized that the new interchange alternative faces challenges because it does not meet spacing guidelines. The Federal Highway Administration (FHWA) defines spacing as the distance between intersecting streets with freeway ramps, as shown in **Figure 6.1**. The general rule of thumb is that interstate spacing should be kept to 1 mile in urban areas and 2 miles in rural areas between crossroads. In the case of a new interchange at I-35 and TH 23, the short distance between the new northbound on ramp and the off ramp at TH 48 would be tight.

Figure 6.1 – Interchange Spacing Diagram per FHWA

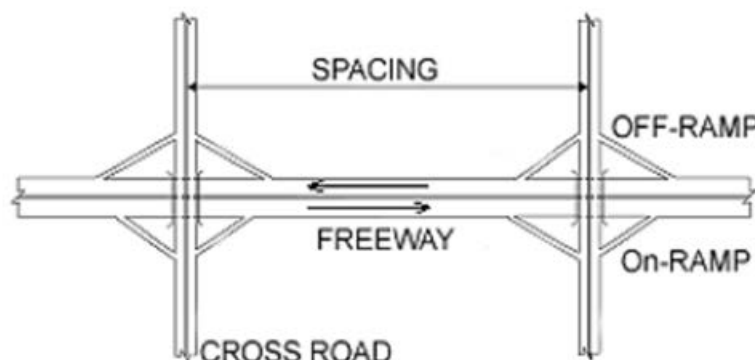


Figure 6.2 - Concept 1: New interchange at I-35 and CR 133



Figure 6.3 - Concept 2: Utilize the existing TH 23 interchange and extend the roadway network to run parallel to I-35, connecting in at Weber Ave at Old Trail Rd



Figure 6.4 - Concept 3: Utilize the existing TH 23 interchange and build up the existing county road system, connecting in at Morris Ave



Figure 6.5 - Concept 4: Utilize the existing TH 23 interchange and extend the roadway network parallel to I-35, connecting into CR 133 and stopping at Morris Ave or extending to Hinckley Rd



Planning Level Cost Estimates

Planning level cost estimates for each concept were developed using topographic data, wetland maps, average bid prices for the area, Pine County roadway standards, and right of way information. **Table 6.1** compares the estimated prices for each option. These costs do not include engineering.

The costliest alternative is option 1, building a new interchange at I-35 and CR 133 at approximately \$18 million dollars. Option 2 is the second most expensive at \$15 million. This is due to the amount of wetland impacts and the topography of the land which will require large amounts of borrow. Option 3 is the least expensive at \$8.5 million dollars. Option 4 is estimated at \$9.5 million dollars which accounts for upgraded improvements to Morris Avenue. A sub-option of continuing the roadway typical to improve CR 133 from Morris Avenue to Hinckley Road was calculated and estimated to cost an additional \$2 million dollars.

Table 6.1 – Concept cost comparison

Option #	Description	Estimated Cost*	Notes
1	New interchange at I-35 and CR 133	\$18,000,000	Assume a standard diamond interchange
2	Utilize the existing TH 23 interchange, extend roadway network to run parallel to I-35, connecting in at Weber Ave at Old Trail Rd	\$15,000,000	Cost is higher than options 3 and 4 due to wetland impacts. This is a low spot requiring a large amount of borrow.
3	Utilize the existing TH 23 interchange, build up the existing county road system, connecting in at Morris Ave	\$8,500,000	Includes additional right of way costs to purchase entire property at CR 133 & CR 134 intersection
4	Utilize the existing TH 23 interchange, extend roadway network parallel to I-35, connecting into CR 133 and stopping at Morris Ave	\$9,500,000	Cost is higher than option 3 due to possible additional excavation costs. With better survey data, options 3 & 4 could become closer in cost.
4 (optional segment)	Extending the roadway typical from Morris Ave to Hinckley Rd	\$2,000,000	To complete option 4 to Hinckley Rd would cost approximately \$11,500,000.

*Costs do not include engineering.

Cost Escalation

The FHWA calculates a quarterly price index that is intended to measure the national average changes in highway construction costs over time called the National Highway Construction Cost Index (NHCCI). The NHCCI is a measure of the average change over time in the prices paid by State transportation departments for roadway construction materials and services. If the average change over time increases it is called 'inflation'. If the average price over time decreases it is called 'deflation.' **Figure 6.6** shows the NHCCI from 2003 to 2022 (2022 Q2 data is preliminary data).

Traffic analysis for this project assumed that the proposed business park would be 2/3rds built out in 20 years (2042). The projected index value for the year 2042 was calculated using the index values from Q1 for the last 20 years, from 2003 to 2022. This value was found to be 3.69. Using the annual growth rate from the index value calculation, it can be assumed that the cost of roadway construction will go up by 3.41% every year it is not constructed.

Table 6.2 shows the cost of building these roadway options in 2042. Using this method, in 20 years the cost to build these options will increase by 95.55%.

Figure 6.6 – Highway Construction Cost Index (NHCCI) from 2003 to 2022

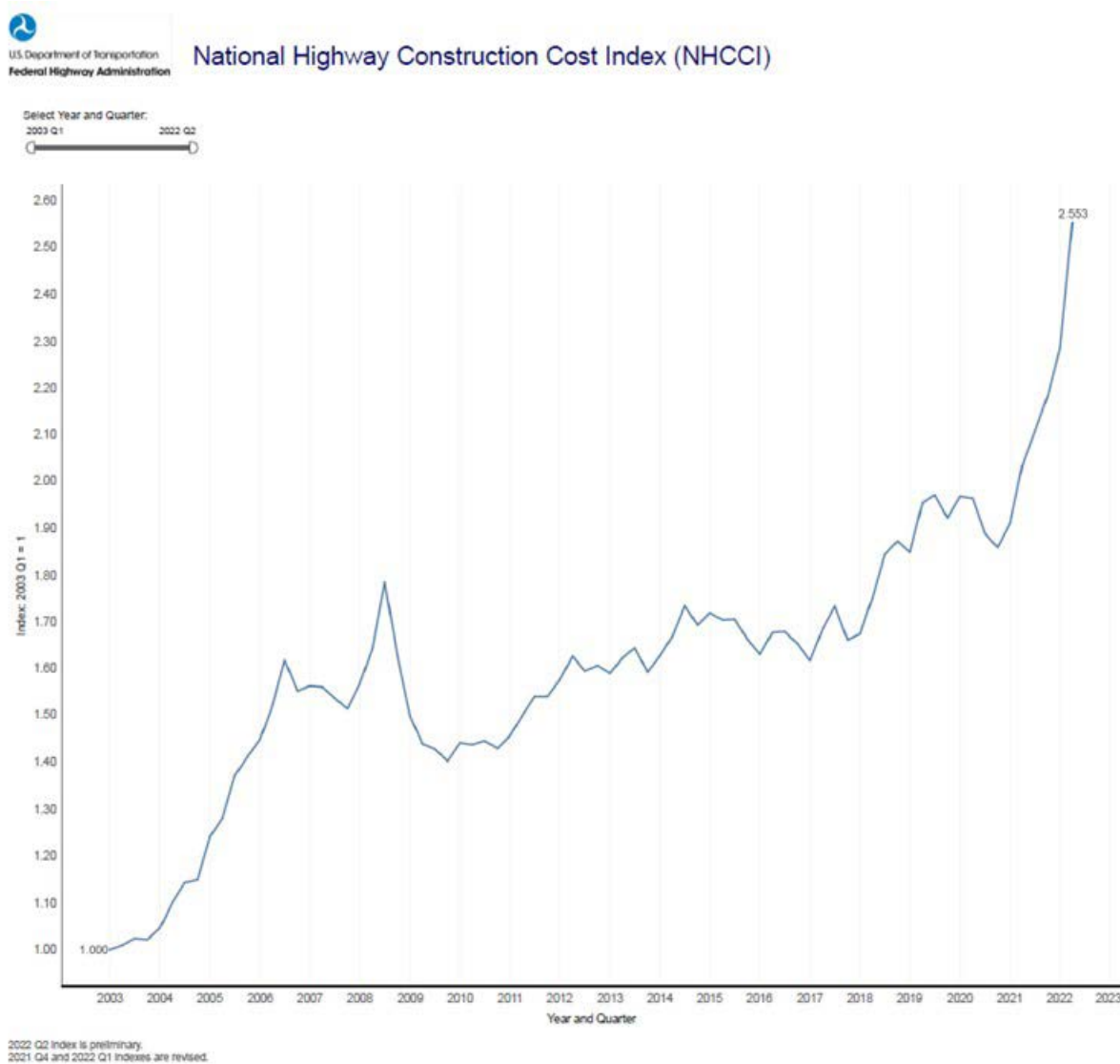


Table 6.2 – Roadway construction costs using the projected NHCCI calculated from the last 20 years of data.

Option #	Estimated Cost (2022)	Estimated Cost (2042)	Dollar Amount Increase
1	\$18,000,000	\$35,198,428	\$17,198,428
2	\$15,000,000	\$29,332,023	\$14,332,023
3	\$8,500,000	\$16,621,480	\$8,121,480
4	\$9,500,000	\$18,576,948	\$9,076,948
4 (optional segment)	\$2,000,000	\$3,910,936	\$1,910,936

Environmental Scan

An environmental scan of the potential business park and area surrounding potential roadway alternatives was completed for the project. The scan included information available through database searches, windshield surveys, and agency consultation. The purpose of an environmental scan at this stage of the project is to help identify potential mitigations to be evaluated and integrated into the project as appropriate in later project stages. The scan includes NEPA categories that could potentially impact the options or the surrounding environment.

Table 6.3 summarizes the environmental concern, source reviewed, and preliminary determination from the environmental scan. **Figures 6.7 to 6.13** show related maps.

No concerning preliminary environmental issues were found that would lead to the early dismissal of the proposed business park or any of the roadway options. In future phases of the project, the full environmental process will need to be followed and coordinated with FHWA and MnDOT.

Table 6.3 – Environmental Scan

Southern Hinckley Business Park Feasibility Study Environmental Review		
ENVIRONMENTAL CONCERN	SOURCE REVIEWED	PRELIMINARY DETERMINATION
Airport Coordination	FAA Notice Criteria Tool	No Airports or Air Strips have been identified within the study area. However, the temporary use of construction equipment within the airport's Area of Influence may need to be coordinated with the FAA. According to the FAA Notice Criteria Tool, the project is in proximity to a navigation facility and in accordance with 77.9 the FAA recommends submitting a study request to obtain FAA clearance for any proposed roadway projects. FAA form 7460-1, Notice of Proposed Construction or Alteration should be submitted at least 45 days prior to construction to start the airspace study process, although sooner is recommended.
Cultural Resources	Office of State Archeology (OSA) Database Search	One archeological site intersects the project area (the Kettle River which is a historical transportation route), and three more archeological sites are within a 1-mile buffer of the project area. Thirteen historical structures were found within the project area (5 trunk highways, 3 bridges, 2 farmsteads, 2 residences, and 1 unknown structure). Currently, none of these archeological sites or historic structures are registered on the National Register of Historic Places (NRHP). A Class I record search should be completed for the study area before corridor improvements move forward. Based on the results of a Class I study, a Class III field survey may be recommended prior to requesting SHPO concurrence for Section 106. No federal or tribal lands are located within or near the study area.
Noise Impacts	MnDOT Noise Requirements	If the resulting projects utilize federal funds through the Federal Highway Administration (FHWA), it is likely that the proposed improvements would fit the description of a Type I project as defined in the Title 23 Code of Federal Regulations Part 772.5: 1.The construction of a highway on a new location; or, 2.The physical alteration of an existing highway where there is either: i. Substantial Horizontal Alteration. ii. Substantial Vertical Alteration. 3.The addition of a through-traffic lane(s). 4.The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or, 5.The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or, 6.Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or, 7.The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza. If proposed roadway improvements are determined to be a Type I project under this definition then a noise analysis will be required to determine existing noise levels, determine noise impacts and, if required, determine noise abatements. Noise abatement measures would be reviewed through a public process.
4(f)/6(f) Properties	Minnesota Department of Natural Resources (MnDNR) - Recreation Compass Map	Either temporary or permanent impacts to a publicly owned recreational properties could result in a Section 4(f) use. Section 4(f) is based on the Department of Transportation Act of 1966 (Pub. L. 89-670, 80 Stat. 931) and prohibits the FHWA or other DOT agencies from using land from publicly owned parks, recreation areas, trails, wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use. No parks or recreation areas are located within the study area. The Land and Water Conservation Fund Act (LAWCON) helps to preserve, develop and provide accessibility to outdoor recreation resources. Any land acquired or developed with LAWCON funds cannot be converted to a use other than its current outdoor recreational use unless replacement land is provided under Section 6(f) of the Land and Water Conservation Act, regardless of funding source (i.e. - local vs. state or federal) for the proposed project. No 6(f) properties were determined to exist within or near the Study area. See Figure 6.7 for Minnesota Department of Natural Resources Recreation Compass Map findings.
Wetland Review/Water Resources	National Wetlands Inventory (NWI)	The NWI show other waters and wetlands within the study corridor. Freshwater Forested/Shrub and Freshwater Emergent wetlands are located throughout. Freshwater Pond and Riverine wetlands are also present within the study area. Mission Creek runs horizontally in the bottom third of the proposed business park site. Prior to any work taking place a field wetland delineation would need to be completed and submitted to the USACE for a Jurisdictional Determination. Wetland impacts will need to be coordinated with the MnDNR, USACE and the local RGU depending on jurisdiction. See Figure 6.8 for a map of the wetlands within the study area.
Floodplain	Federal Emergency Management Agency (FEMA) Floodplain Mapping	The Federal Emergency Management Administration (FEMA) has completed a flood hazard study throughout the study area. Mission Creek is located within the study area and is within the 100 year floodplain. Outside of this area there are no FEMA mapped floodplains. If work impacts the Mission Creek floodplain, base flood elevations will need to be modeled and a floodplain assessment will be completed. Impacts and documentation that there is no practicable way to avoid the encroachment. Impacts to the floodplain may require coordination with the United States Army Corps of Engineers (USACE) and the Minnesota DNR. See Figure 6.9 for a map of the floodplains within the study area.
Contaminated Properties	Minnesota Pollution Control Agency (MPCA) - What's in My Neighborhood Map	The MPCA site notes a couple potential contaminated material sites within the study area. Most of these sites are on the west side of I-35 which is not anticipated to be affected. One feedlot site is noted on the east side of I-35 in the southeast portion of the study area. Contract documents should include a specification providing direction to the contractor that contaminated materials encountered during construction will be managed in accordance with applicable federal, state and local regulations. See Figure 6.10 for a map of the MPCA sites within the study area.
Farmland	MnDOT TPDP - Farmland Impacts Process	If proposed improvements within the project area are federally funded AND will require ROW of any amount, the Farmland Preservation Policy Act (FPPA) must be addressed. According to the USDA websoil survey, the study corridor contains large areas of 'Prime Farmland' and 'Prime Farmland if Drained'. To confirm the location of these farmland types, form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects will need to be completed and submitted to the Natural Resources Conservation Service (NRCS) under the US Department of Agriculture. In response to the submittal of form NRCS-CPA-106, the NRCS will provide a determination on the location of prime and unique farmlands and farmlands of statewide importance and provide a system for determining impacts to these areas. The form will provide an 'assessment score' for each feasible alternative being considered for the project. If the 'assessment score' is 160 points or greater, alternatives to avoid farmland impacts will need to be considered as part of the environmental review. An assessment of agricultural impacts including number of acres acquired, current land use, and severance of operations should be considered in the environmental documentation for the project. The discussion should also include proposed measures to avoid or reduce the impacts that can be implemented into the project.
Environmental Justice	Environmental Protection Agency - Environmental Justice Screening and Mapping Tool (EJSCREEN)	Executive Order 12898 applies to projects with federal funding or requiring federal permitting. The intent of EO 12898 is to ensure that agencies take appropriate steps to identify and address any "disproportionately high and adverse" human health or environmental effects on minority and low-income populations that may result from a federally supported action. The Environmental Protection Agency's (EPA) environmental justice mapping and screening tool (EJSCREEN) was used to review the presence of low-income or minority populations within the study area. A high percentage of low income individuals surrounds the City of Hinckley. This means any proposed project needs to be considerate of these populations and adverse effects should be mitigated to ensure they are not disproportionately affected. EJSCREEN did not show a high minority population within the study corridor. See Figure 6.11 for a map of low income and minority populations.
Recreation System	MnDNR	No snowmobile trails or State trails are in the study area. However, snowmobile Trail 189 and the Willard Munger State Trail are in the immediate surrounding area. The Willard Munger Trail is a collection of multiple use trail segments between Hinckley and Duluth. It consists of interconnecting trails offering hiking, bicycling, in-line skating, snowmobiling and horseback riding. Consideration for enhancing these trail systems should be given as alternatives are developed. See Figure 6.12 and 6.13 for a map of the snowmobile trails and Willard Munger Trail respectively.
Wildlife, Threatened & Endangered Species	US Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) review & MnDNR Natural Heritage Information System (NHIS) Review	IPaC is a project planning tool that streamlines the USFWS environmental review process. A resource review showed species "potentially affected by activities in this location" included a gray wolf (federally-listed THR), northern long-eared bat (federally THR), spectaclerace mussel (federally END), and monarch (candidate species). No critical habitats were found. A review of the NHIS found no rare features within the study area or 1-mile buffer. There are documented occurrences for Blanding's turtle (state THR) and Canada lynx (federally THR, state Special Concern), along with several mussels associated with the Grindstone River. There are no mapped DNR native plant communities or sites of biodiversity significance within the project area and 1-mile buffer. Avoidance and mitigation measures will be developed as the project proceeds.

Figure 6.7
4(f)/6(f)
Properties

Sensitive Properties

Map Layers:

- Lake/River
- National Forest
- National Park
- National Wildlife Refuge
- Waterfowl Production Area
- Scientific & Natural Area
- ~ State Water Trail
- State Forest (includes other DNR Forestry lands)
- State Park
- ~ State Trail
- Water Access Site
- AMA - Easement (Angling Only)
- AMA - General Use
- AMA - Restricted Use
- Wildlife Management Area
- Walk-in Access Site
- Parks of Regional Significance

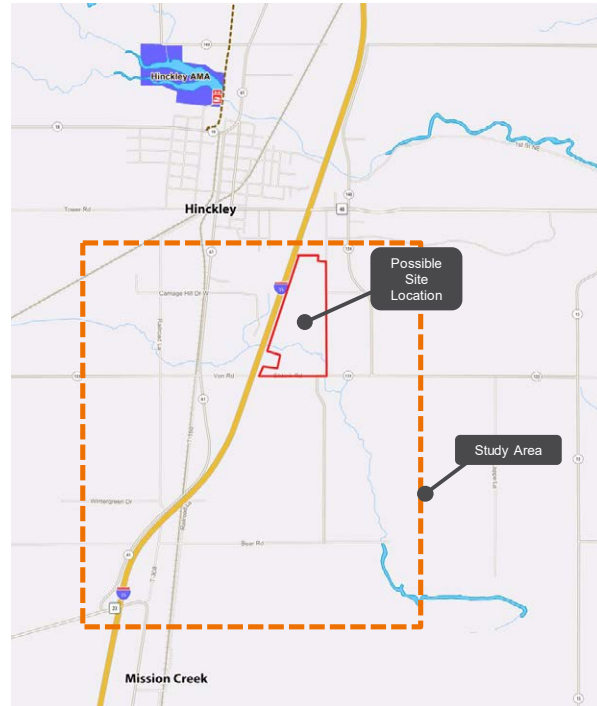


Figure 6.8
National
Wetlands
Inventory

NWI Wetlands

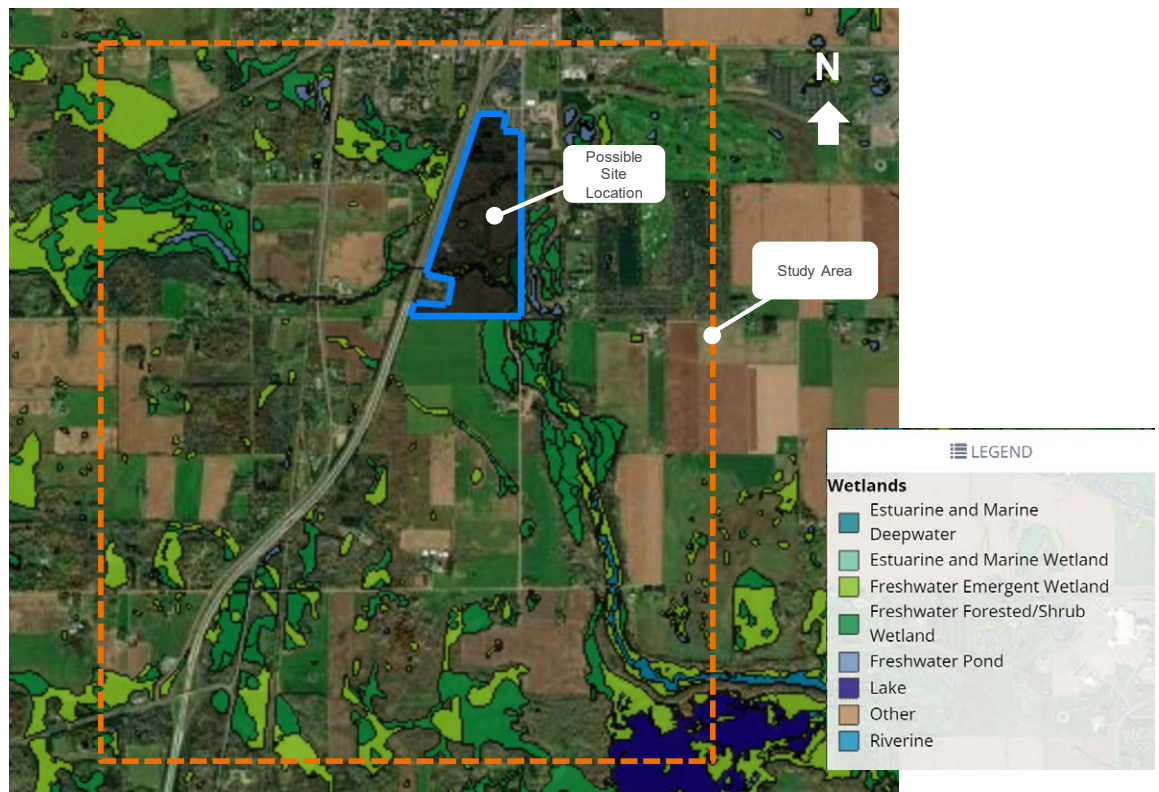


Figure 6.9
FEMA
Floodplains

FEMA Flood Hazard Zones

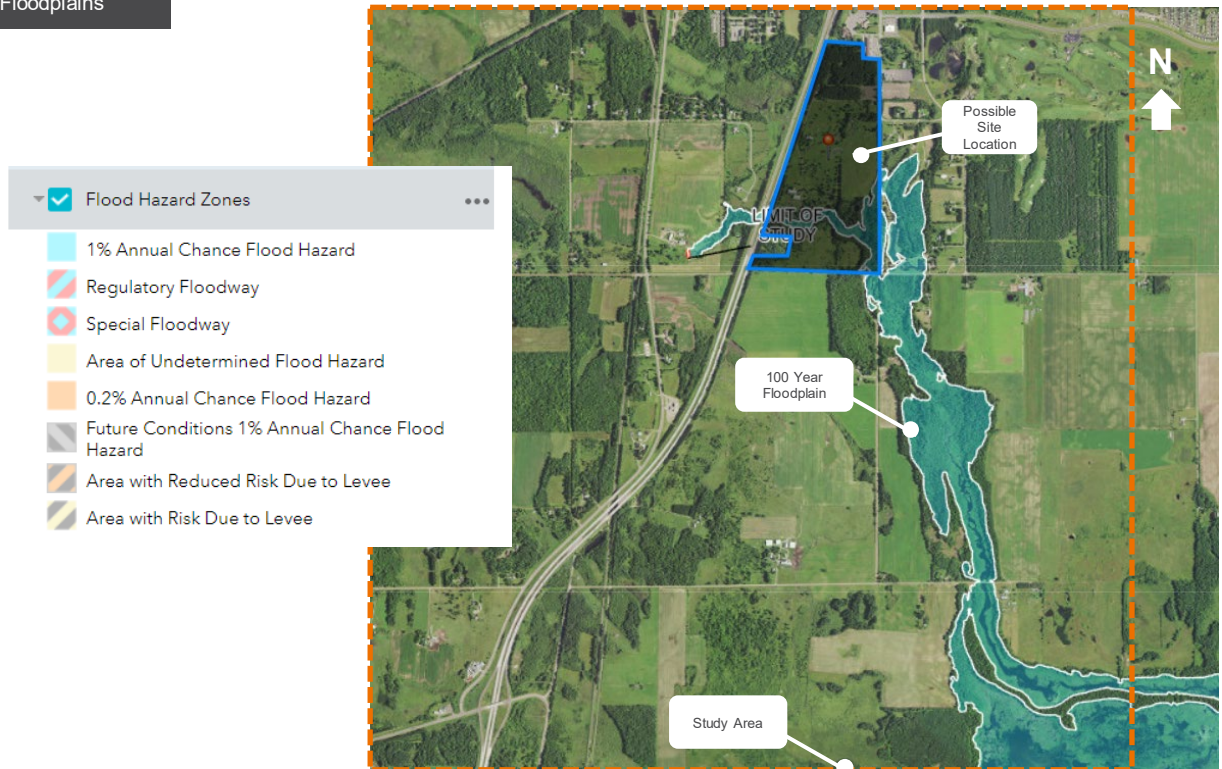


Figure 4:
Figure 6.10
Properties

MPCA: What's in My Neighborhood

MPCA Sites

sites

program

- Multiple Programs
- Air Quality
- Environmental Review
- Feedlots
- Hazardous Waste
- Investigation and Cleanup
- Pollution Prevention
- Solid Waste
- Stormwater
- SSTS
- Tanks
- Water Quality

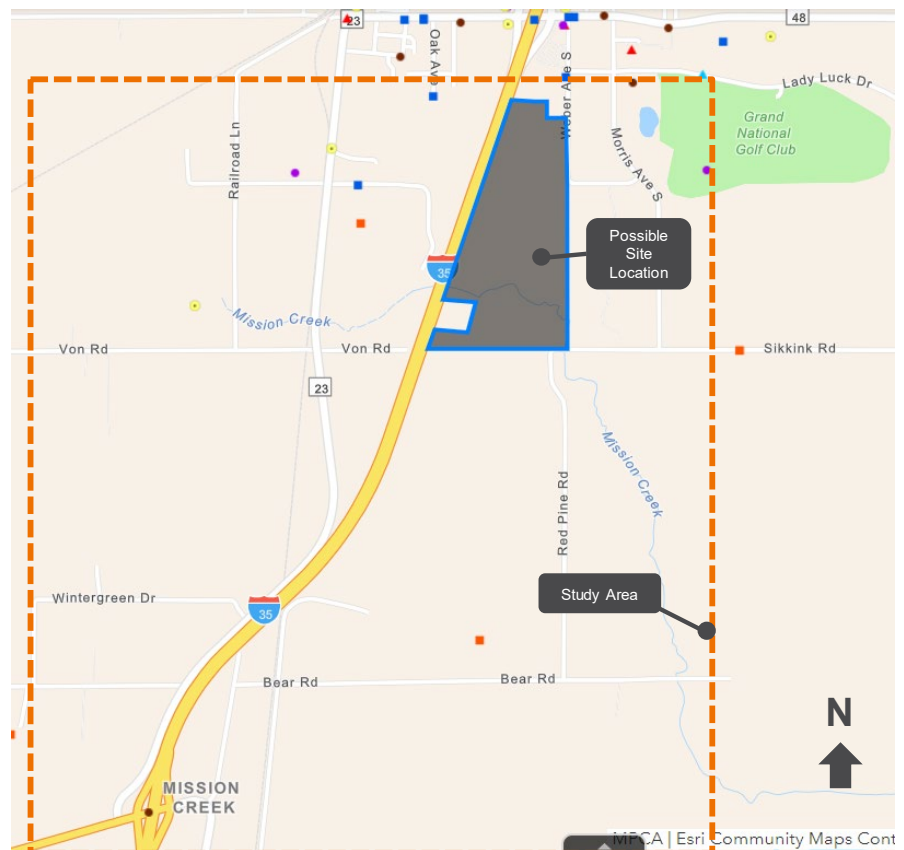


Figure 6.11
EJ Populations

Environmental Justice

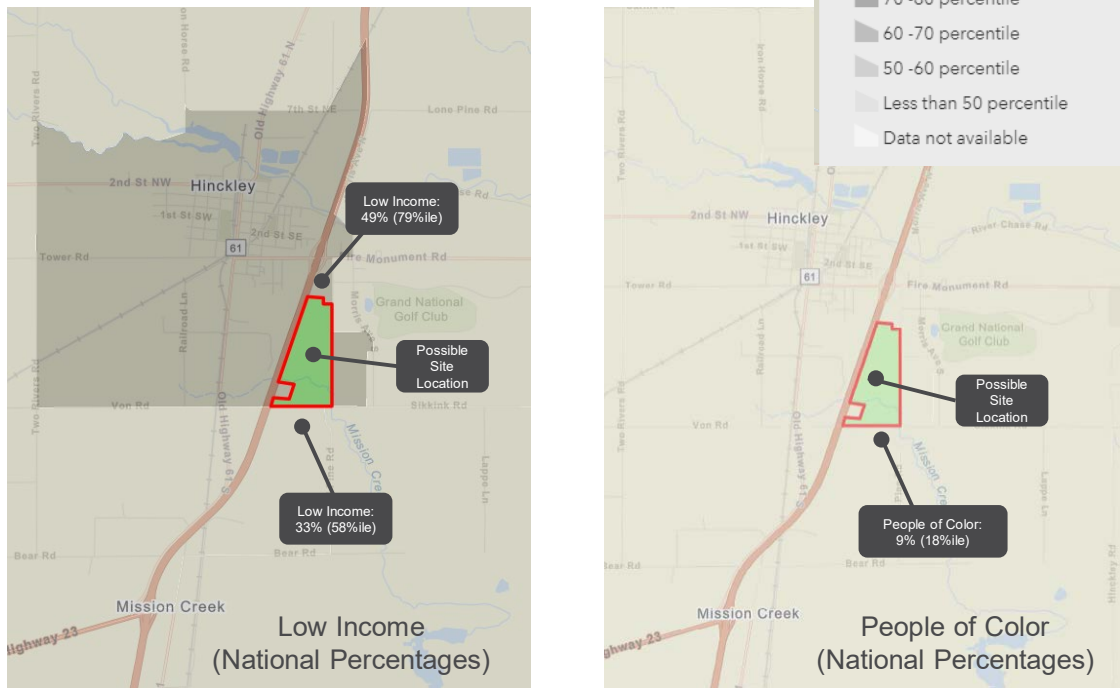


Figure 6.12
Snowmobile Trails

Snowmobile Trails

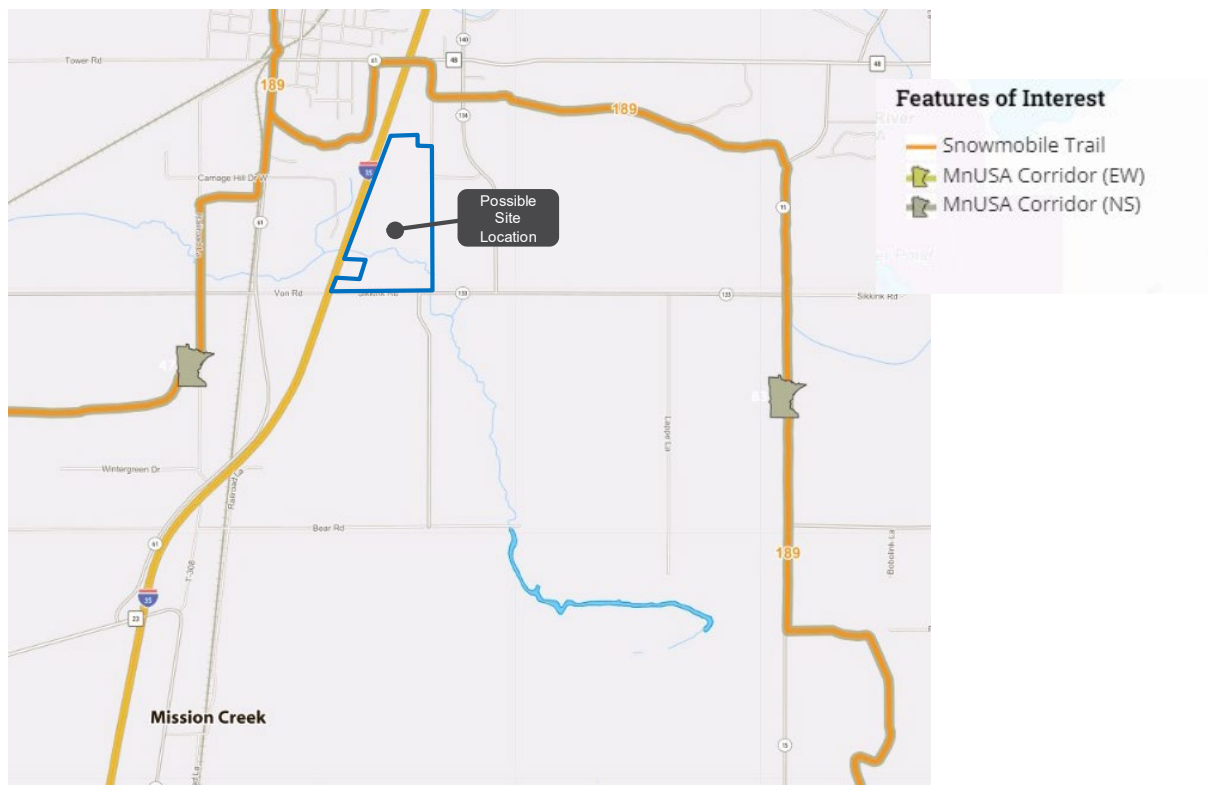
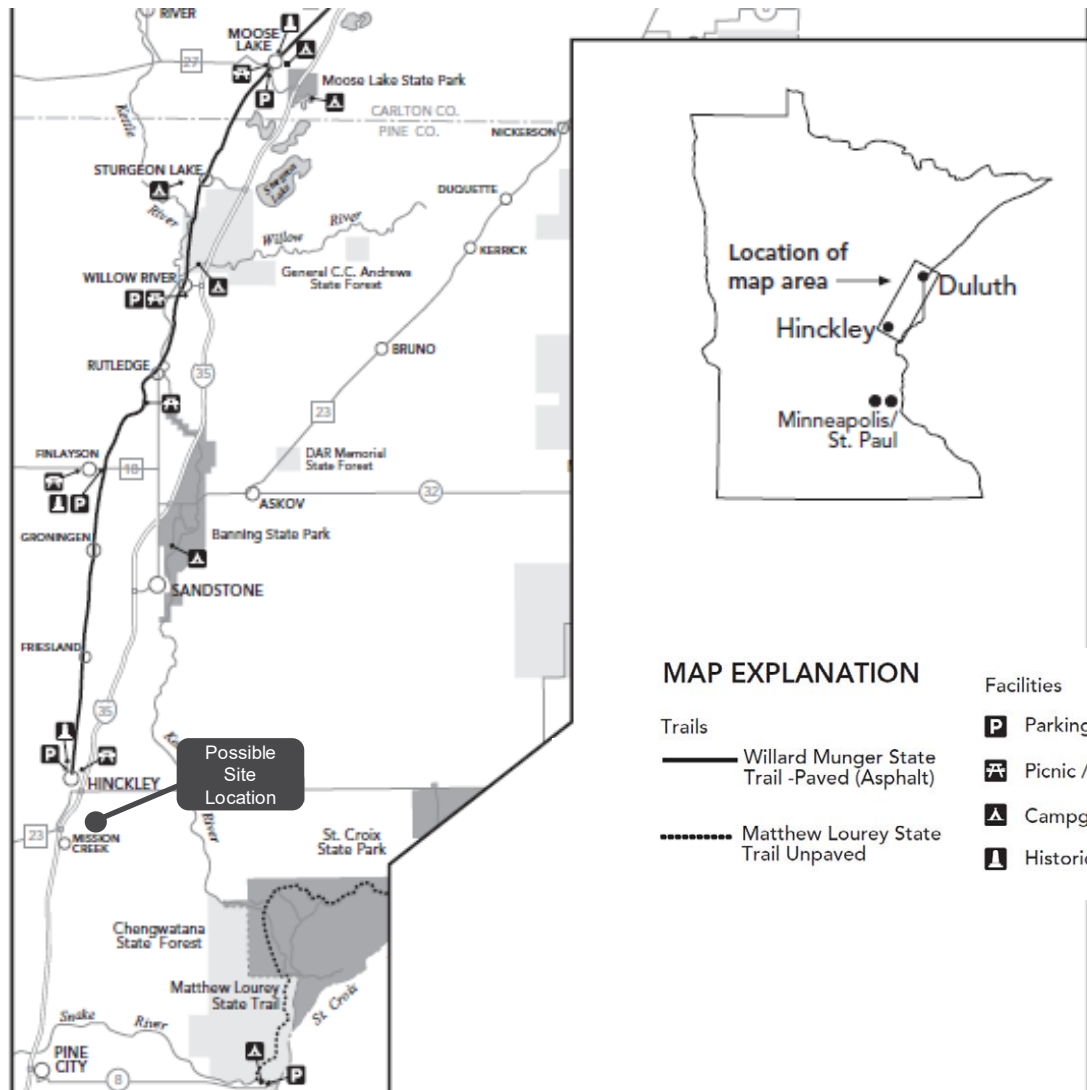


Figure 6.13
Willard Munger
State Trail

Willard Munger State Trail



NEXT STEPS, PLANNING GRANT, ENVIRONMENTAL REVIEW, INTERSTATE ACCESS REQUEST (IAR)

7

For access improvements to proceed along I-35, an Interstate Access Request (IAR) must be prepared and approved. A summary of that process is included in **Appendix B** of this report.

The IAR process will need to be closely coordinated with the planning and environmental processes. These processes will include traffic modeling to justify the changes. These changes will need to create a business case for access improvements, demonstrating that overall traffic flow will be improved, without adversely impacting safety.

Next steps will also need to be closely coordinated with MnDOT. This coordination should start with requesting assistance from MnDOT for the preparation of a planning grant. The grant can fund the environmental and planning processes, including the traffic modeling needed to support the IAR application. MnDOT, FHWA and Pine County will all be key stakeholders in this process, but MnDOT will need to submit the IAR on behalf of the proposer.

It is recognized that the new interchange alternative faces challenges because it does not meet spacing guidelines. In particular, the short distance between the new northbound on ramp and the off ramp at Highway 48 is very tight.

MLCV should work with its partners and the consultant team to prepare a scope and estimate for the planning and environmental review processes. With this information, meet with Levi Brown and his team at MnDOT to prepare and submit the planning grant application.

The following paragraphs describe the recommended next steps for MLCV to take with each of the key stakeholder groups. It is important to acknowledge that this is a dynamic process and there are many things that could change the course of the process, while still moving forward in positive ways.

There are multiple participants and they have varying degrees of interest and capacity to lead the project forward. Remember that the ultimate goals are for outcomes that will benefit the entire community. It will likely be necessary to accommodate different levels of participation from individual stakeholders, while continuing to pursue common goals.

The next steps begin with general recommendations and continue through a description of specific tasks and activities that are focused on particular partners. They are not strictly listed sequentially, or in a rigid hierarchy of priorities, but they do follow a general progression.

MLCV and key partners

1. MLCV should work with its partners and consultants to prepare a scope of services and cost estimates to complete the planning and environmental processes. They can then meet with MnDOT grant specialist, Levi Brown and prepare and submit a grant application. It is our recommendation that both a new interchange and improvements to the TH 23 interchange be modeled and analyzed.

If the new interchange option fails to gain the necessary approvals and funding, we recommend Alternative 4 shown below. This option has the benefit of both providing greatly improved access and roadway capacity from the TH 23 interchange, and by continuing to the east, it provides the best access to serve new residential development and through traffic proceeding to the east.

2. A basic assessment should be completed to determine the feasibility of serving the new business park with private water and septic systems. These private services could be an interim solution until the economics support the full extension of public infrastructure. The system should be designed to connect readily to public infrastructure if it becomes available.
3. Explore the feasibility of building a flexible building designed to accommodate start up businesses. This could include shared services, loading and security. There are many examples that can be considered. All of them would support the idea of nurturing the growth of local entrepreneurs, with the intention of steering their growth into their own building, within the business park, when they are ready.
4. Work with MnDOT to pursue their recommended grant program. MLCV should be prepared to actively pursue other options as needed too.

City of Hinckley

1. The City should be encouraged to process an update to its 2040 Comprehensive Plan. This would not require a wholesale amendment to the Plan but could instead take the form of a special area study, or small area plan.
2. The Plan amendment should acknowledge and support the preferred alternative access improvement. It should also include applicable policies and an implementation chapter outlining the steps the City intends to take to support the project.

The economics of extending sewer and water to serve the proposed business park will drive the implementation strategies the City is willing to consider. Key questions that should be addressed through a Comprehensive Plan amendment process would include the timing and geographic limits of annexation. Decisions about annexation would guide decisions about the best approach for zoning of the area. If annexation was determined to be premature, the City could opt for extra-jurisdictional zoning authority.

3. The Plan amendment could also identify potential funding sources to support the extension of infrastructure and commit to the necessary steps to pursue these sources.

Pine County

1. Pine County should also prepare a comprehensive plan amendment. It should acknowledge and support the preferred access alternative. It should also include associated goals and policies and the exploration of economic development programs to support the project.

A critical policy discussion should be resolved through the comprehensive plan amendment process. This is the resolution of the best way to administer zoning in the area. This discussion should include the City of Hinckley, and of course the townships.

2. The County should explore whether it is the best entity to administer and regulate private utilities in the area. This should include the evaluation of both private services on an interim, or long-term basis.
3. Finally, the planning process should guide decisions about County economic development programs to support the business park. Market research illustrates that the best prospects for creating tax base and jobs is through local initiatives. The most likely strategies to succeed are those that involve a closely coordinated, collaboration between Pine County, MLCV and the City of Hinckley.

IDENTIFICATION & PRIORITIZATION OF FUNDING ALTERNATIVES

9

Listed below are high-level characteristics of funding programs that are strong matches for funding the proposed I-35 Interchange/Access project. This includes eligibility items, funding amounts, timelines, assessment and next steps.

There are six federal programs and three state programs that are relevant and could be pursued either immediately or in some cases as noted once funding is appropriated. Matching requirements must be recognized; federal can be used to match state and vice versa. The programs are listed in order of how they could be pursued, planning grants listed first and then construction grants.

More programs that are lesser fits, but eligible nonetheless, to fund the proposed I-35 Interchange/ Access project are listed in the attached “MLCV Funding Sources Matrix;” also listed in that matrix are programs that could fund the ancillary infrastructure of water, sewer, and trails.

PLANNING

Economic Adjustment Assistance (EAA) Programs / US Economic Development Administration – *Provides resources that help communities experiencing or anticipating economic dislocations to plan and implement specific solutions to leverage their existing regional economic advantages to support economic development and job creation.*

Eligible Applicants: States, cities, counties; Indian tribes; the Federated States of Micronesia; the Republic of the Marshall Islands; commonwealths and territories of the United States; and private or public nonprofits representing a redevelopment area or a designated economic development center.

Eligible Activities: Supports a wide range of construction and non-construction activities including infrastructure, design and engineering, technical assistance, economic recovery strategies, and capitalization or re-capitalization of Revolving Loan Funds (RLF).

Max Grant:

50% of total project costs, up to \$3,000,000.

Deadline: Applications accepted year-round.

Assessment / Next Steps

Good fit.

1. Reach out to Jordan Zeller at East Central Regional Development Commission’s (ECRDC) to identify alignment with the Comprehensive Economic Development Strategy (CEDS) and solicit their support.
2. Coordinate meeting with ECRDC and US EDA to receive EDA’s input on the project.
3. If both of the above are in the affirmative, initiate application process.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE), US Department of Transportation – *For road, rail, transit and port projects to build and repair freight and passenger transportation networks.*

Eligible Applicants: State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Planning Projects

1. Planning, preparation, or design of eligible surface transportation capital projects.
2. In addition, eligible activities related to multidisciplinary projects or regional planning may include:
 - a. Development of master plans, comprehensive plans, or corridor plans;
 - b. Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic.

Primary selection criteria: Safety, Environmental Sustainability, Quality of Life, Economic Competitiveness, and State of Good Repair.

Max Grant: \$25 million and must provide 20% non-federal match. Minimum award size is \$1 million for projects in rural areas.

Deadline: February 28, 2023.

Assessment / Next Steps

Very good fit but heavy lift to apply.

1. The three USDOT programs identified – RAISE, Rural Surface Transportation Grant, and INFRA – cannot be used together. The Rural Surface Transportation Grant appears to be the best fit; should reach out to Howard Hill and/or Paul Baumer (contact information in the attached PDF) to confirm.
2. If a RAISE planning grant is desired, **should initiate by the end of 2022.**
3. There are three more rounds of this funding through the Infrastructure Investment and Jobs Act.

Rural Surface Transportation Grant / US Department of Transportation – *To improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.*

Eligible Applicants: States, Regional transportation planning organizations, Local governments, Tribal governments.

Eligible Activities: Will fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities related to:

- Highway, bridge, or tunnel projects eligible under the National Highway Performance Program, Surface Transportation Block Grant Program, or the Tribal Transportation Program;
- Highway freight project eligible under the National Highway Performance Program;
- Highway safety improvement project;
- Project on a publicly owned highway or bridge improving access to certain facilities that support the economy of a rural area;
- Integrated mobility management system, transportation demand management system, or on-demand mobility services.

Max Grant: Grants for up to 80 percent of future eligible project costs.

Deadline: Annual program, typically in March.

Assessment / Next Steps

Very good fit but heavy lift to apply.

1. The three USDOT programs identified – RAISE, Rural Surface Transportation Grant, and INFRA – cannot be used together. The Rural Surface Transportation Grant appears to be the best fit; should reach out to Howard Hill and/or Paul Baumer (contact information in the attached PDF) to confirm.
2. If a planning grant is desired, should initiate by the end of January 2023.

CONSTRUCTION

Congressionally Directed Spending (Senate) / Community Project Funding (Congress), US Congress & Senate – *Provides federal lawmakers the ability to demonstrate priorities for their constituents.*

Eligible Applicants: States, local governments and eligible non-profit entities.

Eligible Activities: Broad latitude in projects; however, some federal lawmakers narrow what kinds of projects they will endorse.

Max Grant:

Senate: 1% cap on discretionary spending for congressionally directed spending items.

House: Each Representative may request funding for up to 15 projects in their community for fiscal year 2023 – although only a handful may actually be funded.

Deadline: Annually, typically in March / April.

Assessment / Next Steps

Strong fit; broad latitude with projects it can fund but dependent on support from delegation.

1. Work through congressional delegation – Senators Tina Smith and / or Amy Klobuchar and Congressman Pete Stauber – and reach out to their staff to provide project information.
2. Respond to solicitations when they come out; they are sent out to every township, city, and county in their jurisdiction.

Minnesota Capital Bonding Bill, Minnesota Legislature – *State Appropriations can be accessed for a variety of municipal projects that can argue regional significance.*

Eligible Applicants: Public bodies (city, township, county or special district), Indian tribes.

Eligible Activities: State Appropriations can be accessed for a variety of municipal projects that can argue regional significance; need to be publicly owned; state wages rates applied.

Max Grant: No dollar cap, up to 50% of capital project costs.

Deadline: June in odd numbered years for the even numbered year bonding cycle. However, since there was no bonding bill in 2022, we anticipate they will take one up early in the 2023 legislative session.

Assessment / Next Steps

Strong fit; broad latitude with projects it can fund; dependent on support from state legislators.

1. Work through state legislators – Senator Jason Rarick and Representative Nathan Nelson – and schedule meetings with them to provide project information.

Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program, Federal Highway Administration – *Provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands.*

Eligible Applicants: Eligible entities are the same as those that receive funds under the Federal Lands Access Program (23 U.S.C. 204), the Federal Lands Transportation Program (23 U.S.C. 203), the Tribal Transportation Program (23 U.S.C. 202), and the Federal Lands Planning Program (23 U.S.C. 201), except that a State, county, or unit of local government may apply for funding under the NSFLTP Program only if sponsored by an eligible Federal land management agency (FLMA) or federally recognized Tribe.

Eligible Activities: FHWA seeks projects that:

- Further the goals of DOT, which include safety and the state of good repair;
- Improve the quality of life for a local community and/or the traveling public;
- Improve physical or operational deficiencies of the facility;
- Use new technologies and innovations; and
- Support economic vitality at the national and regional level.

For applications for projects off of Tribal transportation facilities, FHWA will seek projects that:

- Ensure equitable investment in the needs of underserved communities;
- Align with FHWA's mission and with priorities such as equity, climate and sustainability, and economic strength and global competitiveness; and
- Support the creation of good-paying jobs with the free and fair choice to join a union, and the incorporation of strong labor standards and workforce programs.

Developmental phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities are **not** eligible for funding.

Max Grant: No maximum grant amount listed but total available funding is \$125.215 million.
No match required. Minimum project size: \$12.5 million

Deadline: Anticipate next round October 2023.

Assessment / Next Steps

Strong fit; matches FHWA's priorities of equitable investment and job creation.

1. Review 2022 round of grant awardees (should be announced by March 2023).
2. Anticipate initiating application in the summer of 2023.

Greater Minnesota Business Development Public Infrastructure (BDPI), Minnesota Department of Employment and Economic Development – *Provides funding for public infrastructure in support of economic development.*

Eligible Applicants: Counties or statutory or home rule cities outside of the seven-county metropolitan area.

Eligible Activities: Eligible projects include publicly owned infrastructure that supports economic development projects, including wastewater collection and treatment, drinking water, storm sewers, utility extensions, and streets.

Economic development projects include manufacturing, technology, warehousing and distribution, research and development, agricultural processing, and industrial park development.

Retail developments and office space developments other than incidental office space are NOT eligible for this grant.

Max Grant: Applicants will be awarded 50% of eligible, capital costs for eligible projects, up to \$2,000,000.

Deadline: No funding at this time; awaiting appropriation through the or next legislative session. Once funding is in place, applications are accepted on an open basis.

Assessment / Next Steps

Strong fit but currently no funding.

1. Monitor 2023 legislative session for appropriations to this program.
2. Reach out to DEED to discuss project and gauge alignment.
3. If encouraged by DEED, initiate application so that the project is in queue once funding is in place.

Public Works / US Economic Development Administration – Provides grants to economically distressed areas for public works projects that: promote economic development; create long-term jobs; and/or benefit low-income persons or the long-term unemployed.

Eligible Applicants: States, cities, counties; Indian tribes; the Federated States of Micronesia; the Republic of the Marshall Islands; commonwealths and territories of the United States; and private or public nonprofits representing a redevelopment area or a designated economic development center.

Eligible Activities: Construction and/or infrastructure projects that meet the needs of communities to enable them to become more economically competitive. Examples include projects supporting transportation, water and sewer system improvements, industrial parks, high-tech shipping and logistics facilities, workforce training facilities, business incubators and accelerators, brownfield redevelopment, technology-based facilities, wet labs, multi-tenant manufacturing facilities, science and research parks, and telecommunications infrastructure and development facilities.

Max Grant:

50% of total project costs, up to \$3,000,000.

Deadline: Applications accepted year-round.

Assessment / Next Steps

Good fit.

1. Reach out to Jordan Zeller at East Central Regional Development Commission's (ECRDC) to identify alignment with the Comprehensive Economic Development Strategy (CEDS) and solicit their support.
2. Coordinate meeting with ECRDC and US EDA to receive EDA's input on the project.
3. If both of the above are in the affirmative, initiate application process.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE), US Department of Transportation
– *For road, rail, transit and port projects to build and repair freight and passenger transportation networks.*

Eligible Applicants: State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Capital Projects – surface transportation capital projects including but not limited to:

1. Highway, bridge, or other road projects eligible under title 23, USC;
2. Public transportation projects eligible under chapter 53 of title 49, USC;
3. Passenger and freight rail transportation projects;
4. Port infrastructure investments;
5. Intermodal projects;
6. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.
7. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility

Primary selection criteria: Safety, Environmental Sustainability, Quality of Life, Economic Competitiveness, and State of Good Repair.

Max Grant: Grants not less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.4.(a)) the minimum award size is \$1 million. Must provide 20% non-federal match.

Deadline: February 28, 2023.

Assessment / Next Steps

Very good fit but heavy lift to apply.

1. The three USDOT programs identified – RAISE, Rural Surface Transportation Grant, and INFRA – cannot be used together. The Rural Surface Transportation Grant appears to be the best fit; should reach out to Howard Hill and/or Paul Baumer (contact information in the attached PDF) to confirm.
2. If a RAISE planning grant is desired, **should initiate by the end of 2022**.
3. There are three more rounds of this funding through the Infrastructure Investment and Jobs Act.

Rural Surface Transportation Grant / US Department of Transportation – *To improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.*

Eligible Applicants: State, Regional transportation planning organizations, Local governments, Tribal governments.

Eligible Activities:

- Highway, bridge, or tunnel projects eligible under the National Highway Performance Program, Surface Transportation Block Grant Program, or the Tribal Transportation Program;
- Highway freight project eligible under the National Highway Performance Program;
- Highway safety improvement project;
- Projects on a publicly owned highway or bridge improving access to certain facilities that support the economy of a rural area;
- Integrated mobility management system, transportation demand management system, or on-demand mobility services.

Max Grant: Grants for up to 80 percent of future eligible project costs.

Deadline: Annual program, typically in March.

Assessment / Next Steps

Very good fit but heavy lift to apply.

1. The three USDOT programs identified – RAISE, Rural Surface Transportation Grant, and INFRA – cannot be used together. The Rural Surface Transportation Grant appears to be the best fit; should reach out to Howard Hill and/or Paul Baumer (contact information in the attached PDF) to confirm.
2. If a planning grant is desired, should initiate by the end of January 2023.

Infrastructure for Rebuilding America (INFRA) (AKA Nationally Significant Freight and Highway Projects), US Department of Transportation – *For multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.*

Eligible Applicants: A State or group of States; metropolitan planning organization; unit of local government/group of local governments; a political subdivision of a State or local government; special purpose district or public authority with a transportation function; Federal land management agency that applies jointly with a State or group of States; tribal government, single or group of tribal governments.

Eligible Activities:

- Highway freight project carried out on the National Highway Freight Network;
- Highway or bridge project carried out on the National Highway System (NHS) including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area;
- Railway-highway grade crossing or grade separation project; or
- Freight project that is: an intermodal or rail project, or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility, is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility, and will significantly improve freight movement on the National Highway Freight Network.

May be used for construction, reconstruction, rehabilitation, acquisition of property, environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Eligible but less competitive, development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities.

Max Grant:

Grants for up to 60% of total project costs;
Small Projects = minimum \$5 million grant
Large Projects = minimum \$25 million grant

Deadline: Annually, typically in March.

Assessment / Next Steps

Very good fit but heavy lift to apply.

1. The three USDOT programs identified – RAISE, Rural Surface Transportation Grant, and INFRA – cannot be used together. The Rural Surface Transportation Grant appears to be the best fit; should reach out to Howard Hill and/or Paul Baumer (contact information in the attached PDF) to confirm.
2. If a planning grant is desired, should initiate by the end of January 2023.

Corridors of Commerce, Minnesota Department of Transportation – *To provide additional highway capacity on segments where there are currently bottlenecks in the system and improve the movement of freight and reduce barriers to commerce.*

Eligible Applicants: City, county, township, tribal government, formal corridor coalition, not-for-profit organization, metropolitan planning organization or regional development organization.

Eligible Activities: Capacity Improvement Projects or Freight Improvement Projects:

Capacity Improvement Projects must meet one of the following bullets:

- Currently is not a divided highway, and that highway is an expressway or freeway beyond the project limits.
- Contains a highway terminus that lacks an intersection or interchange with another trunk highway.
- Contains fewer lanes of travel compared to that highway beyond the project limits.
- Contain a location that is proposed as a new interchange or to be reconstructed from an intersection to an interchange.

Freight Improvement Projects must meet one of the following bullets:

- Remove or reduce an existing barrier to commerce.
- Preserve existing freight movement.
- Support an emerging industry.
- Provide connections between the trunk highway system and other transportation modes for the movement of freight.

Projects must be consistent with MnDOT's Statewide Multimodal Transportation Plan and must be on the Interregional Corridor Network of state highways, including the supplemental freight routes, in Greater Minnesota or any state highway in the eight-county MnDOT Metropolitan District.

Max Grant: No maximum or match requirement listed; \$250 M in total funding is available for current (2022-23) funding round.

Deadline: Last round of funding closed 11/30/22.

Assessment / Next Steps

Good fit under Freight Improvement Projects through support of industry and connections to roadways.

1. Monitor legislative sessions for future appropriations.

See attached funding matrix (excel document).

SUMMARY OF "BEST FIT" FUNDING SOURCES

Program	Agency	Purpose / Goals	Applicant Eligibility	Eligible Use of Funds	Loan or Grant Maximums & Terms	Additional Requirements / Notes	Contact	Category	Ranking*
Congressionally Directed Spending (CDS) Community Project Funding (CPF)	US Congress & Senate	Provides federal lawmakers the ability to demonstrate priorities for their constituents.	State, local governments and eligible non-profit entities.	Broad latitude in projects, however, some federal lawmakers narrow what kinds of projects they will endorse.	Senate: 1% cap on discretionary spending for congressionally directed spending items. House: CDS Representative may request for fiscal year 2023 - although only a handful may actually be funded.	Annual program, typically in March / April.	Work through congressional delegation.	All	5
Greater Minnesota Infrastructure Development Public Infrastructure (BDPI)	Minnesota Department of Transportation	Eligible projects include publicly owned infrastructure projects that promote economic development projects, including drinking water, storm sewers, utility extensions, and streets.	Counties or statutory or home rule cities, or a combination of the seven-county metropolitan area.	Eligible projects include publicly owned infrastructure that supports economic development and includes drinking water, storm sewers, utility extensions, and streets. Economic development projects include manufacturing, technology, warehousing and research and development, agricultural processing, and industrial parks development.	Applicants will be awarded 50% of eligible, non-federal matching funds for eligible projects, up to \$2,000,000.	Applications are accepted on an open basis.	Jeremy Lacroix jeremy.lacroix@state.mn.us	Transportation	5
Minnesota Capital Bonding Bill	Minnesota Legislature	State Appropriations can be accessed for a variety of municipal projects that can argue regional significance.	Public bodies (city, township, county or special district), Indian tribes.	State Appropriations can be accessed for a variety of municipal projects that can argue regional significance. Need to be publicly owned, state sales tax applied.	Grant: up to 50% of capital project costs.	June in odd numbered years for the even numbered year bonding cycle.	Work through state senator and/or representative.	All	5
Nationally Significant Tribal Projects (NSFTTP) Program	Federal Highway Administration	Provides funding for the construction, reconstruction, or improvement of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands.	Eligible entities are the same as those for the National Lands Transportation Program (23 U.S.C. 203), the Tribal Lands Transportation Program (23 U.S.C. 204), and the Federal Lands Planning Program (23 U.S.C. 201), except that a State, county, or unit of local government may be eligible for funding under the NSFTTP Program only if sponsored by an eligible Federal land management agency (FEMA) or Federally Recognized Tribe.	PHVA seeks projects that: • Improve the quality of life for a local community and the traveling public; • Improve physical or operational deficiencies of the facility; • Use new technologies and innovations; and • Support economic vitality at the national and regional level. For applications for projects off of Tribal transportation facilities, PHVA will seek projects that: • Provide a valuable investment in the needs of underserved communities; • Align with PHVA's mission and with priorities such as equity, climate and sustainability, and economic strength and global competitiveness; and • Support the development of good-paying jobs and economic vitality to join a nation, and the incorporation of strong labor standards and workforce programs.	No maximum grant amount stated but total available is \$25.2 million. No match required. Minimum project size: \$2.5 million.	Current round due October 24, 2022. Anticipate next round October 2023.	Jeffrey Mann, 703-044-6230 Jeffrey.Mann@dot.gov	Transportation	5 (with PHVA's priorities of equitable and sustainable development and job creation.
Corridors of Commerce	Minnesota Department of Transportation	To provide additional highway capacity and improve safety and efficiency by addressing bottlenecks in the system and improve the movement of freight and reduce barriers to commerce.	City, county, township, tribal government, or a combination thereof, or for port organization or regional planning organization or regional development organization.	Capacity Improvement Projects or Freight Improvement Projects. Capacity Improvement Projects must include the following: • Contain a highway project that is an expressway or freeway beyond the project limits. • Contain a highway project that is an intersection or interchange with another highway project beyond the project limits. • Contain a location that is proposed as a new interchange or to be reconstructed from an intersection to an interchange. • Contain a project that must meet one of the following bullet points: • Preserve existing freight movement. • Support an emerging industry. • Support a major freight corridor. • Support a major freight system and other transportation modes for the movement of freight.	No maximum or match requirement listed. \$250 million in funding is available for current (2022-23) funding cycle.		Patrick Wedemann patrick.wedemann@dot.mn.us	Transportation	4 (is under DOT's priority projects)
Infrastructure for Minnesota (INFRA) / AAA National Highway Program	US Department of Transportation	For multimodal freight and highway infrastructure projects that have significant economic significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.	A. State or group of States; metropolitan area; or a political subdivision of a State or local government; special purpose district or other entity that performs a public function; Federal land management agency that applies jointly with a State or group of States; tribal government; or a group of tribal governments.	1. Highway freight project carried out on the National Highway Freight Network, including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area. 2. Railway-highway grade crossing or grade separation project; or 3. Public or private freight rail, water (including ports), or intermodal facility, is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility, and will significantly improve freight movement on the National Highway Freight Network. May be used for construction, reconstruction, rehabilitation, acquisition of property, environmental mitigation, construction of facilities, equipment, supplies and materials, and other activities necessary to improve the safety, efficiency, and reliability of the competitive, development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities.	Grant for up to 60% of total project costs; 10% for small projects and > 25% of funds are designated for rural areas. Small Projects = minimum \$5 million grant Large Projects = minimum \$25 million grant	Annual program, typically in March.	Paul Baumer, 202-398-1952 pbaumer@dot.gov	Transportation	4 (is under DOT's priority projects but heavy lift to apply.
Public Works & Economic Adjustment Programs (EAP) Programs	US Economic Development Administration	Provides grants to economically distressed areas for public works projects that promote economic development, including long-term jobs, worker training, and infrastructure or the long-term unemployed.	States, cities, counties, Indian tribes, the Federated States of Micronesia, the Republic of the Marshall Islands, the Federated States of Micronesia, the United States, and state or public entities that are not a State or public area or a designated economic development center.	Public Works: Construction and/or infrastructure projects that meet the needs of communities to enable them to become more economically competitive. Examples include projects supporting water and sewer system improvements, industrial parks, and multi-unit housing and long-term workforce development. Technology-based facilities, wet labs, multi-unit manufacturing facilities, science and research parks, and telecommunications infrastructure and development facilities. Other eligible activities include infrastructure design and engineering, technical assistance, economic recovery strategies, and capitalization or re-capitalization of Revolving Loan Funds (RLF).	50% of total project costs, up to \$3,000,000.	Year round	Jordan Zeller jordan.zeller@eada.org	Transportation	4 (is under DOT's priority projects but heavy lift to apply.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	US Department of Transportation	For road, rail, transit and port projects to build and repair freight and passenger transportation networks.	State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations, and other political subdivisions of State or local governments.	1. Capital Projects: Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: a. public transportation projects eligible under title 33, USC; b. passenger and freight rail transportation projects; c. port infrastructure investments; d. port infrastructure investments; e. projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. 2. Research, demonstration, or pilot projects are eligible only if they will result in long-term benefits to the transportation system and are not subject to independent duty. 3. Planning Projects a. Planning, preparation, or design of eligible surface transportation capital projects. b. In addition, eligible activities related to multi-disciplinary projects or regional planning. c. Development of master plans, comprehensive plans, or corridor plans. d. Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and other passenger and non-motorized traffic.	Grants not less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C-4 (a) of the Department's RAISE program), grants may be up to \$1 million, but provide 20% non-federal match. There is no minimum award size, regardless of location, for RAISE planning grants. Total available is \$1 Billion.	Annual program, typically in April.	Howard Hill, 202-365-0301 RAISEgrants@dot.gov	Transportation	4 (is under DOT's priority projects but heavy lift to apply.

SUMMARY OF "BEST FIT" FUNDING SOURCES										
Program	Agency	Purpose / Goals	Applicant Eligibility	Eligible Use of Funds	Loan or Grant Maximums & Terms	Additional Requirements / Notes	Funding Cycle	Contact	Category	Ranking
Rural Surface Transportation Grant	US Department of Transportation	To improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety of rural roads, and generate regional economic growth and improve quality of life.	State, Regional transportation planning organizations, Local governments, Tribal governments	Highway, bridge, or tunnel projects eligible under the National Highway Performance Program; Surface Transportation Block Grant Program, or the Tribal Transportation Program; Highway safety improvement project on a publicly-owned highway or bridge; Transportation planning project on a publicly-owned highway or bridge; Integrated mobility management system, transportation demand management system, or on-demand mobility services.	Grants for up to 80 percent of future eligible project costs.	Will also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, design work, and other preconstruction activities.	Annual program, typically in March.	Paul Baumer, 202-366-1092 MPOGrants@dot.gov	Transportation	4
Transportation Economic Development Program	Minnesota Department of Transportation	To help generate economic benefits through investment in transportation infrastructure.	Cities, counties, tribes and other government entities.	Transportation infrastructure projects on state highway that support economic enhance or modify a state trunk highway or highway right of way. Your project may do more than improve the trunk highway, but this program can fund work only on the trunk highway and trunk highway right of way.	Up to 75% of the total transportation infrastructure cost of the project or the state's maximum allowable share as determined by our MNDOT's participation policy.	If you want to submit an application for new or modified interchanges on the Federal Highway Administration (FHWA), you should consult with you Admin a TED application.	Dependent on future funding, last round of funding was September 2022.	Ken Buckner kenbuckner@state.mn.us	Transportation	3
Clean Water Revolving Fund	Minnesota Public Facilities Authority	Improvements to existing or new public water supply and sewerage systems to program priorities.	Cities, counties, townships, sanitary districts or other governmental subdivisions responsible for wastewater systems are eligible.	Projects must be on the Project Priority List and be the intended Use Plan. Projects must be related to water supply or wastewater. Federal Davis Bacon Wage Rates and related acts apply as does American Bond & Steel.	Low Interest Loans, no maximum but fringes on total project cost. Projects with low income and medium household income, may qualify for principal forgiveness.	Facility Plan by early March; PFI, contract and MCH, up request only June, must begin construction by the following June.	Annually, first Friday in March.	Bill Dorn, 651-757-2324 bill.dorn@state.mn.us	Wastewater	5
Building Water Revolving Fund	Minnesota Public Facilities Authority	Improvements to existing or new public water supply and sewerage systems to program priorities.	Cities, counties, townships, sanitary districts or other governmental subdivisions responsible for drinking water systems are eligible.	Projects must be on the Project Priority List and be the intended Use Plan. Projects must be related to water supply or wastewater. Federal Davis Bacon Wage Rates and related acts apply as does American Bond & Steel.	None, fundability based on ranking by MCH.	PR, contract and MCH, up request only June, must begin construction by the following June.	PR, contract and MCH, up request only June, must begin construction by the following June.	Wade, wade@water.state.mn.us	Drinking Water	6
Regional Trail Grant Program	Minnesota Department of Natural Resources	To promote development of recreational trails outside the seven-county metropolitan area.	Counties, cities, and townships.	Acquisition and development of trail facilities outside the seven-county metropolitan area that are considered regional or statewide significance. Acquisition projects require a perpetual easement. Development projects require a 20 year maintenance commitment by the project sponsor.	Grant for up to 75% of eligible project costs, up to \$300,000.	Priority for trail project funding will be given to projects that develop trails of regional or statewide significance. Considerations also include expected amount and type of use, and quality of trail, and amount of natural and cultural resources.	Annually, March 31.	Dan Gohier, 651-259-5559 Daniel.Gohier@state.mn.us	Trails	5
Transportation Alternatives Program (TAP)	US DOT - administered by MNDOT	Preserve historic, archaeological, scenic and environmental resources related to surface transportation, and to facilitate bicycle and pedestrian use.	Local governments, Regional transportation authorities, Transit agencies, Natural resource or public land agencies, State or federal agencies, Schools, Tribal governments, Nonprofit entities responsible for the administration of a trail, or other agency programmatic entity with responsibility for oversight of transportation infrastructure.	Construction, planning, and design of a trail and/or trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Construction, planning, and design of transportation-related projects and systems that will enhance or improve the transportation system. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. Community improvement activities, including inventory, control, or removal of outdoor advertising. Historic preservation and rehabilitation of historic transportation facilities; trail planning and construction practices that enhance transportation rights-of-way; and Archaeological activities relating to impacts from transportation projects such as a transportation project.	No maximum, based but limited by local appropriations, 20% non-federal match required.	All projects must be applied by Metropolitan Planning Organizations (MPO) and Regional Development Organizations (RDO).	Annual program, current round open with date of interest due Nov. 4, 2022 and application due Jan. 13, 2023.	Best Contact: Regional Development Commission 320-679-4065	Trails	6
Rural and Urban Disposal Grants	USDA Rural Development	To assist local, federally financed rural community economic development and waste treatment facilities that serve rural households and businesses.	Local business (USDA, township, county or local district), Indian tribes, cooperatives or other project organizations with service area under 15,000 in population.	Public Facilities (sewer, water, storm)	Low interest loans and grants	Year-round Process		Best Available 216-629-5865 ext. 113 bret.nelupka@usda.gov	Wastewater Drinking Water Storm Water	6
Transportation Economic Development Infrastructure	Minnesota Department of Transportation	For road and public infrastructure projects that create jobs and support economic development	Governmental units as defined by state law	Prodesign, design, acquisition of land, construction, reconstruction, and infrastructure improvements that will promote economic development, increase employment, and improve transportation systems to accommodate private investment and job creation.	No max, but funding is often limited, so in practice the maximum is <\$5 million if not closer to \$1-2million	Dependent on funding appropriation, last round of funding was August 2021.		Jeremy LaCroix (651) 257-7457	Wastewater Drinking Water Storm Water	5

Ranking Criteria

FUNDING SOURCES FOR TRANSPORTATION PROJECTS

[illegible]

FUNDING SOURCES FOR TRANSPORTATION PROJECTS									
Document	Program	Structure	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	US Department of Transportation	For road, rail, transit and port projects to build and repair freight and passenger transportation networks.	State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs) and other regional stakeholders of State or local governments.	1 Capital Projects Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: a. highway, bridge, or other road projects eligible under title 23, USC; b. public transportation projects eligible under chapter 53 of title 49, USC; c. passenger and freight rail transportation projects; d. port infrastructure investments; e. intermodal projects; f. transit projects; g. research, demonstration, or pilot projects that are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility from other transportation investments; h. planning, preparation, or design of eligible surface transportation capital projects; and i. in addition, eligible activities related to multidisciplinary projects or regional planning may include: 1. development of master plans, comprehensive plans, or corridor plans; 2. planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic.	Grants not less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.4 (a)) the maximum award size is \$1 million. Must provide 20% non-federal share under chapter 53 of title 49, USC. There is no minimum award size, regardless of location, for RAISE planning grants. Total available is \$1 Billion.	The primary selection criteria are Safety, Environmental Sustainability, Quality of Life, Economic Competitiveness, and State of Good Repair.	Annual program, typically in April.	Howard Hill 202-366-0301 RAISEgrants@dot.gov	4 Very good fit but heavy lift to apply.
Rural Surface Transportation Grant	US Department of Transportation	To improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and support economic development and growth and improve quality of life.	State, Regional transportation planning organizations, Local governments, Tribal governments.	Highway, bridge, or other road projects eligible under the National Highway Performance Program; Surface Transportation Block Grant Program or the Tribal Transportation Program; highway safety improvement project, project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic.	Grants for up to 50 percent of future eligible project costs.	Will also fund development phase activities including planning, forecasting, environmental review, preliminary engineering and preconstruction activities.	Annual program, typically in March.	Paul Bunker 202-366-1030 MPOGrants@dot.gov	4 Very good fit but heavy lift to apply.
Transportation Economic Development Program	Minnesota Department of Transportation	To help generate economic benefits from investment in transportation infrastructure.	Cities, counties, tribes and other government entities.	Transportation infrastructure projects on state highways that support economic development and enhance or modify a state trunk highway or highway right of way. Your project may do more than improve the trunk highway, but this program can fund work only on the trunk highway and trunk highway right of way.	Up to 70% of the total transportation project cost, with a maximum allowable share as determined by our MnDOT's participation policy.	If you want to submit an application for funding, you should consult with the Federal Highway Administration (FHWA) Minnesota division before you submit a TED application.	Dependent on future funding appropriation, last round of funding was September 2022.	Ken Buckeye kenbuckeye@state.mn.us	3 Dependent on consultation with FHWA.
Transportation Infrastructure Finance & Innovation Act (TIFIA)	Federal Highway Administration	Provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to support the development of transportation projects of national and regional significance.	State departments of transportation; local government; transit agencies; special authorities; special districts; public utilities; and other entities or consortia that may include companies specializing in engineering, construction, materials, and/or the operation of transportation facilities.	Many surface transportation projects: Bridges, Intelligent Transportation Systems; Intermodal Connectors; Transit Vehicles and Facilities; Intercity Buses and Facilities; Freight Transfer Facilities; Pedestrian/Bicyclist Infrastructure Networks; Transit-Oriented Development; Rural and Passenger Rail Vehicles and Facilities; Surface Transportation Elements of Port Projects Project must be included in the applicable State Transportation Improvement Program.	Low-interest loans with flexible terms. Minimum Anticipated Project Costs: \$10 million for Transit-Oriented Development, \$25 million for Intermodal Connectors, \$15 million for Intelligent Transportation System Projects \$50 million for all other eligible Surface Transportation Projects TIFIA Credit Assistance Limit – Credit assistance limited to 33% of reasonably anticipated eligible project costs (unless sponsor provides a compelling justification for up to 49%).	Investment Grade Rating – Senior debt and TIFIA loan must receive investment grade ratings from at least one nationally recognized rating agencies (only one rating required if less than \$75 million). Dedicated Repayment Source – The project sponsor must provide a dedicated revenue source pledged to secure both the TIFIA and senior debt financing.	Ongoing application cycle, starting with a Letter of Intent.	BuildAmerica@dot.gov 202-366-2300	2 Good fit, but loan only. Will only fund 49% of total project costs.
Tribal Transportation Program Safety Fund (TTPSF)	Federal Highway Administration	To address transportation safety issues identified by federally recognized Indian tribes through a competitive, discretionary program.	Federally recognized Indian Tribes; other entities may partner with a Tribal government to submit an application, provided that the applicant is a federally recognized Indian Tribe.	Eligible projects include: * develop and update transportation safety plans * safety data assessment, improvement, and analysis * infrastructure improvements and other eligible activities as listed in 23 U.S.C. 148(g)(4).	No maximum grant amount listed, no match is required.	If you want to submit an application for funding, you should consult with the Federal Highway Administration (FHWA) Minnesota division before you submit a TED application.	Current round due January 15, 2023. Anticipate to be an annual program with similar deadlines in future years.	Adam Larsen 360-615-2601 TTPSF@DOT.GOV	1 For safety planning and future funding related to safety issues.

Ranking Criteria
5 = best fit
1 = least fit

APPENDIX

Appendix A: Access Improvements

Appendix B: Memo on Access to the Interstate System

Documentation		FHWA Interstate Access Policy Points
Technical Report	NEPA Doc.	
	X	Policy Point 1: The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).
	X	Policy Point 2: The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).
X		Policy Point 3: An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).
X		Policy Point 4: The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).
	X	Policy Point 5: The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.
	X	Policy Point 6: In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).

Documentation		FHWA Interstate Access Policy Points
Technical Report	NEPA Doc.	
	X	Policy Point 7: When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).
		Policy Point 8: The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).

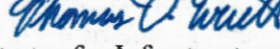


U.S. Department
of Transportation
Federal Highway
Administration

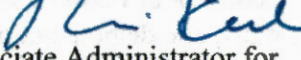
Memorandum

Subject: **ACTION** Changes to FHWA's Policy on
Access to the Interstate System

Date: May 22, 2017

From: Thomas D. Everett 
Associate Administrator for Infrastructure

In Reply Refer To:
HIPA; HEPE

Hari Kalla 
Acting Associate Administrator for
Planning, Environment, and Realty

To: Directors of Field Services
Division Administrators

Section 111(a) of Title 23, United States Code, provides that State departments of transportation (State DOTs) may not add any points of access to, or exit from, the Interstate System without prior approval of the Secretary. The Secretary has delegated this authority to the Federal Highway Administrator pursuant to Title 23, Code of Federal Regulations, Paragraph 1.48(b)(10). To implement this authority, FHWA is issuing the attached new Policy on Access to the Interstate System (Policy). The Policy was initially published in October 1990 and subsequently updated in 1998 and 2009. The new Policy replaces the 2009 Policy.

The FHWA has identified several areas where the current Policy may be streamlined to eliminate duplication with other project reviews. The new Policy will now focus on the technical feasibility of any proposed change in access in support of FHWA's determination of safety, operational, and engineering acceptability. Consideration of the social, economic, and environmental impacts and planning considerations will be addressed through the National Environmental Policy Act (NEPA) review of the project. This change will eliminate the potential for duplicative analysis of those issues in the State DOT's Interstate Access report and the NEPA documentation. The change will allow State DOTs to submit only a single technical report describing the types and results of technical analyses conducted to show that the change in access will not have significant negative impact on the safety and operations of the Interstate System.¹

The FHWA will be seeking public comment on this updated Policy. In the interim, division offices are directed to begin using the updated Policy for all new change-in-access requests

¹ The changes discussed in this memorandum do not alter or restrict the option to delegate approval authority for Interstate access justification reports to State DOTs pursuant to 23 U.S.C. 111(e).

effective May 22, 2017 (this includes projects to be processed within the division office as well as those that are forwarded to Headquarters). The FHWA will evaluate Interstate Access requests under the updated Policy as follows:

- The FHWA will rely on the information developed for NEPA reviews to account for the social, economic, and environmental impacts of the change in access. The information collected for the NEPA review of the access request should include a discussion of the need for the action (for example, why the need is not satisfied by existing interchanges or by reasonable transportation system management, geometric design, or improvements to the Interstate System or local roads); evaluation of consistency with local and regional land use and transportation plans; a comprehensive corridor or network study if the potential for future multiple interchange additions exist; and demonstration of coordination with proposed transportation system improvements when the proposal is due to a new, expanded, or substantial change in current or planned future development or land use.
- The FHWA will consider and analyze information regarding the technical feasibility of the change in access as a separate review. The FHWA's determination of safety, operational, and engineering acceptability will be based on a detailed review of this technical report.
- The FHWA's determination of acceptability, along with the supporting information, will be included as an appendix to the NEPA documentation.

Regardless of the type of NEPA action selected for the project, a separate technical report will be required to be submitted to FHWA for determination of safety, operations, and engineering acceptability. This technical report can be submitted as an appendix to the NEPA documentation in the case of an EIS, EA, or D-List CE, or as a separate stand-alone document in the case of a C-List CE. This procedure will ensure that the technical information considered during the analysis of impacts under NEPA is readily available to the public and others.²

Note that a State DOT may choose to send a separate technical report prior to a State DOT proceeding with the full NEPA documentation so that FHWA may determine the safety, operational, and engineering acceptability of the alternatives prior to engaging in the environmental impacts analysis.

If you have questions, please contact Michael Matzke, HIPA-20, at michael.matzke@dot.gov or (202) 366-4658.

Attachment

² State departments of transportation (State DOTs) may assume FHWA environmental review responsibilities under 23 U.S.C. 326 (Categorical Exclusion assignment program) or 23 U.S.C. 327 (Surface Transportation Project Delivery Program). The FHWA retains final approval authority of the Interstate System Access change request once the project receives safety, operational, and engineering acceptability; and environmental review. The FHWA will develop specific guidance on how this memorandum and Policy update is addressed in NEPA Assignment States.

Policy on Access to the Interstate System

May 22, 2017

Policy

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements:

Considerations and Requirements

1. An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).
2. The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing

movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

Application

This policy is applicable to new or revised access points to existing Interstate facilities regardless of the funding of the original construction or regardless of the funding for the new access points. This applicability includes routes incorporated into the Interstate System under the provisions of 23 U.S.C. 103(c)(4)(A) or other legislation.

Routes approved as a future part of the Interstate System under 23 U.S.C. 103(c)(4)(B) represent a special case because they are not yet a part of the Interstate System. Because the intention to add the route to the Interstate System has been formalized by agreement, any proposed new or significant changes in access beyond those covered in the agreement, regardless of funding, must be approved by FHWA.

This policy is not applicable to toll roads incorporated into the Interstate System, except for segments where Federal funds have been expended or these funds will be used for roadway improvements, or where the toll road section has been added to the Interstate System under the provisions of 23 U.S.C. 103(c)(4)(A). The term "segment" is defined as the project limits described in the Federal-aid project agreement.

Each break in the control of access to the Interstate System right-of-way is considered to be an access point. For the purpose of applying this policy, each entrance or exit point, including "locked gate" access, is considered to be an access point. For example, a diamond interchange configuration has four access points.

Ramps providing access to rest areas, information centers, and weigh stations within the Interstate controlled access are not considered access points for the purpose of applying this policy. These facilities must be accessible to vehicles only to and from the Interstate System. Access to or from these facilities and local roads and adjoining property is prohibited. The only allowed exception is for access to adjacent publicly owned conservation and recreation areas, if access to these areas is available only through the rest area, as allowed under 23 CFR 752.5(d).

Generally, any change in the design of an existing access point is considered a change to the interchange configuration, even though the number of actual points of access may not change. For example, replacing one of the direct ramps of a diamond interchange with a loop, or changing a cloverleaf interchange into a fully directional interchange would be considered revised access for the purpose of applying this policy.

All requests for new or revised access points on completed Interstate highways must closely adhere to the planning and environmental review processes as required in 23 CFR 450 and 771.

The FHWA approval constitutes a Federal action and, as such, requires that the transportation planning, conformity, congestion management process, and the National Environmental Policy Act procedures be followed and their requirements satisfied. The final FHWA approval of requests for new or revised access cannot precede the completion of these processes or necessary actions.¹

To offer maximum flexibility, however, any proposed change in access can be submitted by a State department of transportation (State DOT) to the FHWA division office for a determination of safety, operational, and engineering acceptability.² This flexibility allows agencies the option of obtaining this acceptability determination prior to making the required modifications to the transportation plan, performing any required conformity analysis, and completing the environmental review and approval process. In this manner, State DOTs can determine if a proposal is acceptable for inclusion as an alternative in the environmental process. This policy in no way alters the planning, conformity, or environmental review and approval procedures as contained in 23 CFR 450 and 771, and 40 CFR 51 and 93.

An affirmative determination by FHWA of safety, operational, and engineering acceptability for proposals for new or revised access points to the Interstate System should be reevaluated whenever a significant change in conditions occurs (e.g., land use, traffic volumes, roadway configuration or design, or environmental commitments). Proposals may be reevaluated if the project has not progressed to construction within 3 years of receiving an affirmative determination of engineering and operational acceptability (23 CFR 625.2(a); see also 23 CFR 771.129). If the project is not constructed within this time period, FHWA may evaluate whether an updated justification report based on current and projected future conditions is needed to receive either an affirmative determination of safety, operational, and engineering acceptability, or final approval if all other requirements have been satisfied (23 U.S.C. 111, 23 CFR 625.2(a), and 23 CFR 771.129).

Implementation

State DOTs must submit requests for proposed changes in access to their FHWA Division Office for review and action under 23 U.S.C. 106 and 111(a), and 23 CFR 625.2(a). The FHWA Division Office will ensure that all requests for changes in access contain sufficient information, as required in this policy, to allow FHWA to independently evaluate and act on the request.

Effective Date

¹ State DOTs may assume FHWA environmental review responsibilities under 23 U.S.C. 326 (Categorical Exclusion assignment program) or 23 U.S.C. 327 (Surface Transportation Project Delivery Program). The FHWA retains final approval authority of the Interstate System access change request once the project receives safety, operational, and engineering acceptability and environmental review.

² The FHWA may delegate approval authority for some Interstate access justification reports to State DOTs pursuant to 23 U.S.C. 111(e). See <https://www.fhwa.dot.gov/design/interstate/160426.cfm>. The FHWA retains final approval authority of the Interstate System access change request once the project receives safety, operational, and engineering acceptability and environmental review.

This policy replaces the policy of August 27, 2009 on "Access to the Interstate System," published at 74 *Federal Register* 43743. The changes in this policy are made to ensure this policy focuses on safety, operational, and engineering issues. The consideration of social, economic, and environmental impacts discussed in the 2009 policy are removed from this policy. However, the removal from this policy does not eliminate the need to consider those matters. Those issues will be addressed under the National Environmental Policy Act and other statutes and regulations applicable to the approval process.

This policy is effective as of May 22, 2017.



COUNTY BOARD AGENDA REQUEST

Date of Meeting: March 14, 2023

☐ Consent Agenda ☒ Regular Agenda

Item Title: Pine County Recycling Service Review

Department: Solid Waste

Caleb Anderson
Department Head / Sponsor signature

Background information on Item:

In December 2022, the county's recycling contractor, Cloquet Riverside Recycling, notified Pine County that they were unwilling to continue the recycling contract for 2023 at the compensation rate specified in the contract. Due to market conditions, they requested additional compensation.

The Solid Waste Department then invited all licensed solid waste haulers in Pine County to submit quotes for service in 2023. Only one hauler, Cloquet Riverside Recycling, responded. On January 17, 2023, Pine County approved a contract with Cloquet Riverside Recycling to service the five residential recycling centers in the county at a price of \$120,000 annually. This amount is \$31,881 over the 2023 budget amount. As a way to stay within budget, Cloquet Riverside Recycling included an option to eliminate the Bruno site, which would save \$33,600. The county elected to include the Bruno site in the new contract.

Minnesota Statutes 115A.551, Subd. 2a requires greater Minnesota counties to recycle 35 percent of total solid waste generated. Due to limited curbside recycling pickup, maintaining the recycling drop off sites helps the county maintain the recycling requirement.

In 2015, Pine County had 11 different unstaffed recycling drop-off sites. As the market price for recycling has fallen and operational costs have risen, the county has eliminated six sites based on location and usage. The county has also moved to sites that are staffed to reduce illegal dumping at the sites. Bruno is the only remaining unstaffed site.

The closest sites to Bruno are the North Pine Transfer Station in Willow River (13 miles) and the Central Pine Transfer Station in Sandstone (15.8 miles).

Options Include:

1. No change. Continue all five sites with Cloquet Riverside Recycling and seek other ways to close the budget deficit.
2. Coordinate a contract amendment to eliminate the Bruno recycling facility from the county's recycling contract.
3. Contract with another hauler to service the Bruno site. There are two licensed garbage haulers that have garbage routes in Bruno. Neither garbage hauler indicated they could reduce the cost.
4. Expand curbside pick up. There are an estimated 987 non-seasonal homes in northeastern Pine County. Providing curbside recycling to those homes would cost an estimated additional \$100k per year depending upon frequency of service.

Action Requested:

Decide on any program/service changes to the 2023 Pine County Recycling Program contract.



Pine County Land Advisory Committee Minutes
Wednesday, March 1, 2023; 9:00 a.m.
1610 State Hwy 23 N, Sandstone, MN 55072

Members:
Commissioner Terry Lovgren
Commissioner Matt Ludwig

Others Present:
Greg Beck, Land Commissioner
Joe Kelash, Technician
David Minke, County Administrator
Kelly Schroeder, Auditor-Treasurer

I. Proposed Land Auction/Sales

A. No Net Loss Discussion – Following the February 7, 2023 County Board meeting Commissioner Waldhalm had requested the committee review a “No Net Loss of Private Lands” policy. Land Commissioner Beck reviewed what other counties do, but they are typically “no net loss of public lands”, some do not. He noted that the DNR purchase around Rock Creek provides additional public land where there isn’t an abundance. Ludwig noted that we should not be interfering in private land sales, but we can decide what acres we retain or sell. PILT and the value of the Memorial Forests to the county was discussed as the Memorial Forests bring value in recreation, timber harvest, gravel production and habitat preservation. Lovgren suggested some signage on Memorial Forest lands. Greg noted that the County has evaluated the acres for memorial forest eligibility based on the 5 criteria of (1) large acreage, (2) timber/resource potential, (3) management access, (4) environmental uniqueness, and (5) public recreation value in the past. In that process, lands to be sold were identified and that process has been ongoing as can be seen in the drop in the number of tax forfeit acres.

B. Land Auction – Land Commissioner Beck highlighted several parcels on the proposed listing. Those of note were:

- i. The Old Creamery in Finlayson which has a blight situation that will need to be addressed. It will likely be a very expensive clean-up.
- ii. The three 160 acre parcels in Danforth Township that will be offered and suggested due to some field encroachments, it might be best to offer the 40 acre piece off of the Northeast Quarter which contains the fields separately. The committee agreed with Beck that it would be good to offer the South Half of the South Half of the Northeast Quarter as a 40 acre parcel and sell the remaining 120 acres separately.
- iii. The 30’ parcel in Windemere Township was also discussed and asked if that parcel should be on the adjoining landowner sale or on the public land sale. The committee recommended that it should be on the adjoining landowner sale as the lot is too small for any development.

Greg also noted that it is suggested we rescind all unsold adjoining land sales parcels from 2017-2022 and reoffer them this year. This will allow the committee to reevaluate the asking prices on some and improve marketability by having them all on one list.

Commissioner Ludwig made a motion to recommend classifying all parcels on the land sale listing to non-conservation so they could be sold, set the date to withdraw the previously offered parcels including the unsold adjoining landowner parcel effective July 7, 2023, and to establish the

homestead repurchase and contract reinstatement deadline of July 25, 2023 to ensure time to prepare the parcels for sale. Commissioner Lovgren seconded the motion. Motion passed 2-0.

II. Fund Apportionment

A. County Auditor-Treasurer Schroeder explained the breakdown of the restricted funds within the land department which include the set aside funds the county board authorizes and the forest road fund which comes from gas tax dollars. The committee reviewed the balances of the set aside funds.

Commissioner Lovgren motioned to recommend to the County Board to keep the percentages the same as last year: 20% parks and recreation of land and timber sales, 5% for blight clean-up of land sales, and 5% for timber development of land and timber sales. Commissioner Ludwig seconded the motion. Motion passed 2-0.

III. Easement Requests

A. Tim Gohla Request – Land Commissioner Beck explained the request across Memorial Forest Land in New Dosey Township. This easement was a town road built by the Township from 1915-1920; however, has now been abandon due to the township not maintaining it for a number of years. The property owners in this area have made significant investments in the road though and it services a number of properties. Beck suggested that the county board grant a non-exclusive public easement similar to Wayne Murphy’s request in March 2022. The county is not responsible for any maintenance or improvements on the easement.

Commissioner Ludwig motioned to recommend a non-exclusive public easement given the history of the road and the number of properties the road services. Commissioner Lovgren seconded the motion. Motion passed 2-0.

B. Scott Carlson Request – Land Commissioner Beck explained the request for extended access on the Forest Road to his property. The Forest Road Policy currently allows access to properties from May 15-October 1 annually. The policy allows some special circumstance extensions which Mr. Carlson was given during 2022 for his cabin construction. Beck noted that the forest roads were built with land funds for the purpose of forest management and logging access and not as a road authority for general use. The options of changing the policy for all private landowners was discussed, along with opening the gates for all to use, not changing the policy, or potentially increasing the parking and camping areas in this area. The Commissioner concurred that in order for the use of the lands to be equal among property owners and the general public, the policy should not be changed, but the parking should be evaluated and potentially expanded.

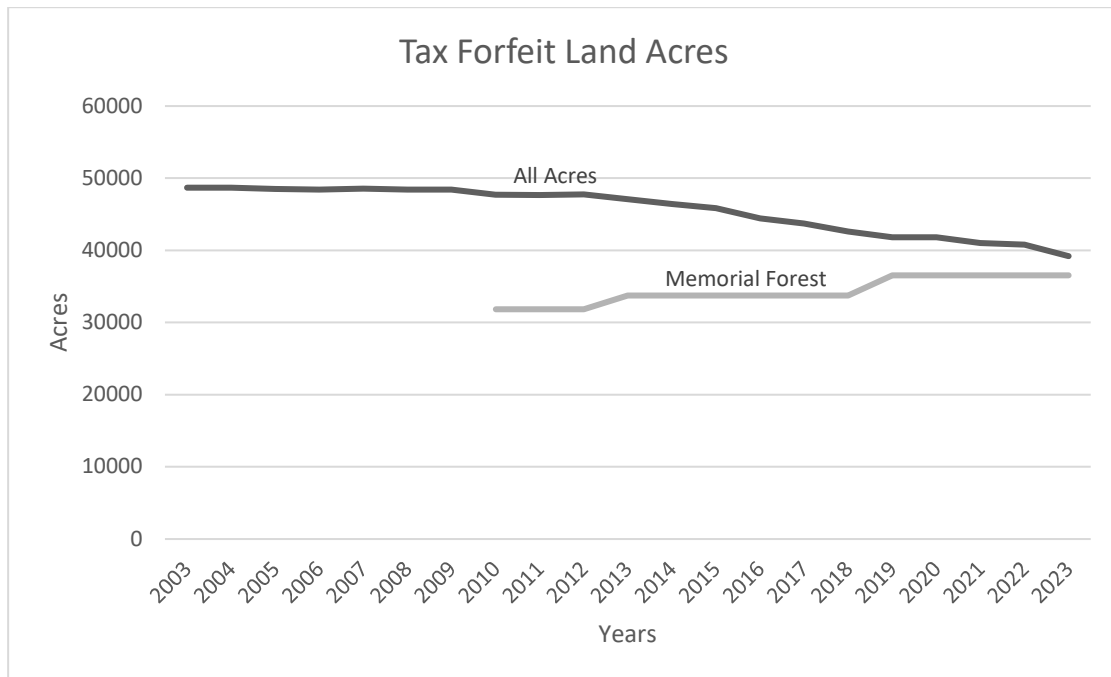
IV. Storm Damage Clean-Up – Commissioner Beck provided an update on the timber damage from the December snow storms on the younger stands. He noted some timber is coming back and the damage is significantly less than his original estimates and this might have worked as a “natural thinning” of the forest. Beck also reviewed the state disaster relief available for forest road clean-up at a 75%. It appears there will be 37 miles of forest roads that need to be cleaned up. He also noted that snowmobile, ATV, OHM club trails can also qualify for the disaster relief and the County Land Department will be working with them.

- V. Greenly Update – Commissioner Beck noted County Attorney Fredrickson has moved forward with sending Lee a formal letter requiring him to remove the cabin by March 13th otherwise the court documents which were included with the letter will be filed.

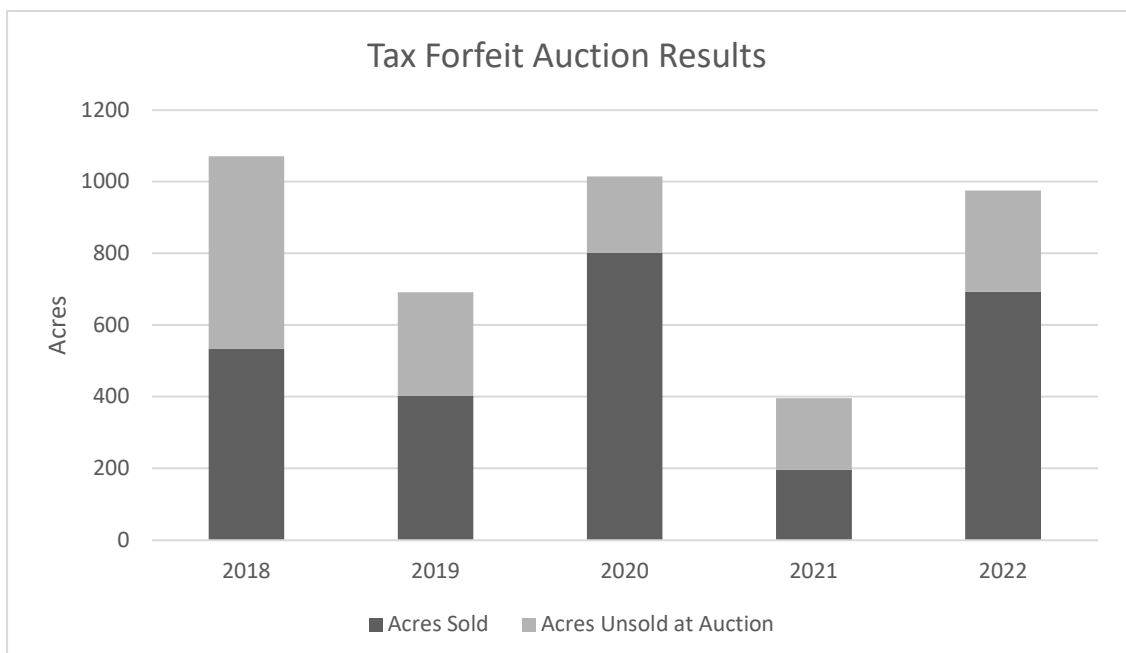
It was the consensus of the committee to make the committee report and recommendations as part of the March 14, 2023 Special Meeting.

Pine County Forfeit Land Review

March 14, 2023



Description	Acres	Value
Memorial Forest	36,590.62	\$41,549,417
Held for Resource Use	1,280	\$2,137,140
2023 Auction	1,199.21	\$1,856,043
Non-Marketable	72.29	\$311,356
DNR Conveyance	40	\$28,400
TOTAL	39,182.10	\$45,882,356



**Pine County Resolution For
2023 Pine County Tax-Forfeited Land
Classification (Non-Conservation)
Resolution No. 2023-13**

WHEREAS, The Pine County Board of Commissioners desires to offer for sale the attached list of lands that have forfeited to the State of Minnesota for non-payment of taxes, pursuant to M.S.282; and

WHEREAS, The Pine County Board of Commissioners desires to classify the attached list of lands as Non-Conservation;

WHEREAS, distribution of the listing of the classified lands to local units of government and the Minnesota Department of Natural Resources shall commence at the direction of the County Board.

NOW, THEREFORE BE IT RESOLVED, that the Pine County Board of Commissioners, pursuant to M.S. 282, hereby:

1. Classifies the attached listed lands as Non-Conservation lands;
2. Authorizes and directs distribution of said lands to local units of government for review; and
3. Requests review and approval from the Minnesota Department of Natural Resources for the sale of said lands.

PASSED AND APPROVED this 14th day of March, 2023 by the Pine County Board of Commissioners

Stephen M. Hallan, Chair
Pine County Board of Commissioners

ATTEST: _____
David J. Minke, Pine County Administrator

2023 PINE COUNTY TAX-FORFEIT LAND; NON-CONSERVATION CLASSIFICATION

New Offerings (Recent Forfeitures and Contract Cancellations)

1. ARNA TOWNSHIP (02.5042.000)

Bergman's Addition to Markville, Lot 16, Block 1
26-42-16

2. CHENGWATANA TOWNSHIP (08.5226.000)

Wilderness Park, Lot 7, Block 2
29-39-20 2.00 acres

3. PINE CITY TOWNSHIP (26.5285.000)

Snake River Meadows, Lot 8, Block 1, and a 1/50th Interest in Outlot A
28-39-20

4. ROYALTON TOWNSHIP (29.0198.000)

That part of the Northwest Quarter described as commencing at the Northwest corner of the Northwest Quarter; thence on an assumed bearing South along West line of the Northwest Quarter, 708.50 feet to the point of beginning of the land to be described; thence continuing on a bearing South along West line of the Northwest Quarter, 25.10 feet; thence South 85D East 326 feet; thence on a bearing South 410 feet; thence on a bearing East 615 feet; thence on a bearing North 220 feet; thence North 46D02'50" West 576.46 feet; thence on a bearing West 200 feet; thence on a bearing South 185 feet; thence North 85D West 326 feet to point of beginning.
18-38-22 7.03 acres

5. CITY OF FINLAYSON (38.5040.000)

Buggie's Addition to Finlayson North One Hundred Twenty (120) feet of Lots 1 & 2, Block 2
19-43-20

6. CITY OF RUTLEDGE (44.0052.031)

That part of W1/2 of SW1/4 described as follows: commencing at the Southwest corner of said Section 34; thence on an assumed bearing of North, along West line of said Section 34, a distance of 825 feet to point of beginning of the tract of land herein described; thence continuing North, along last said West line, a distance of 365 feet; thence on a bearing of East of 275 feet; thence on a bearing South of 365 feet; thence on a bearing West of 275 feet to point of beginning. Subject to County Highway No. 61 over and across the West 75 feet thereof.
34-44-20 2.3 acres

New Offerings (Older Forfeitures)

7. NORMAN TOWNSHIP (22.0296.000 and 22.0299.000) - landlocked: no legal access

SW ¼ of SE ¼ (or Government Lot 2) and SE ¼ of SW ¼
28-44-19 78.45 acres

8. NORMAN TOWNSHIP (Multiple parcel #'s – combine to one) - landlocked: no legal access

NW ¼ of NE ¼ less that part described as follows: starting from the Northeast corner of the NW ¼ of NE ¼; thence south 50 feet to point of beginning; thence west 660 feet; thence south 50 feet; thence east 660 feet ; thence north 50 feet to the point of beginning.
33-44-19 39.24 acres

9. DANFORTH TOWNSHIP (11.0198.000 split) - landlocked: no legal access

NE ¼
32-42-18 160 acres

10. DANFORTH TOWNSHIP (11.0198.000 split) - landlocked: no legal access

NW ¼
32-42-18 160 acres

11. DANFORTH TOWNSHIP (11.0198.000 split) - landlocked: no legal access

SW $\frac{1}{4}$

32-42-18 160 acres

12. KERRICK TOWNSHIP (16.0204.000 split)

SW $\frac{1}{4}$ of NW $\frac{1}{4}$ (or Government Lot 2); NE $\frac{1}{4}$ of SW $\frac{1}{4}$ (or Government Lot 3); and W $\frac{1}{2}$ of NE $\frac{1}{4}$ of SW $\frac{1}{4}$; Subject to public waters.

19-45-18 100.8 acres

13. KERRICK TOWNSHIP (16.0204.000 split and 16.0205.000 split)

E $\frac{1}{2}$ of NE $\frac{1}{4}$ of SW $\frac{1}{4}$ and N $\frac{1}{2}$ of SE $\frac{1}{4}$; Subject to public waters.

19-45-18 100 acres

14. KERRICK TOWNSHIP (16.0205.000 split)

SE $\frac{1}{4}$ of SE $\frac{1}{4}$

19-45-18 40 acres

15. KERRICK TOWNSHIP (16.0205.000 split)

SW $\frac{1}{4}$ of SE $\frac{1}{4}$

19-45-18 40 acres

Sealed Bid Auction to Adjoining Land Owners (non-conforming lots)

16. PINE CITY TOWNSHIP (26.0396.001)

East 27.4 feet of West 604.7 feet of SE $\frac{1}{4}$ of SW $\frac{1}{4}$ lying south of Snake River.

35-39-20 0.03 acre

17. POKEGAMA TOWNSHIP (28.0407.000)

South 33 feet of West 874.5 feet of Lot 11, Auditor's Subdivision, excluding that part lying easterly of 66-foot Township Road.

27-39-21 0.15 acre

18. POKEGAMA TOWNSHIP (28.5122.000)

Placadia North 30 feet of that part of Lot 23 Viz: commencing at NW corner thence South along West line of Lot 23 to North line of Lot 9 Auditor's Subdivision Section 27 T39-R21 thence East along North line of (Placadia) said Lot 9 53 rods 10 $\frac{1}{4}$ feet from NW corner of said Lot 9 thence North and parallel with West line of Lot 23 to North Line of Lot 23 thence West to Beginning less 224 feet and less that portion lying easterly of 66 foot of Township Road.

27-39-21

19. CHENGWATANA TOWNSHIP (08.5300.000)

Murphey's River Bend undivided 1/30 interest in Outlot A.

28-39-20

20. WINDEMERE TOWNSHIP (33.0373.000)

Government Lot 5, Less the Westerly 80 acres thereof, and less that part of Government Lot 5 described as follows: beginning at a point of the North line of said Government Lot 5, a distance of 256.6 feet East of the Center of Section 9; thence running South 30D, West a distance of 1500 feet; thence East along a line parallel to said North line of Government Lot 5, a distance of 263, more or less, to the shore of Sturgeon Lake; thence following said shoreline in a Northeasterly direction to the North line of Government Lot 5; thence West on said North line of Said Government Lot 5, a distance of 333 feet to point of beginning.

9-45-19

21. CITY OF HENRIETTE (39.5036.000)

Townsite of Cornell, Lot 20, Block 14

17-39-22

22. CITY OF RUTLEDGE (44.5057.001)

Townsite of Kettle River, North 50 feet of Lot 4, Block 6
28-44-20

23. CITY OF SANDSTONE (45.5134.000)

Townsite of Sandstone, Lot 7, Block 19
15-42-20

24. CITY OF SANDSTONE (45.5146.000)

Townsite of Sandstone, Lot 10, Block 22
15-42-20

25. CITY OF WILLOW RIVER (47.0129.001)

North 20 feet of that part of North Half of Northwest Quarter (N1/2 of NW1/4) described as follows: Beginning at point on East line of Highway 61, as said Highway passes through North Half of Northwest Quarter of Section 11, 205 feet South of Intersection of East line of said Highway 61, and centerline of County Road number 43 as same intersects said Highway 61; thence Easterly along a line parallel to the North Line of North Half of Northwest Quarter, a distance of 250 ft; thence South along a line parallel to East line of said North Half of Northwest Quarter a distance of 200 feet; thence West along a line parallel to the North Line of the North Half of Northwest Quarter to an intersection with the said East line of said Highway No 61; thence Northerly along East Line of said Highway 61 to point of beginning.

11-44-20 .11 acres

**Pine County Resolution to Withdraw Previously
Offered Land Auction Parcels
Resolution No. 2023-14**

WHEREAS, Pine County has various unsold parcels of land from the public September 16, 2022 Tax-Forfeit Land Auction as well as unsold parcels of land from previous auctions that were limited to adjoining landowners. These unsold parcels of land are available for immediate purchase per sale terms and conditions as approved and set by the Pine County Board of Commissions.

WHEREAS, M.S. 282.01, Subd. 7 states that the sale of these parcels must continue until sold, or until the county board orders a reappraisal, or withdraws any or all parcels from sale.

NOW, THEREFORE BE IT RESOLVED, that the Pine County Board of Commissioners, as provided by Minnesota Statute 282.01, Subd. 7, hereby wishes to withdraw from sale all unsold parcels of land from past tax-forfeit public land auctions, including the September 16, 2022 Tax-Forfeit Land Auction, as well all those unsold parcels of land that were offered at auction and limited to adjoining landowners; effective July 7, 2023.

PASSED AND APPROVED this 14th day of March, 2023 by the Pine County Board of Commissioners

Stephen M. Hallan, Chair
Pine County Board of Commissioners

ATTEST: _____
David J. Minke, Pine County Administrator

**Pine County Resolution For Homestead Property Repurchase And
Contract Reinstatement Deadline
Resolution No. 2023-15**

WHEREAS, Pine County wishes to sell certain lands that have forfeited to the State of Minnesota for non-payment of taxes.

WHEREAS, as provided in M.S. 282.241; any eligible parcel of tax-forfeited land which was classified as non-homestead property before the forfeiture may repurchase anytime within 6-months from the date of forfeiture, provided it has not been sold or conveyed by the County, and

WHEREAS, as provided in M.S. 282.241; any eligible parcel of tax-forfeited land which was classified as homestead property before forfeiture may be repurchased anytime before it is sold or conveyed by the County, and

WHEREAS, as provided in M.S. 282.01, subd.5 and 282.341; whenever a contract for repurchase or the sale of tax-forfeited land has been cancelled for the failure to pay any of the deferred installments and interest or the current taxes or to comply with any of the terms and conditions the contract, the land may be resold. Reinstatement of the contract may take place provided the land has not been sold.

WHEREAS, the Minnesota Department of Revenue recommends that the County Board establishes when a sale or conveyance officially takes place and that at that time, and thereafter, no written application for repurchase will be considered. This can be the date when the County Board by resolution approves the sale or conveyance or a specific number of days before the date of sale.

WHEREAS, following the County Board resolution approving the annual tax-forfeited land auction, notification of the parcels of land to be sold is given to all adjoining landowners and interested parties, advertising and legal postings of the parcels of land occurs, and the parcels of land are posted.

NOW, THEREFORE BE IT RESOLVED, that the Pine County Board of Commissioners, pursuant to M.S. 282 and recommendations by the Minnesota Department of Revenue, hereby establishes that all application requests and for repurchases and contract reinstatements must be submitted to the Pine County Auditor's Office by a deadline of July 25, 2023 (52 days before the sale date). Thereafter July 25, 2023, no written application request for repurchase or contract reinstatement will be accepted for those lands to be conveyed, sold, or offered at auction in the year of 2023. All applications for repurchase and contract reinstatements must be accompanied by cash or certified funds.

PASSED AND APPROVED this 14th day of March, 2023 by the Pine County Board of Commissioners

Stephen M. Hallan, Chair
Pine County Board of Commissioners

ATTEST: _____
David J. Minke, Pine County Administrator

**Pine County Resolution For
Set Aside of Tax Forfeit/Timber Sale Revenues
Resolution No. 2023-16**

WHEREAS, Pine County has the authority under Minnesota Statute 282.08 to set aside portions of tax forfeited land sales and timber sale revenues on tax forfeit properties;

WHEREAS, the Pine County Board of Commissioners has deemed it necessary to set aside a portion of tax forfeit land sale revenues for the purposes of blight clean-up on tax forfeit properties to ensure blighted tax forfeit properties can be properly addressed;

WHEREAS, the Pine County Board of Commissioners has deemed it necessary to set aside a portion of tax forfeit land and timber sale revenues for the purposes of timber development to ensure necessarily improvements to tax forfeited can be made for the management of timber on said lands;

WHEREAS, the Pine County Board of Commissioners has deemed it necessary to set aside a portion of tax forfeit land and timber sale revenues for the purposes of acquisition and maintenance of county parks or recreational areas as the county board recognizes the economic benefit of such facilities; and

NOW, THEREFORE BE IT RESOLVED, that the Pine County Board hereby sets aside 5% of tax forfeit land sale revenues for the purposes of blight clean-up, 5% of tax forfeit land sale and timber sale revenues for purposes of timber development, and 20% of tax forfeit land sale and timber sale revenues for purposes of acquisition and maintenance of county parks or recreational areas; and

BE IT FURTHER RESOVLED, that this resolution shall be in effect for revenue collected in 2023;

PASSED AND APPROVED this 14th day of March, 2023 by the Pine County Board of Commissioners.

Stephen M. Hallan, Chair
Pine County Board of Commissioners

ATTEST: _____
David J. Minke, Pine County Administrator

**Pine County Resolution to Grant an
Easement on the Abandoned Dosey Town Road
Resolution No. 2023-20**

WHEREAS, The Town of Dosey (New Dosey Township as now reorganized) filed a Final Road Order October 3, 1914 described as a proposed four rod wide road beginning at S.E. corner of Section 9, thence running one mile north on line between Sections 9 and 10 to N.E. corner of said Section 9, thence 2 miles east on the Section line to S.E. corner of Section 2, thence north on the Section line to a point 950 feet more or less north of the Quarter post between Sections 1 and 2, said point being due west of the center line of Main St. of Kingsdale, thence east to meet said street and end, all in Township 43 Range 16;

WHEREAS, said description is partially on Pine County Tax-Forfeit/Memorial Forest Land as described: the south 33 feet of the Southwest $\frac{1}{4}$ and the south 33 feet of the Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ in Section 3, Township 43 North, Range 16 West and the north 33 feet of the Northwest $\frac{1}{4}$ and the north 33 feet of the Northeast $\frac{1}{4}$ of Northeast $\frac{1}{4}$ in Section 11, Township 43 North, Range 16 West.

WHEREAS, said town road has been abandoned by the township through lack of maintenance and the legal status ceases to exist as the road never was recorded with the Pine County Recorder; however, the road continues to be used and maintained for property access by landowners as well as general public access to public lands;

WHEREAS, the actual road location may or may not follow said description as surveys have not been conducted in recent years to verify actual location;

WHEREAS, the landowners wish to preserve legal access using the old town road, requesting easement on that part of the old town road occurring on Pine County Tax-Forfeit/Memorial Forest Land;

WHEREAS, Minnesota Statutes 282.04, Subd. 4 states the County Board may grant easements on unsold tax-forfeited land for utilities, roadway, or recreational trails;

BE IT HEREBY RESOLVED, pursuant to M.S 282.04, Subd. 4, the Pine County Board of Commissioners hereby grants a nonexclusive public easement for the purpose of utilities, roadway, and recreational trail use, over, under, and across an abandoned town road on tax-forfeited property as located in Sections 3 and 11 of Township 43 North, Range 16 West; or as described: the south 33 feet of the Southwest $\frac{1}{4}$ and the south 33 feet of the Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ in Section 3, Township 43 North, Range 16 West and the north 33 feet of the Northwest $\frac{1}{4}$ and the north 33 feet of the Northeast $\frac{1}{4}$ of Northeast $\frac{1}{4}$ in Section 11, Township 43 North, Range 16 West of the Fourth Principal Meridian, Pine County, Minnesota; and

BE IT FURTHER RESOLVED, that Pine County and New Dosey Township are not responsible for any activities or costs associated with improvements, construction, and/or maintenance of the easement.

PASSED AND APPROVED this 14th day of March, 2023 by the Pine County Board of Commissioners.

Stephen M. Hallan, Chair
Pine County Board of Commissioners

ATTEST: _____
David J. Minke, Pine County Administrator

Strategic Planning

March 2023

Pine County Board



Mission Statement(s)

- **County**
 - To provide quality services to the citizens of Pine County in a cost-effective, courteous and efficient manner.
- **Information Technology**
 - Information Technology will provide excellent, friendly and timely service to departments and agencies to meet technology needs, improve efficiency, and allow them to offer new or improved services while ensuring the integrity, accessibility, and security of the county's data.
- **Health & Human Services**
 - The mission of Pine County Health & Human Services is to Promote and Protect the Health, Well-Being, and Self-Sufficiency of All.
- **Probation**
 - Pine County Probation's mission, under the direction of the Tenth Judicial Bench in Pine County, is to develop, provide, and promote effective probation services that contribute to a safer community
- **Surveying**
 - Our mission is to maintain, improve and distribute reliable information about the Public Land Survey System and real property boundaries in Pine County.
- **Recorder**
 - To promptly record, file and preserve documents accurately in an efficient, responsible, and professional manner for posterity and legal purposes. To provide protection and public notice by recording, indexing, maintaining and displaying records of legal documents.
- **Economic Development**
 - The mission of the Pine County Economic Development Office is to grow the county tax base, improve economic diversity, and enhance the quality of life in the County. It will do so by developing a county-level effort that creates jobs, coordinates existing efforts, is in partnership with community programs and officials and fills the gaps in economic development.

Pine County Jail Mission Statement:

The Pine County Jail is a division of the Pine County Sheriff's Office under the responsibility and control of the Pine County Sheriff and Jail Administrator.

It is the mission of the Pine County Jail to protect the public while providing a safe, clean and well-managed environment for employees, inmates and visitors.

These goals shall be attained through effective management of policy and procedure, quality staff training, inmate accountability and a facility maintenance program, all performed in a cost effective and professional manner.

It is also our mission to provide those incarcerated with education, behavior management and various program opportunities designed to improve their ability to return as productive members of society.





Vision Statement(s)

■ Public Health's Vision:

- Prepared and Resilient Communities - building the community's ability to be prepared and respond to public health needs and bounce back when challenges occur.
- Healthy Communities - The driving force behind everything we do in public health. Encompasses everything from healthy families to active communities.
- Strong Community Partnerships - establishing and maintaining a continuum of support from public health prevention through tertiary care community partners. Building and promoting community collaboration across sectors.
- Strong Organization - maintaining a strong health and human services division, with well-established relationships between public health and social services. Includes solid, progressive, adaptable leadership able to support a solid team and be responsive to the ever-changing public health landscape.

■ Surveying's Vision:

- We envision providing complete, open, ready access to land related information for all who seek it.
- The Pine County Surveyor's Office provides accurate and reliable surveying/mapping information and products that are the foundation for activities that relate to land.
- Our survey data is a compilation of electronic data, mapping, photo imagery, location of land boundaries, and information about the rights that accrue to real property. It is the foundation for all geodetic information systems within Pine County.
- We strive to meet the needs and expectations of users of both survey data and records based land information. The data that we produce is the raw material for services that support management, acquisition and disposal of land and property rights. Our goal is to provide useful services and accurate information that is appropriate for the needs of all users.

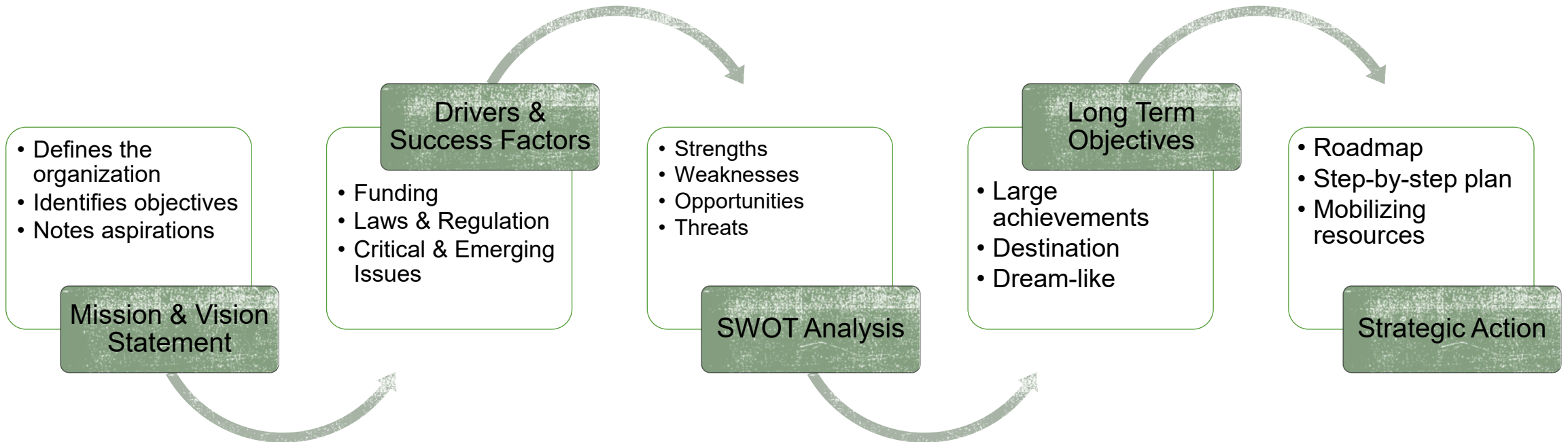
■ Probation's Vision:

- We envision providing complete, open, ready access to land related information for all who seek it.
- The Pine County Surveyor's Office provides accurate and reliable surveying/mapping information and products that are the foundation for activities that relate to land.
- Our survey data is a compilation of electronic data, mapping, photo imagery, location of land boundaries, and information about the rights that accrue to real property. It is the foundation for all geodetic information systems within Pine County.
- We strive to meet the needs and expectations of users of both survey data and records-based land information. The data that we produce is the raw material for services that support management, acquisition and disposal of land and property rights. Our goal is to provide useful services and accurate information that is appropriate for the needs of all users.





Strategic Planning Process



Today's Situation



Several Existing Plans

Comprehensive Plan 2017 - 2030
Highway Improvement Plan 2023 – 2027
Community Health Assessment
Comprehensive Water Plans
HRA/EDA Strategic Priorities



Annually Board Sets Goals/Priorities

SWOT Analysis
Emerging Issues
Prioritization



Leadership

Agree → Support
Disagree → Realign

“Productivity is never an accident. It is always the result of a commitment to excellence, intelligent planning and focused effort” – Paul J. Meyer



Goals and Objectives

2021 Board Goals/Priorities

- Economic Development
- Broadband Access
- County Attorney Office Workload
- Wetland Bank Development
- Sales Tax for Transportation
- Sheriff's Office Staffing
- Solid Waste/Dumping
- Outdoor Recreation/Trails
- Re-establish Local Government Officials Meetings
- 2022 Levy/Service Levels
- Pandemic Response/Lessons Learned/Organizational & Community Resilience

2017-2023 Comprehensive Plan

- Diverse, Productive, and Sustainable Agriculture
- Broadband – Jobs – Affordable Housing – Small Business & Entrepreneur Support
- Tourism – Recreational Assets - Trails
- Community Safety
- Affordable Taxes
- Resident Education
- Natural Resource Management & Preservation
- Reduction of Solid Waste
- Strong Infrastructure



Next Steps...

- Review existing plans
 - Comprehensive Plan 2017 - 2030
 - Highway Improvement Plan 2023 – 2027
 - Community Health Assessment
 - Comprehensive Water Plans
 - HRA/EDA Strategic Priorities
- Review Board Priorities
 - Agree?
 - Disagree?
- Start to visualize the “ideal Pine County”
- Set a date to discuss strategies

