

United States Senate

June 23, 2021

The Honorable Patrick Leahy
Chairman
Appropriations Committee
Washington, DC 20510

The Honorable Richard Shelby
Vice Chairman
Appropriations Committee
Washington, DC 20510

The Honorable Brian Schatz
Chair
Senate Appropriations Subcommittee
on Transportation, Housing and
Urban Development, and Related
Agencies
Washington, D.C. 20510

The Honorable Susan Collins
Ranking Member
Senate Appropriations Subcommittee
on Transportation, Housing and
Urban Development, and Related
Agencies
Washington, D.C. 20510

Dear Chairman Leahy, Vice Chairman Shelby, Chair Schatz, and Ranking Member Collins,

I certify that neither I nor my immediate family has a pecuniary interest in any of the congressionally directed spending items that I have requested in the Fiscal Year 2022 Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, consistent with the requirements of paragraph 9 of Rule XLIV of the Standing Rules of the Senate.

Sincerely,



Tina Smith
United States Senator

**Smith, Tina(D-MN) Transportation Housing and Urban Development
Congressionally Directed Spending Requests**

Recipient Name	Project Purpose	Project Location	Amount Requested (\$000)
Widseth, on behalf of Alexandria	The current intersection of 17th Avenue and Trunk Highway (TH) 29 in Alexandria, MN, is congested and unsafe. TH 29 is the main artery of the city. With the construction of 18th Avenue, one block south of the current 17th Avenue intersection, the interchange will be much improved. It will allow for improved visibility of travelers and more width to turn. Essentially, this project will lead to a more efficient movement of goods and customers to essential community services and will lead to the economic vitality of the city. The 18th Avenue Project in Alexandria is a regional route of significance and accesses essential regional resources including a community college, a hospital, and an airport.	Alexandria MN	\$4,145
City of Annandale	The improvements were deemed necessary by the Annandale City Council and Corinna Township Board to provide key access to a new 40 unit Assisted Living Facility currently under construction by the Annandale Care Center, to address safety concerns with school traffic for Annandale Elementary and High School campuses and to improve a deteriorating road surface from TH 24 to County Road 6, which serves as a main collector for school and care center traffic and serves a 245-unit mobile home park. The project has been ordered by the City Council and is currently in the design phase. It is anticipated the plans and specifications will be complete in May of 2021 and the City will bid the project in June of 2021. The City is requesting federal assistance to offset local costs with funding the improvement. Without federal funding, the project would be funded solely by the Annandale Care Center and the taxpayers of the Annandale School District, Corinna Township and City of Annandale.	Annandale MN	\$2,640
City of Blaine, MN	The Trunk Highway (TH) 65 Improvements Project (Project) will improve the flow of traffic, expand access for multiple modes of transportation, and improve safety along 2 miles through the City of Blaine by improving several interchanges, adding frontage roads, as well as safe bike and pedestrian passage	Anoka County MN	\$40,700
Anoka County	The funding will be used to complete construction in a major traffic congestion area on US Highway 10, which has become a major safety concern for Anoka County and surrounding jurisdictions.	Anoka County MN	\$25,000
City of Babbitt	The West Babbitt Development Project consists of developing 18 residential lots and 1 multi-unit lot. Water, sewer, streets, and power will be brought to these lots. With the current housing demand, the City of Babbitt does not have any rental homes available or homes for sale.	Babbitt MN	\$1,000
City of Biwabik	This project is intended to correct severe deficiencies in the sanitary sewer, water and storm sewer systems, as well as deteriorating streets and alleys. The project includes complete renovation of State Highway 135, which is also Biwabik's Main Street. We also intend to improve a corridor that connects our industrial park with State and County Highways.	Biwabik MN	\$3,849
City of Bloomington Minnesota	The I-494 improvement project from MSP Airport to HWY 169, is a 9.5 mile reconstruction of interstate 494 to increase mobility and improve safety along the interstate to better serve the growing freight and multimodal needs to the region. This stretch of 494 provides direct access to major destinations such as the Minneapolis-St. Paul International Airport and the Mall of America, cross metro access for commuters and freight, and local access for the numerous businesses and residents along the freeway. The project enhancements will improve safety, ensure a smoother ride, decrease congestion, improve rush-hour trip time reliability, reduce localized flooding and run-off, and provide a regional transit advantage.	Bloomington MN	\$50,000
Three Rivers Park District	Three Rivers Park District in Minnesota will construct a pedestrian underpass at West River Road as part of the \$25,000,000 Mississippi Gateway Regional Park development. The underpass meets a critical pedestrian and bicycle safety need on this busy road and will connect parkland on both sides of the roadway.	Brooklyn Park MN	\$1,250

City of Burnsville	I-494: Airport to Highway 169, is a 9.5 mile reconstruction of Interstate 494 (I-494) to increase capacity and improve safety along the interstate to better serve the growing freight and multimodal needs of the region. The goals of the Project are to address traffic mobility in the freight corridor, improve safety by reducing the high crash rates, preserve infrastructure and increase sustainability by restoring pavement and replacing/preserving existing bridges, and provide an improved and equitable multimodal experience including a new pedestrian bridge for transit users, pedestrians, and bicyclists.	Burnsville MN	\$50,000
Carver County	This Project will improve freight mobility and connectivity for freight haulers who utilize the roadway, the over 65 major freight generators who are located along the entirety of US 212 in Minnesota, and most dramatically for the 12 freight generators located immediately adjacent to the project area. As part of the US Highway 212 Corridor Study, 16 major freight generators were interviewed, and all supported the Project. US 212 was identified by every business interviewed as key to receiving inputs to production and shipping manufactured goods to the market.	Carver County MN	\$25,000
Carver County, Minnesota	Carver County respectfully requests \$2 million in funding to complete the design engineering and environmental documentation to continue the project development for expanding this 2-lane section of Highway 5 to a 4-lane expressway between Minnewashta Parkway and TH 41 as well as intersection capacity improvements for the TH 5/TH 41 intersection. Carver County, and the project partners have secured all the funding needed for the first major Highway 5 project identified as part of a recently completed corridor study. This \$27 million project will be constructed in 2025 immediately west of the project area this request is for. As it stands now, a one-mile gap in the 4-lane section will remain between the 2025 project and TH 41. This gap will be a source of major congestion and continued crashes if not improved.	Carver County MN	\$2,000
City of Chaska, Minnesota	The City of Chaska requests \$2 million in FY22 Community Project Funding to initiate immediate private corporation business park development that, based on a market study, will provide 5,000 new living wage jobs in five years and 10,000 total new jobs in 10 years for the Twin Cities Metropolitan Area. The \$2 million request is the final funding needed for a \$10.5 million city investment to allow planned business park development to begin (see Attachment A). The \$2 million request will fund necessary sewer and roadway costs to support the start of development. Construction is planned to begin in 2022.	Chaska MN	\$2,000
Chisago County	This project will reconstruct and expand 8 miles of US 8 from 2 lanes to 4 lanes to accommodate existing traffic volumes of over 22,000 trips per day. It will also look to consolidate approximately 60 access points down to 8 and add a trail for bike/ped traffic. The project is needed to address safety, congestion/mobility, access management, economic development and bike/ped deficiencies.	Chisago County MN	\$500
City of Cottage Grove	The City of Cottage Grove is requesting funding to improve streets and public utilities related to the Shoppes at Cottage View project. The proposed improvements on the 73-acre site have both local and regional impacts as the City looks to promote development of a variety of housing, employment, and recreational opportunities.	City of Cottage Grove MN	\$7,110
Rice County	Rice County is relocating their jail and law enforcement operations to a new, green site. This will leave the existing facility as well as several other buildings that had been acquired on that same block for potential expansion needs vacant and in need of repurpose, repair or demolition. The block that is in need of redevelopment is partially included in and adjacent to the historic downtown district in Faribault. A downtown redevelopment committee has been created to oversee the redevelopment of that block. Some of the buildings are blighted and need to be demolished, others can be renovated and repurposed to provide space to help meet community needs in mental health, substance abuse and economic development. Green space and parking plans will also be developed as part of this project.	City of Faribault MN	\$2,000
City of Jordan	City of Jordan is seeking funding to construct a pedestrian underpass of US 169, making it accessible for all users and reducing clear safety threats. The funds will also be used to construct 1,400 feet of sidewalk and make safety improvements to two pedestrian crossings of an adjacent local street with flashing signage (rectangular rapid flashing beacons). Grading and drainage improvements will be completed as part of the work, including a drainage system inside the underpass structure. Finally, the funds will also be used to restore the surface above the	City of Jordan MN	\$1,124

	underpass, including reconstruction of a short portion of US 169 concrete pavement and associated traffic control.		
St. Louis County, MN	County State Aid Highway (CSAH) 115, Senator Doug Johnson Highway, will be resurfaced from TH 53 to County Road (CR) 418 (Frasier Bay Road). The project will consist of 11.6 miles of full depth bituminous reclamation, bituminous milling and new bituminous asphalt pavement.	Cook MN	\$3,200
Mille Lacs Corporate Ventures (MLCV)	<p>This proposal would use Federal appropriations to build the Mille Lacs Tribal Economy Business Incubator (TEBI). TEBI will be made up of a handful of small physical incubator spaces operated under one program located in rural Minnesota. The goal of a business incubator is to help create and grow young businesses by providing them with necessary support and technical services.</p> <p>The Mille Lacs Tribal Economy Incubator creates an end-to-end ecosystem that inspires, educates, and supports entrepreneurs, ultimately leading to higher levels of success and sustainability of new businesses in Minnesota.</p> <p>Successful entrepreneurs in Minnesota fosters confidence, creativity, social and emotional health and brings about an environment of shared prosperity.</p> <p>The Mille Lacs Band of Ojibwe strives for economic sovereignty; a vibrant entrepreneur base ensures promotes self-sufficiency for tribal and community members.</p>	Counties of Mille Lacs, Pine and Aitkin MN	\$1,300
Dakota County	The Dakota County Board of Commissioners remains committed to mobility and safety improvements on the I-35 corridor. The county is requesting \$700,000 for preliminary engineering to determine the scope of corridor mobility and safety improvement needs. This will be used to guide final design for reconstruction of the interchange at I-35 and CSAH 50 in Lakeville. It will also be used to complete corridor safety and mobility improvements in coordination with the pavement replacement project included in the Minnesota Department of Transportation 10-Year Capital Highway Improvement Program.	Dakota County MN	\$700
Dakota County	The Dakota County Board of Commissioners maintains a greenway system that serves more than 650,000 visitors a year in a way that safely separates the public from high-speed roads and railways, and provides equitable access to people of diverse backgrounds, interests and abilities. Dakota County requests \$1.5 million to continue this work and as well as to honor the more than 23,000 veterans who live in Dakota County by establishing the Veterans Memorial Greenway.	Dakota County MN	\$1,500
St. Louis County, MN	County State Aid Highway (CSAH) 91 (Haines Road) and County State Aid Highway (CSAH) 54 (Morris-Thomas Road) are adjacent urban routes located in Duluth, MN. Both highways are functionally classified as Minor Arterial routes and provide critical links between residential areas, retail business and the Duluth International Airport (DIA). These two routes will be incorporated into one resurfacing project consisting of 4.9 miles of bituminous milling, concrete sidewalk repair, curb and gutter repair and new bituminous asphalt surfacing. The project will also provide for improved pedestrian, bicycle and ADA accommodations along both routes.	Duluth MN	\$2,600
American Indian Community Housing Organization	The American Indian Community Housing Organization (AICHO) exists to create an Indigenous response to social conditions in Duluth, Minnesota, powered by the urban Native American community. AICHO is an Indigenous-led organization with a primary mission to strengthen the American Indian community. With nowhere to meet, community members convened in a parking lot outside of a social service agency for a conversation that sparked the origin of AICHO. A nonprofit organization established in 1993, AICHO provides a wide range of services in response to the socioeconomic conditions that the urban American Indian community experiences in Duluth, Minnesota. AICHO provides 29 units of permanent supportive housing, 10 units of affordable market-rate housing, operates the only culturally-specific domestic violence emergency shelter in the region and offers a continuum of supportive services and community programming. AICHO raised \$8.4 million to develop the Gimaaajii-Mino-Bimaadizimin historic property into a dynamic award-winning mixed-use community anchor site. With over 27 years of built organizational capacity and housing expertise, AICHO has effectively secured and managed federal, state, and local funding streams and built highly successful and innovative partnerships with Tribal Nations. With a mission to honor the resiliency of Indigenous people by strengthening communities and centering Indigenous values in all aspects of our work, AICHO makes deep investments in strategies that	Duluth MN	\$2,000

	transform the current socioeconomic conditions in our region.		
Housing and Redevelopment Authority of Duluth	The Duluth HRA is seeking funding for the development and construction of a cottage village concept project in Duluth. The 20 small housing units would add brand new, safe, affordable housing for rent to low-income tenants in the western part of the City while also creating a community-building green space in between the units.	Duluth MN	\$2,500
St. Louis and Lake Counties Regional Railroad Auth	This project would fund upgrades to the equipment that operates the swing bridge in the center of Grassy Point Bridge. This is a critical rail connection between Duluth, MN, and Superior, WI that the proposed Northern Lights Express route will rely on.	Duluth MN	\$2,000
Highway 169 North Task Force	There is a need for Safety Improvements and Mobility Enhancement on the sections noted to decrease or eliminate accidents, injuries, and fatalities.	Ely MN	\$13,000
Carlton County	County State Aid Highway (CSAH) 61 is a major collector that connects the Cities of Cloquet/Scanlon, the Village of Esko and Interstate 35. CSAH 61 was once State Highway 61 and the only major roadway to connect these communities. In 1974, the Minnesota Department of Transportation turned back State Highway 61 to Carlton County and the roadway was named CSAH 61. The roadway consists of a separated 4-lane roadway which carries an estimated 2800 vehicles per day. The current pavement is in need of repair and the structures under the roadway are failing. When Carlton County began making plans to reconstruct CSAH 61 the communities of Esko and Thomson Township reached out and requested an additional recreational trail along CSAH 61. Due to the amount of traffic the roadway carries and the feedback from the community, it has been determined that it would be most cost effective for future maintenance and safety implementations to turn the roadway into a two-lane roadway and repurpose two of the existing road lanes as a recreational trail. The County plans to reconstruct two of the current traffic lanes into the roadway and in collaboration with Thomson Township repurpose the other two lanes for recreational use. The project will consist of restructuring the roadway to a two-lane roadway, replacing all of the failing structures, constructing a recreational trail, and adding the following safety measures: paved shoulders, shoulder rumble strip with 6" wet reflective edge lines, centerline rumble strip, and we would be adding crosswalks, Rapid Flashing Beacons, and radar controlled speed signs around the Esko School.	Esko MN	\$5,500
Faribault County	Construct two new public works facilities to replace three outdated and dangerous facilities.	Faribault County MN	\$10,000
Otter Tail County	Architect Bill Hickey with Collaborative Design Group reported in January 2021 that an ongoing Regional Treatment Center (RTC) Reuse Master Plan study commissioned by the City of Fergus Falls reached two major conclusions. First, while affected by lack of occupancy, age, and deferred maintenance, the Kirkbride is structurally sound. Second, based on analysis of reuse options suggested by the community and recommended by the RTC Reuse Master Plan Advisory Committee, the most viable option is to redevelop and retrofit the Kirkbride's east and west wings as housing for a mix of market segments, including market rate, affordable, low-income, Senior, Veteran, and supported housing. The analysis of options found that uses most suitable for the central tower complex would include ancillary and supportive functions that could be identified once housing redevelopment had been implemented.	Fergus Falls MN	\$39,000
City of Fergus Falls	Architect Bill Hickey with Collaborative Design Group reported in January 2021 that an ongoing Regional Treatment Center (RTC) Reuse Master Plan study commissioned by the City of Fergus Falls reached two major conclusions. First, while affected by lack of occupancy, age, and deferred maintenance, the Kirkbride is structurally sound. Second, based on analysis of reuse options suggested by the community and recommended by the RTC Reuse Master Plan Advisory Committee, the most viable option is to redevelop and retrofit the Kirkbride's east and west wings as housing for a mix of market segments, including market rate, affordable, low-income, Senior, Veteran, and supported housing. The analysis of options found that uses most suitable for the central tower complex would include ancillary and supportive functions that could be identified once housing redevelopment had been implemented. Mr. Hickey's finding on the structural integrity of the Kirkbride was supported by a room-by-room survey and assessment that was conducted by his firm in November 2020. He reported that attributes of the building's construction include a robust and sound composite structural system of masonry, steel, wood, and clay tile. The structural system contributes to the building's mass, positive thermal inertia, and	Fergus Falls MN	\$39,625

acoustic qualities and would make renovation and repair comparatively easy. He also reported that a number of Kirkbride features remain intact including extensive and attractive tile work, access to sunlight, and views. Therefore the proposed use of federal funds would encompass the following in order to spur development of housing and associated reuse:

Site Costs – Walks, drives, landscaping, visitor parking Parking – 3 units, 2 level structured for residents Building Infrastructure – Mechanical and electrical systems, elevators, life safety systems Building Envelope – Roofs, masonry walls windows, doors Building Interior – general repair and upgrades, restoration of key features, new life safety items Tower Building – historic restoration Soft Costs – Permits, testing, design fees

City of Fergus Falls	<p>The City of Fergus Falls has spent significant time and money focusing on the development of the Riverfront in the downtown area. The Otter Tail River runs right through the heart of downtown Fergus Falls and has been an underutilized asset for many decades. The City is currently creating a public riverfront park, which includes a river market structure, splash pad, riverfront balcony and expanded river walk trail connections. The City and Port Authority have also acquired and have cleaned up the former Mid-American Dairy plant that is located directly on the river just west of downtown. This plant had not been in operation for nearly 20 years and the site was laden with environmental concerns. The blight has been removed with the building being demolished and the environmental concerns being abated and redevelopment opportunities are being explored. In partnership with the State of Minnesota, Fergus Falls is keeping the 11 acre riverfront parcel to serve as a perpetual recreational and environmentally protected area, while the remainder of the 28 acre parcel of the former plant will be redeveloped. The City is looking to connect this new recreational site and redevelopment project with the downtown improvements through the buildout of a trail system. We are looking to construct a trail from Union Ave, where our existing riverfront project ends, through the former dairy site along the river, through the Otter Tail County Historical Society and terminating on the M-State Fergus Falls Campus. This trail connection will provide connectivity to the downtown and the college, providing new opportunities for college students to more easily access services downtown and to more safely navigate the areas around the campus.</p> <p>This entire trail segment is part of the Glacial Edge Trail, which has been named a regionally significant trail in Minnesota by the Greater Minnesota Regional Parks and Trails Commission. This entire trail system has been mapped through a master planning process that involved significant public engagement. Otter Tail County has partnered with the City to further extend the Glacial Edge Trail and once fully built out, it would connect to Maplewood State Park and throughout the entire county.</p>	Fergus Falls MN	\$750
Goodhue County, MN	<p>The bridge is located on a 'Major Collector', it was built in 1966, has an average of 400 vehicles crossing it a day, it's deck is a series of concrete open girders with a third of the deck's underside having exposed rebar resulting in a rating condition of 'poor', it has steel columns holding up the middle of the bridge that are severely deteriorated resulting in a load posting that restricts the weight of vehicles crossing it.</p>	Goodhue County MN	\$640
City of Grand Rapids	<p>This project will provide valuable community engagement and technical experiences to help advance and inform Connected and Automated Vehicles (CAV) year-round operations in a cold weather environment in rural Minnesota communities. It will provide a base for future career pathways and economic development for the Minnesota Iron Range region while bringing innovative accessible transportation to the communities in the region.</p>	Grand Rapids MN	\$4,000
City of Hector, MN	<p>Federal funds will be used to fund the design and construction of needed revisions to non-complaint airfield pavements and lighting, the removal to obstructions to navigation, and the addition of navigational aids that make the Airport safer and more useful for the general public.</p>	Hector MN	\$6,200
Hennepin County	<p>Hennepin County bears a disproportionate burden in responding to the crisis of unsheltered homelessness throughout the Metro Region of Minnesota. Like many urban areas, we have experienced a rapid rise in encampments. Unlike most areas, the winter presents unique challenges to providing shelter and connection to services through several months of the year. Exposure is a fast lane to death in this part of the country. In 2019, Hennepin County set out a new vision of lowering barriers, improving outcomes and increasing capacity within the single adult shelter system. Specific recommendations were created in partnership</p>	Hennepin County MN	\$500

	<p>with the non-profits that operate shelters and people with lived experience of homelessness. In particular, the advocacy group, Street Voices of Change, influenced and shaped the recommendations.</p> <p>One of the key recommendations was to establish a small-scale, service rich, housing focused shelter that exclusively serves people experiencing homelessness who identify as female. Hennepin County and Salvation Army committed operational funding totaling \$1.2 million per year. This allowed the shelter to open at an interim location in the winter of 2020, operating in accordance with CDC guidance and best practices including operating on a 24-hour basis daily. All partners have been committed to identifying and securing a permanent site so that this vital service is available year-round to people experiencing homelessness.</p>		
Metro Transit	In combination with other secured and requested funds, the requested Congressionally directed federal funds would be used for project management, planning, environmental documentation, design, and construction of the E Line project.	Hennepin County MN	\$5,000
Hennepin County	Hennepin County is requesting \$11,560,000 in congressionally directed funding for the B and E Line BRT Expansion Project. Due to rapid growth in Hennepin County, there is a demand for faster, affordable, and efficient transportation alternatives. These BRT lines are anticipated to serve over 24,000 riders per day. This project would also invest in safer and more accessible streets for transit users, motorists, and pedestrians.	Hennepin County MN	\$11,560
Hennepin County	The Metropolitan Council (MC) is planning a light rail transit (LRT) extension of the METRO Blue Line from the existing Target Field LRT station in downtown Minneapolis to Brooklyn Park in suburban Hennepin County, serving the suburban municipalities of Golden Valley, Robbinsdale and Crystal. The proposed alignment is mostly at grade and generally parallels freight rail and roadway rights-of-way. The Project includes 28 light rail vehicles, a new operations and maintenance facility in Brooklyn Park, four new park-and-ride facilities, and pedestrian and bicycle access to stations.	Hennepin County MN	\$20,000
Metro Transit	The METRO F Line is a planned Bus Rapid Transit (BRT) line that will provide faster and more reliable transit in the Route 10 corridor. BRT service is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes.	Hennepin County MN	\$3,000
HRA of Hibbing, MN	Haven Court, a public housing community that serves 102 families of Hibbing, is in dire need of investment. Flooded basements, eroded foundations and cracked sidewalks are all part of the \$11,000,000 in immediate physical needs of the complex that continue to grow more urgent by the day. As an agency in Greater Minnesota, only federal support can make the HRA's rebuilding of Haven Court possible. The Senator's advocacy for this project will ensure safe homes for a highly diverse population with an average annual household income of \$13,043.	Hibbing MN	\$20,000
Koochiching County	<p>Koochiching County is submitting the County State Aid Highway (CSAH) 24 Bridge Overpass for consideration. This Project is in a rural area near the municipalities of International Falls and Ranier in Northern Minnesota, along the Canadian border. In direct support of the ROUTES initiative, the Project will improve safety and road conditions of rural transportation networks. The Project was developed through collaboration with local, county, and state officials, locally impacted businesses and residential communities[DR1], U.S. Customs and Border Protection and the Wisconsin Central Limited (WCL), a subsidiary of Canadian National Railway Company (Hereafter referred to as "CN" or "CN Railway").</p> <p>The Project is the construction of the CSAH 24 Overpass across the rail corridor. The Project provides improved public safety and accessibility and will support the continued regional economic viability of this rural community located at a major international port of entry. The total cost of the project is \$7.0 Million. The county is seeking \$2.0 Million in federal funding, has already secured \$3.0 Million in State Bonding, with the county contributing approximately \$1.75 Million in local and State Aid funds, and an additional \$250,000 funding contribution from CN Railway. Although a local funding match is not required, the county is committed to this large infrastructure project and will provide a 25 percent local funding and State Aid funds. This large funding commitment from a small rural county reflects the importance of this necessary investment in the community.</p> <p>Construction of the CSAH 24 Overpass will result in:</p> <p>Increased economic competitiveness and community viability due to improved freight movement efficiency Improved public safety by</p>	International Falls MN	\$2,000

	eliminating interaction between rail and personal vehicles, Enhanced quality of life for residents by eliminating daily delays resulting from trains blocking the crossing		
Western Mesabi Mine Planning Board	U.S. Highway 169, known as the Cross Range Expressway, is the primary freight and passenger highway connection between Grand Rapids, Hibbing, and Virginia. This seventy mile distance was completed to a four lane divided highway between the 1960s and 1994, except for approximately 9.5 miles between Coleraine and Pengilly which was left as two lane undivided highway. Four miles were completed more recently, still leaving 8.4 miles of undivided two lane highway sandwiched between four lane divided highway both east and west of the unfinished section. The remaining undivided segment has grade, curve/visibility, shoulder and other constraints that result in traffic safety issues and is a potential economic constraint, choking both freight and passenger vehicles as traffic flows between the otherwise continuous four-lane divided highway of the Cross Range Expressway. A short summary of major background and supporting points is attached to this application.	Itasca County MN	\$150,000
Scott County	The US 169/ TH 282/ CH 9 Interchange Project is a collaboration between Scott County, the City of Jordan, and the Minnesota Department of Transportation to improve transportation connectivity, reduce freight delay, and reduce emissions. The project will support regional economic vitality by connecting rural communities, workers, and products to the Twin Cities metropolitan region more efficiently and cost-effectively. The proposed project will construct an interchange, located at the existing at-grade intersection of US 169 and TH 282/CH 9; and construct a separate grade separation of the Union Pacific mainline rail crossing on CH 9. The project will also construct a trail, connecting lower-income residential areas north of US 169 and TH 282/CH 9 into the City of Jordan's trail system, providing connections to schools and the downtown. The project is intended to improve mobility for freight and regional traffic on US 169 with reliable and safe access to US 169, for residents of Jordan and the surrounding area. The project also enhances rail safety through a grade separation of CSAH 9 from the Union Pacific Mainline Railroad.	Jordan MN	\$2,500
City of Karlstad, MN	The City of Karlstad, MN is in need of funding for a proposed improvement project for the Karlstad Municipal Airport to expand aviation capabilities in order to support current recreational and business users in the area and to stimulate economic development and support future growth in the region. The existing airport includes a 2,606' turf runway constructed in 1953 that does not meet modern needs due to characteristics that restrict its use. These characteristics include the runway being too short for all but the lightest aircraft, its chronically wet condition rendering it unusable much of the year, and its obstruction by highways, powerlines and nearby towers. Highway 11 runs immediately south of the airport and there is no public fuel or public hangar space, which adds to the current limitations of the existing airport. The proposed project would relocate the airport to a more functional and suitable location to provide the necessary foundation for future growth and expansion capabilities, bringing additional funding opportunities to the airport and new economic prospects to the local economy and its stakeholders.	Karlstad MN	\$19,900
City of Kasson	The City of Kasson and the Kasson EDA, recognizing the needs for affordable housing and the goal of encouraging economic development have obtained land in the Southwest portion of Kasson. The goal is to develop the property into a mix use area for families and working people. However, there are some substantial infrastructure costs that will be required and the City is requesting assistance to mitigate those costs.	Kasson MN	\$3,000
Washington County	Washington County is leading the Trunk Highway (TH) 36 and County State Aid Highway (CSAH) 17 (Lake Elmo Avenue) Interchange Project, in cooperation with the Minnesota Department of Transportation (MnDOT) and the cities of Lake Elmo and Grant. The Project location is the existing at-grade signalized intersection of TH 36 and Lake Elmo Avenue.	Lake Elmo MN	\$15,000
Washington County	The proposed Central Greenway Regional Trail is a planned multiuse trail that will improve regional and local pedestrian and bicycle connectivity.	Lake Elmo MN	\$1,000

City of Lakeville	<p>The project includes completing preliminary engineering and environmental analyses in preparation for future construction of a freight rail car storage facility. The project would identify costs/benefits/needs, prioritize necessary next steps, and support stakeholder planning efforts in advancing toward construction.</p> <p>Lakeville industrial parks are home to approximately 150 businesses (nearly 8,000,000 finished square-feet) that contribute to the success of the local, regional, state, national and global economy through the manufacturing and distribution of products. The industrial park area has limited capacity available for freight rail car storage; therefore, rail cars are presently stored unsecured and for extended times along existing rail lines located adjacent to residential, institutional and commercial uses. Growth within the area is robust and a freight rail car storage facility is needed to a) mitigate congestion along rail lines, b) facilitate reliable freight service/movement, c) enhance safety for residents, d) reduce risks/delays and conflicts at rail/road crossings, and e) for the area to remain competitive across growing state, national and global markets.</p>	Lakeville MN	\$600
City of Lakeville	<p>The project includes completing preliminary engineering and environmental analyses in preparation for the future reconstruction of the deficient Interstate 35 (I-35) and County State Aid Highway (CSAH) 50 interchange. The project would identify and prioritize corridor mobility and safety improvement needs, establish a geometric layout and develop environmental documentation. The completed project is the critical first step and serves as the guide for completing final design and assisting stakeholder planning efforts in advancing toward construction.</p> <p>This segment of I-35 is a Tier 1 Freight Corridor that contributes to the success of the local, regional, state, national and global economy through the distribution of products. The CSAH 50 interchange a) supports robust transit service with proximity to the Kenrick Park and Ride facility, and b) is the termini of a future MnPASS lane extension as identified in the Metropolitan Council's 2040 Transportation Policy Plan. The existing I-35 and CSAH 50 interchange is an interim configuration is not sustainable as it does not have adequate capacity, sight distance or turn lanes resulting in traffic congestion and public safety issues. Lakeville and surrounding communities continue to grow at a rapid rate and existing traffic congestion and public safety issues will continue to deteriorate. Progress toward the reconstruction of the interchange is needed to address traffic congestion and public safety issues, and for the area to remain economically competitive across growing state, national and global markets.</p>	Lakeville MN	\$700
City of Lamberton, MN	<p>The City of Lamberton, MN needs funding for the extension of City Sewer and Water to service its Industrial Park and a large industrial user. The City of Lamberton has zoned city owned property just outside of current city sewer and water services. This industrial park is intended to attract new business to the community to create jobs, retain residents, and increase the City's tax capacity to help fund necessary repair to its aging infrastructure. Due to its current tax base and above average debt to resident ratio, Lamberton has been unable to fund the much-needed sewer and water extension required to attract new business necessary to keep the town viable. Infrastructure projects are costly on a per-business basis and often limit a city's ability to acquire the anchor business for industrial park growth. The City of Lamberton needs build-ready sites to secure and retain business partners to stabilize the population and quality of life in Lamberton.</p>	Lamberton MN	\$6,461
Habitat for Humanity Morrison County	<p>Lumber and the cost of building supplies have increased from \$100 per square foot to \$150-\$170 per square foot. This funding request is necessary to fill the gap between the cost and an affordable mortgage payment for a family.</p>	Little Falls MN	\$50
Lower Sioux Indian Community	<p>Lower Sioux currently is in dire need of acquiring and developing new lands to build new homes. With Congressional support Lower Sioux will acquire 80 acres of land as the first step in the tribe's overall expansion plan for housing and community development. Our overall expansion plan consists of acquiring 230 acres and developing infrastructure on these and an additional 180 acres (for a total of 410 acres) to expand our ability to house our tribal citizens. It has been a struggle in the past for Lower Sioux to purchase land around the borders of the reservation but backing from US Congress could prove crucial in not only purchasing this initial 80 acres, but also for future land acquisitions and infrastructure as well.</p>	Lower Sioux Indian Community MN	\$920

City of Maple Grove	The Highway 610 Extension Project will complete the long-sought Highway 610 corridor which has been planned, designed, and constructed over the last 50 years beginning with a preliminary study in 1973. The Project will improve regional mobility and roadway safety with the construction of the Highway 610 segment that will connect the existing County Road 30 to Trunk Highway (TH) 610 via bridges over Interstate 94 (I-94). The project will also complete the unfinished system interchange at I-94 and TH 610, improve traffic capacity along I-94 by adding auxiliary lanes between TH 610 and Maple Grove Parkway, and upgrade/realign Hennepin County CSAH 30 to provide reliable and direct access to both I-94 and TH 610.	Maple Grove MN	\$33,900
Minneapolis Public Housing Authority	The Minneapolis Public Housing Authority (MPHA) receives annual funding from Congressional appropriations for capital improvements. On average this amount has been \$10-\$12M. MPHA estimates its current capital backlog to be over \$170M for their 6,000 unit portfolio. In order to complete these critical life and safety improvements as well as other capital needs, MPHA must look to secure additional resources. These improvements benefit the well-being and safety of the low-income community residing in Minneapolis.	Minneapolis MN	\$2,000
City of Minneapolis	Fund local costs such as traffic signal upgrades, improvements to pedestrian and bikeway infrastructure and increased greening, especially trees and green stormwater infrastructure. Funding assistance will also help address traffic safety along Lake Street, which is one of the highest crash corridors in Minneapolis, and all of Hennepin County, with 8 percent of all crashes in Minneapolis between 2010 and 2019 having occurred along Lake Street.	Minneapolis MN	\$2,000
Seward Redesign	Nearly one full year after the murder of George Floyd, the East Lake Street corridor still sits in a state of destruction and blight. The Coliseum building (27th and Lake) is one of, if not the most important building left standing in the Downtown Longfellow commercial node. At over 100 years old, it carries a significant history in the local community and was previously home to 20+ small businesses and nonprofit organization, all of which were displaced as a result of the damage. The full recovery and restoration of this property will serve as a beacon to the local community and will provide hope that an equitable recovery is possible. When this property is revitalized, small retail and office users and local nonprofits will return, again resulting in a vibrant contribution to the neighborhood. There is strong community support for this project from a significant number of local organizations representing residents and businesses alike.	Minneapolis MN	\$1,000
City of Minneapolis	Fund local costs, such as traffic signal upgrades and improvements to pedestrian infrastructure near BRT stations.	Minneapolis MN	\$2,000
The City of Lakes Community Land Trust	The Commercial Land Trust Initiative (CLTI) was launched in 2018 as a pilot under the City Of Lakes Community Land Trust (CLCLT), one of the five largest residential land trusts in the nation. To date, the CLCLT has assisted over 400 low-to-moderate-income households into CLCLT homeownership over the past 15 years. There have now been 90+ resales-each resulting in leveraging the initial affordability investment over time-serving multiple generations of homebuyers with the same funds. This is a strong foundation upon which to test whether a commercial land trust can be viable. Over the last three years, the CLTI has grown its program with the intention of eventually incorporating as its own entity. As such, a majority Black, Indigenous, People of Color (BIPOC) Advisory Board was established to guide the program. This Advisory Board helped craft the mission, vision, values and financial model. The mission of the CLTI is to (re)develop and preserve long-term affordable commercial spaces through community driven ownership of land. Our vision is that neighborhoods are reflections of the economic, cultural, and social wealth of a community. Neighborhoods where local BIPOC businesses can grow and thrive, residents claim spaces through decision-making power and ownership of land, and together are building a vibrant human-centered economy. Ultimately, the CLTI wants to ensure that individuals, families and communities who have been historically (and currently) excluded from access to land ownership have the tools, resources and opportunity to share in the economic activity of any given neighborhood.	Minneapolis MN	\$5,000

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Metro Transit	<p>The Metro Transit 40-foot Electric Buses and Chargers project (Project) will deploy six 40-foot electric buses in core urban areas with three electric bus chargers at the new Minneapolis Bus Garage scheduled to open in early 2023. The Project will advance our already strong commitment to utilize and promote battery electric bus technology -- further improving air quality and environmental justice in Minneapolis and St. Paul. Local routes operating from the Minneapolis Bus Garage will serve areas with populations above the regional average in percent of people of color, people in poverty, or both.</p>	Minneapolis MN	\$2,832
City of Minneapolis	Fund construction of pedestrian ramp upgrades across Minneapolis.	Minneapolis MN	\$2,000
West Broadway Business and Area Coalition (WBC)	<p>WBC's West Broadway ALIVE Community Development Project Fund, which would be housed within WBC, envisions a vibrant and successful corridor, and identifies key actions necessary to realize that vision. This project focuses on providing project funding throughout the North Minneapolis community, whether it is to assist with debris removal, restorations for public areas, facade improvements, and so much more. Our current fund that is utilized for these important projects is the "Restore North Fund", which WBC is the sole administrator of. Through hard work over the years, this fund has been effective in projects that are currently underway and continues to provide assistance for local businesses.</p>	Minneapolis MN	\$1,000
Open Arms of Minnesota	<p>An additional Open Arms of Minnesota (OAM) kitchen/facility in St. Paul will enable us to open our arms wider to nourish more of our neighbors. Our new site will improve healthy food access for approximately 2,000 critically ill individuals and their families weekly. These clients depend on our services to provide them with 14-21 medically tailored meals delivered once weekly to their doorstep at no cost. Demand for our meals has increased by 40% in the last year.</p>	Minneapolis MN	\$500
City of Minneapolis	<p>Support planning, management, and coordination to effectively implement the Thirty-Eighth Street Thrive Strategic Plan - a community vision to build on the legacy of this deeply rooted African American Community and support local ownership and wealth-building in the community.</p>	Minneapolis MN	\$2,000
Pillsbury United Communities	<p>Pillsbury United Communities seeks \$2 million for our community development corporation, Justice Built Communities, to assist with developing three dilapidated properties we recently purchased on West Broadway in North Minneapolis into a mixed use development that will include space for Black and Brown businesses, housing, and more. This development is part of a larger innovative community development initiative that leverages and, labor, entrepreneurship, and capital to build equitable wealth for Minneapolis' Northside Black residents. While real estate activity in North Minneapolis has largely been stagnant, the nearby North Loop has seen \$1.2B in real estate sales since 2015. That's created rapid gentrification on the edges of North, and now this boom is encroaching deeper into the neighborhood. As properties along major</p>	Minneapolis MN	\$2,000

	corridors are bought up, vulnerable residents are threatened by displacement as outsiders benefit. JBC aims to reverse this concerning trend and support Northside neighborhoods' vision for their own future.		
Regents of the University of Minnesota	Transportation network access, which measures how easily people can reach important destinations such as work, education, and healthcare, is widely acknowledged to be a critical indicator of transportation system performance and a key element of planning efficient and sustainable transportation systems. Directives to measure access are increasingly common at the regional and state levels, and have been included in major legislative proposals at the federal level. However, state and local transportation agencies often lack the resources or expertise to develop in-house tools for measuring access, and a fragmented approach to addressing this need reduces transparency and prevents the comparison of access data across projects and regions.	Minneapolis MN	\$600
City of Minneapolis	This funding will fill the financial gap on a 32 unit housing project that will provide critically needed large family rental housing in Minneapolis, expand housing affordability and choice in a transitioning neighborhood, provide eight units for individuals and families experiencing homelessness, and is led by a community-based development organization and BIPOC owners. This project would be the City's first partnership on affordable housing with Noor Companies, a BIPOC and woman-owned developer.	Minneapolis MN	\$180
Seward Redesign	Wadaag Commons is a culturally competent affordable housing development that will provide much needed housing that is accessible at the 30%, 50% and 60% AMI levels. The federal funds requested will be used to fill the last remaining financial gap after syndication proceeds from low income housing tax credits and the Minnesota First mortgage. These remaining funds have historically been extremely difficult to raise, as the funding source is over prescribed and weighted heavily towards larger developers with fewer community ties or BIPOC leadership.	Minneapolis MN	\$2,400
Twin Cities Habitat for Humanity	The Harrison Townhomes project is comprised of 17 units in 3 buildings to be built on currently vacant land in the Harrison Neighborhood in North Minneapolis. The Harrison Townhomes are part of a larger Basset Creek Valley Small Area Master Plan within the Minneapolis 2040 Comprehensive Plan. The project is being developed as a partnership between Twin Cities Habitat for Humanity, Inc. (TCHFH) and City of Lakes Community Land Trust (CLCLT).	Minneapolis MN	\$1,158
City of Minneapolis	This project is a revolving lead hazard/weatherization improvement loan fund to provide matching costs for low and moderate income home owners. The effort will combine lead hazard mitigation efforts with low-income deep weatherization retrofits, and complete low-moderate income lead hazard, weatherization, energy efficiency repairs and moderate healthy home repairs.	Minneapolis MN	\$1,500
Greater Minnesota Housing Fund	GMHF seeks \$16M in Congressionally Directed Spending appropriations which will leverage over \$200 million in other committed public and private investment to preserve the affordability of 1,000 to 1,600 at-risk NOAH rental housing units, stabilizing the lives of over 3,000 low-income individuals. Households will be supported by the maintenance of affordable rents, improving the financial stability of low-income households who otherwise be forced to pay more than they can afford for rent or else face displacement. Preserving affordable housing in areas with jobs, transit, schools, and services allows low-income families to thrive in safe and stable neighborhoods and to live healthier lives and supports the long-term stability of local communities.	Minnesota MN	\$20,000
Battered Women's Legal Advocacy Project	The Housing Rights Project is a service Standpoint has been providing since 2019, and it was created following an evaluation efforts from the past several years. Standpoint saw an increase in the need for legal assistance regarding victims' rights under the Violence Against Women Act and statutes passed in the state of Minnesota that allow victims of domestic violence to break their lease without penalty and to move to secure and safe housing (§504B.206). The services provided under the Housing Rights Project are informed by the experiences of callers to our Action Line, and through the victims to whom we provide direct services (legal advice and legal advocacy).	Minnesota MN	\$100

City of Moorhead	The City of Moorhead is requesting \$23.47M for completion of the Trunk Highway 10/75 Downtown Moorhead Grade Separation Safety and Mobility Project. (The Project.) The Project is part of a comprehensive effort to improve safety, operations, and state of good repair along US Highway 10 (MnDOT Trunk Highway 10) and US Highway 75 (MnDOT Trunk Highway 75) through downtown Moorhead. The Project will reinvigorate the economy through a safer, more connected and inviting transportation system, improving multi-modal mobility, and economic outcomes in Moorhead and the State of Minnesota. The Project addresses challenges associated with at-grade railroad/highway crossings in the City of Moorhead and specifically in downtown. The proposed project includes grade separations (underpasses) of the BNSF Railway K.O. Double track mainline and Prosper Subdivision tracks that currently carry a total of 70 trains per day (projected to be 90 trains per day by 2045) through the heart of Downtown Moorhead. The project will respond to existing and projected capacity and safety issues by reducing rail exposures resulting from high train and auto traffic volumes.	Moorhead MN	\$23,470
City of Moorhead	Project consists of full reconstruction of the roadway due to age and condition, including "complete street" and "road diet" modifications demonstrated in a concept pilot program introduced in 2019, and consistent with redevelopment plans for Moorhead's downtown that will have significant safety enhancements and private sector economic development impact. The planned reconstruction would make road diet elements permanent, construct sidewalks more accessible for pedestrians, and construct wide outside lanes to incorporate bicycle traffic, and address alignment issues with 4th Street to set the stage for commercial reinvestment in Moorhead's downtown corridor.	Moorhead MN	\$500
City of Moorhead	Moorhead is seeking funding to construct a bicycle/pedestrian bridge across the Red River between Moorhead MN and Fargo ND. The bridge would safely connect Moorhead's 14-mile Red River Corridor Trail with Fargo ND's trail system.	Moorhead MN	\$2,400
Morrison County, Minnesota	<p>County State Highway 8 is a major collector in the eastern part of the County. The highway serves as an alternative route to US 169 for access to the lakes area of central Minnesota.</p> <p>Morrison County ranks 1st in egg, 1st in broiler chicken, and 3rd in dairy production in the State of Minnesota. Morrison County Highway 8 provides a critical link in the Farm to Market system to support this robust agricultural production.</p> <p>The Soo Line Trail is a Regionally Designated Trail that bi-sects Morrison County and is served by County Road 8 at Hillman. The Soo Line Trail runs from Albany in central Minnesota to Lake Superior in Duluth. County Road 8 provides direct access to a trail head located in Hillman, Minnesota and users come from across central Minnesota to utilize this unique recreational opportunity.</p> <p>The County Highway 8 Full Depth Reclamation Improvement Project is being proposed to improve the rideability, strength and safety of the overall segment of highway.</p>	Morrison County MN	\$1,600
Bois Forte Band of Chippewa	<p>A transit facility will protect our fleet from the elements and provide shelter against extreme weather events and other natural disasters. Hail, straight winds and extreme cold are regular events in our region. Big Woods Transit buses and staff are an integral part of our Memorandum of Understanding (MOU) with the Emergency Preparedness plans for the Tribe and for the two counties in which we are located; St. Louis & Koochiching. At an emergency preparedness planning meeting we were advised that with current climate change trends, we could anticipate our region being included in the tornado range within 5-8 years.</p> <p>During the winter months, salt on the highways has caused numerous repairs and extra maintenance to be ordered for the buses as wire harnesses, electrical systems, battery boxes, air conditioning intake, bottom steps, etc. have had to be replaced, sometimes several times. Bus wash bays do not exist in the region, even within a 60 mile range, and so the buses are not washed other than a garden hose spray during the summer months.</p> <p>There are three primary non-contiguous geographic sectors of the Reservation. In addition to being one of the only Reservations who are geographically divided, this northern Minnesota area is rural and extremely isolated. This creates a unique logistic environment. The travel time to neighboring communities, medical facilities or jobs training is one hour or more in any direction, depending on weather conditions which can be severe during Minnesota winters. Community programs are increasing their demand for transportation, for example; New Moon</p>	Nett Lake MN	\$648

	<p>Supportive Housing, Elders, Veterans, Assisted Living for Elders and handicapped or disabled persons, etc.</p> <p>The operation of an effective tribal transit program is a priority. As we are a public transit program, the buses will provide many services to our regional communities, both Native and non-Native. The transit program provides linkages to essential community services, such as health care and education. It also functions as a mechanism for self-sufficiency by providing access to jobs, which are primarily beyond the Reservation boundaries. The benefit of caring for vehicles and keeping them in a state of good repair in the northern Minnesota severe weather fluctuations will extend the lifetime of the vehicles, reducing the amount of repairs and maintenance work while extending the length of time between replacements.</p>		
Bois Forte Band of Chippewa	The Bois Forte Elderly and Handicapped New Housing Project will construct two apartment buildings, each consisting of 5-one-bedroom apartments and 3 two-bedroom apartments providing decent, safe and affordable housing for low income elder and handicapped residents of the Bois Forte Indian Reservation.	Nett Lake MN	\$580,000
Northside Economic Opportunity Network (NEON)	Northside Economic Opportunity Network (NEON) seeks Congressionally Directed Funding to purchase our building. Securing NEON's home on the West Broadway corridor of Minneapolis ensures our presence as a one-stop hub for small business support and uninterrupted access to affordable commercial real estate and co-working space is an increasingly scarce asset in North Minneapolis.	North Minneapolis MN	\$1,000
Olmsted County	For several years, Olmsted County has led efforts on a proposed interchange at County State Aid Highway (CSAH) 44 (formerly County Road 104) and Trunk Highway (TH) 14, including an associated flyover structure at 7th Street NW. The intersection is located on the west side of Rochester and has significant safety concerns. A skewed geometric angle, a 65-mph speed limit on TH 14, and high traffic volumes on both the trunk highway and county highway, are contributing factors to approximately twelve crashes each year. This past summer, a former Olmsted County commissioner lost his life in a crash at the intersection. The proposed interchange, and associated 7th Street flyover, will remove two at-grade intersections. Sixty-four conflict points that drivers must navigate when turning, crossing, or traveling on the roadways will be eliminated. Safety will improve. Additionally, the interchange will provide increased mobility and support growth and economic development. The recently completed TH 14 Corridor Analysis Project from Rochester to Kasson identified construction of an interchange at the CSAH 44 intersection as an immediate, short-term (5 year) improvement.	Olmsted County MN	\$21,760
Oslo Region Joint Powers Board	The Red River of the North, bordering MN and ND, is extremely susceptible to spring and summer flooding events, overtopping roads and rail transportation and inundating farmland. This disrupts traffic by closing I-29 and all highway access through Oslo, MN on MN Hwy 1, and to ND Hwy 54, a trunk highway connecting northern Minnesota to I-29, as well as rail commerce delivering agricultural products to market. In the last 25 years, there have been 13 major flood events. The city of Oslo and farmyards are typically without access for up to 6 weeks when this happens. The project is a well-studied and publicly accepted solution to mitigate the frequency and intensity of flooding. Removing blockages in the river channel, including the two bridges that do not accommodate current flow rates, and replacing them with appropriately sized bridges allows the Red River to flow within its natural channel rather than overflow its banks. Additional protective levees and removal of 40 blockages in the river channel which produce significant reduction in flood occurrences and duration, as shown by recent modeling research by Houston Engineering. See Oslo Area Hydraulic Study-Phase 2. Because of the many entities concerned, this project requires bi-state cooperation, including watershed districts, highway departments and DNR agencies. It should be stated that the water flooding the Oslo region is not local run-off, but the result of the entire Red River from the southern end of Minnesota that drains an area of 20,000,000 acres with a population of 631,000 people, including the upstream communities of Fargo, ND/Moorhead, MN and Grand Forks, ND/East Grand Forks, MN. The fact that the bridges and land features at the Oslo area cause a pinch point in the river flow has been a problem for decades, amplified by increased waterflows, that cannot be handled merely with the local population. The Oslo Region Joint Powers Board (ORJPB) applying for the funds is a governing body representing border townships established for the purpose of reducing the flooding occurrences by coordinating efforts of all affected agencies in the Oslo area.	Oslo MN	\$60,817

Otter Tail County	For the past 25 years lakes in Otter Tail County have been rising. Some lakes, such as Nelson Lake, do not have a natural outlet and flooding becomes a problem for roads and property owners. CSAH 6 is a bituminous paved local farm to market route that sees about 540 vehicles per day on average. The road is used by the Postal Service, school buses, emergency vehicles, farmers, local residents, tourist and the motoring public in general. CSAH 6 runs through Nelson Lake and was built when the water was much lower than it currently is. The road has been through the lake since at least 1912, well over 100 years. The water level of Nelson Lake is currently at around 1461.5 feet. Water has been on and off the road for the past few years, it has saturated the roadbed and soften the subgrade. Wave action continually washes away at the road's shoulders. A couple years ago about one foot of aggregate base material was placed on the road through the lowest area to keep the road surface above the water. There has been at least one case where someone went off the road and into the lake due to the poor condition of the road through the lake. The road is currently closed to traffic, which is causing major inconvenience to local residents and those traveling through the area. The runout elevation of Nelson Lake is just slightly above 1469 feet, so the water will need to rise another 7.5 feet before the water will eventually run out of the lake naturally. The road will need to be raised approximately 12.5 feet to ensure it will not flood again and to maintain a sturdy road base in the lake.	Otter Tail County MN	\$2,759
Otter Tail County, MN	Fir Avenue (CSAH 1) is the primary east-west route through northern Fergus Falls. Due to railroad, lake and river issues east-west routes through the City are very limited. In 2019, CSAH 1 in the City of Fergus Falls was rerouted on to Tower Road and Fir Avenue to remove it from the downtown area of Fergus Falls. The rerouting of CSAH 1 increased traffic on Fir Avenue (CSAH 1) and has increased delays at the three intersections proposed for the placement of the roundabouts. The project will improve traffic flow and safety across northern Fergus Falls and on CSAH 1 through Fergus Falls and specifically through the three intersections. It will also improve access to local residents and business throughout the corridor.	Otter Tail County MN	\$65,457
City of Ramsey	The City of Ramsey, in collaboration with Anoka County and MnDOT, has initiated the Ramsey Gateway (Highway 10) Project to identify a long-term transportation improvement plan for Highway 10 and its supporting roadway network within the City of Ramsey. The goals of the study are to understand the needs and opportunities, establish goals and objectives, develop and evaluate concepts, reach consensus on a recommend vision, and develop an implementation plan.	Ramsey MN	\$20,000
Ramsey County	The southern 7-mile segment was completed in 2005 from downtown St. Paul to Buerkle Road in White Bear Lake. The remaining 6-miles of the trail north of Buerkle to the northern Ramsey County line is still undeveloped. Communities, trail users and the county would all like to see the project finished as it is a popular amenity for the entire region. The ask the County is making is to cover the cost of completion of final design and construction documents.	Ramsey County MN	\$1,300
Ramsey County	Ramsey County has engaged adjacent neighborhoods and businesses, the City of Saint Paul, Metro Transit and other key stakeholders benefiting from the proposed Rice Street Revitalization Project over the last two years to come up with a plan that addresses the safety, economic opportunity, transit service, bicycle/pedestrian facilities, and environmental justice needs along the corridor.	Ramsey County MN	\$1,500
City of Red Wing	Red Wing initiated preliminary planning and design for Red Wing's riverfront trail corridor (the Cannon Valley Trail to Red Wing's Colvill Park) in 2005. 1.8 miles of the trail has been built, from the Cannon Valley Regional Trail to Red Wing's Levee Park but, the trail corridor is incomplete. The "gap" in the Red Wing's Mississippi River riverfront trail system is a 1.75 mile section from Red Wing's Levee Park, to He Mni Can/Barn Bluff Regional Park with a trail terminus at Colvill Park. This project will fill the gap in the city's riverfront trail system. This trail segment, linking all the city's riverfront parks provides the alternative for a pedestrian and bicycle transportation connection to major recreational facilities, employment and shopping centers. The project is a critical linking segment of the broader proposed 17 mile Red Wing to Lake City Mississippi Blufflands State Trail. When entirely completed the 17-mile Mississippi Blufflands State Trail will connect regional and state recreational resources, facilities and multiple historic sites along the TH 61 Great River Road Scenic Byway corridor. During	Red Wing MN	\$10,475

	<p>the MN DNR master plan planning process in 2016, major trail heads were proposed and they included: Red Wing's Bay Point Park and He Mni Can-Barn Bluff Regional Park, Frontenac State Park and Lake City's Hok-Si-La Regional Park and Campground. The MN DNR's Master Plan for the state trail was completed in 2016.</p>		
City of Red Wing	<p>For almost a decade, the City of Red Wing has been undertaking a phased project approach to revitalize its neglected riverfront with its River Town Renaissance initiative. The project funding ask concentrates on the city's Mississippi River riverfront, specifically the Upper Harbor – Bay Point area in Red Wing.</p> <p>The entire Upper Harbor and Bay Point Park conservancy area contain 152 partiality developed acres on the Mississippi River's riverfront. The land area has been placed in a conservation land trust. The land is restricted from future commercial development by the permanent conservation easement held by the Minnesota Land Trust. A majority of the developed and underutilized lands are former landfill.</p> <p>The public lands targeted for renewal and redevelopment is a diverse land area and includes: wetlands, a fishing pond, boat storage yard, public recreational boat landing/launch area, a 16 acre regional riverfront park, a 13 acre brownfield used for grain semi-truck staging and overflow parking, two Mississippi River riverfront barge bulkheads used primarily by the US Army Corps of Engineers (USACE), a railroad crossing and an arterial Municipal State Aid Street (MSAS) roadway.</p>	Red Wing MN	\$3,700
Rice County	<p>The proposed water tower infrastructure project for Rice County would serve an area directly off of the I35 corridor that is currently not served by a centralized water system. The lack of a centralized system presents challenges for existing businesses fire suppression options and insurance ratings/expenses, impacts future economic development opportunities and presents challenges for fire departments needing to access a water source for firefighting in the area. The proposed rural township location is not in an incorporated city requiring funding collaboration to ensure the projects financial viability. Existing water towers range between 5-10 miles away.</p>	Rice County MN	\$1,500
City of Rochester	<p>The City of Rochester seeks federal resources to develop a 2.5-mile, paved Willow Creek Trail, crossing under U.S. Highway 52 and connecting to the larger City network of trails. The City of Rochester has a well-developed network of approximately 40 miles of paved multi-use paths along the rivers and creeks that bisect the city, and over 100 miles total of on- and off-road trails. However, the southern quadrant of Rochester, referred to as the Willow Creek area, is not connected to the river trails, bicycle, or pedestrian network due to a barrier effect created by U.S. Highway 52.</p>	Rochester MN	\$1,700
Rock County Highway Department	<p>Rehabilitate CSAH 1 Bituminous Pavement by completing a Full-Depth Reclamation of the existing pavement and gravel base then placing a new bituminous surface over the new road base.</p>	Rock County MN	\$2,800
Rock County Highway Department	<p>Cement stabilize 109 miles of gravel roadways with 4 inches of Class 5 Aggregate surfacing over stabilized base. This would provide year round stabilized gravel roadways in Rock County allowing continuous movement of agricultural goods during all weather conditions.</p>	Rock County MN	\$8,200
Rock County Highway Department	<p>Replace Bridge 67501 due to it "Structurally Deficient" status due to damage sustained by Spring Flooding ice flow. The bridge has been temporarily repaired to allow traffic to use the structure with weight limitations in place.</p>	Rock County MN	\$1,000
City of Rogers	<p>The City of Rogers is proposing a project that will realign the existing 2-lane Fletcher Lane/CSAH 116 with a new 2-lane divided A-Minor Arterial that includes left and right turn lanes and traffic signals at intersections with Territorial Road and CSAH 81. The new alignment, also referred to as the Fletcher Bypass, will begin approximately 2,000 feet south of the existing CSAH 116/Territorial Road intersection and continue north to approximately 1.3 miles east of the TH 101 (Main Street)/CSAH 81 intersection. A separated bike/ped trail will also be constructed and a future park and ride lot is being planned along the bypass and the land for the alignment has been acquired. The bypass is important for local and regional traffic circulation, and will also improve access management, provide a modern railroad crossing, and improve access and safety for people biking and walking. In addition, this road will extend to a future I-94 overpass to provide a future alternate route for traffic crossing I-94, redirecting this traffic from Main Street (CSAH 150) and nearby residential areas, an elementary school, and the Rogers</p>	Rogers MN	\$3,501

downtown. The Fletcher bypass will also help with congested I-94 interchange areas at TH 101 and CSAH 101/Brockton Lane.

Roseau County & Kittson County	This roadway is Federally-designated, and extremely important to both counties as an evacuation route for local residents and as an access route for the provision of basic and emergency services to the area (NW Roseau County & NE Kittson County). However, as a result of insufficient funding, the counties have not been able to provide the necessary improvements for the roadway to serve these purposes. For example, periodic flooding is the primary threat to the area residents, but the same flooding events that would necessitate evacuation and/or the provision of emergency services, render the roadway impassable. Over the past 20 years, this roadway has been impassable numerous times, sometimes for weeks or months at a time. This is unacceptable and must be addressed.	Roseau County & Kittson County MN	\$13,800
ReConnect Rondo	<p>As a component of the ReConnect Rondo initiative to build a community land bridge across Interstate 94 and ultimately reconnect the community that was divided by the original highway construction, the Rondo Net-Zero Energy multi-use and housing development demonstration project will be an example to the community and the nation for sustainable construction for low to moderate income persons for the future and today. The community-led Net-Zero Energy building on a 11,360 sf or .26 acre vacant site near the Rondo Commemorative Plaza and adjacent to Interstate 94 will serve as offices for the ReConnect Rondo organization, as well a environmental justice and sustainability education center and community gathering space.</p> <p>This building will be constructed through the use of a design competition featuring sustainable design best practices, solar energy, gardening, water reuse, net-zero HVAC systems and appliances, and electric car charging ports. In addition to the new Net-Zero mix use building, an existing single family residence near the proposed new building will be acquired and retrofitted to incorporate necessary improvements to achieve Net-Zero Energy as a demonstration of techniques that can be used for single family homes throughout the surrounding community near the land bridge and the city of Saint Paul. The funds will be allocated to the following elements:</p> <p>Property Acquisition \$300,000 Design Competition Stipend \$150,000 New Building Design Fees \$150,000 New Building Construction \$1,500,000 Existing House Retrofit \$ 100,000 Total Cost: \$2,200,000 Total Request is for \$1,500,000 with a local match of \$700,000.</p>	Saint Paul MN	\$1,500
ReConnect Rondo	ReConnect Rondo recognizes there to be a wide range of funding needs for this project. Project Development Activities: Funds to be used for planning phase to identify needs, issues and alternatives to determine critical elements, including equity in transportation outcomes (social, economic, environmental) allowing for important and necessary analysis and environmental screening; project management, area planning and design, project assessment, market research, financial evaluation, community outreach, restorative development modeling and redevelopment programming.	Saint Paul MN	\$6,500
Aurora St Anthony Neighborhood Development Corpora	ASANDC wants to expand Frogtown/Rondo's collective voice and empowerment to develop an actionable agenda to advance community priorities and outcomes, with a focus on economic opportunity and security. According to the African American Financial Capabilities Community of Practice (2016) there needs to be a multi-faceted plan to build wealth in specific neighborhoods to create economic opportunities. Currently, Eastside Neighborhood Development Corporation and ASANDC used a mixed-methods multi-phase research design to better understand financial products black businesses needs for Eastside, Rondo and Frogtown Neighborhoods. Based on these findings ASANDC would like support to move forward the following initiative: Design co-operative business initiative that incubates Black businesses under one roof, that provides rent controls, creates jobs, restores wealth into the Frogtown/Rondo community. ASANDC will also assist up to 25 Black business owners in Frogtown/Rondo neighborhoods, we will assist with business readiness goals, coaching and develop work plans to meet Black business owners needs; develop a database to track monthly statistics, provide technical assistance to assist in loan packaging, cash flow analysis, bookkeeping management, one on one financial education counseling and workshop trainings.	Saint Paul MN	\$1,818

City of Saint Paul	This project will reconstruct the Randolph Avenue Bridge between Shepard Road and James Avenue. In addition to funding removal of the existing bridge over Union Pacific railroad, the project includes reconstruction of approach roadways, acquisition of right-of-way, design, construction engineering and inspection, and construction of a replacement bridge that includes multimodal elements for bicycles, pedestrians, and vehicles including freight truck traffic. The bridge provides the sole access to dead-end Randolph Avenue and numerous commercial and industrial businesses, including the Xcel Energy High Bridge Power Generating Plant. As such, maintaining adequate and continuous use during construction is of critical importance to the project, business stakeholders and their many statewide customers.	Saint Paul MN	\$5,000
City of Saint Paul	The Riverview Library, a historic Carnegie library, needs a comprehensive renovation to meet the needs of the west side residents and based on its physical condition. It hasn't been renovated since 1989. Funding will transform Riverview Library, a dated, run-down neighborhood library, into a dynamic, technology-enabled, inviting and healing community space and resource hub that strengthens the social infrastructure of the West Side neighborhood, including building on the cultural history of welcoming new immigrants. The West Side is a racially-, ethnically- and economically-diverse neighborhood. Forty-four percent of residents have an income of 199% poverty rate or lower. Sixty-eight percent of households are cost-burdened renters. Eighteen percent of residents are foreign-born; more than 50 percent are people of color.	Saint Paul MN	\$3,468
City of Saint Paul	The Hayden Heights Library is in need for complete renovation to meet the needs of its east side residents and based on its physical condition and lack of investment since it was built in 1978. The Hayden Heights Library serves the Greater East Side neighborhood of Saint Paul, a racially-, ethnically-, and economically-diverse neighborhood. Twenty-eight percent of residents are foreign-born; fifty-eight percent are people of color. Forty-six percent speak a language other than English. Forty-six percent have an income of 199% of poverty or lower. Sixty-nine percent of households are cost-burdened renters. A transformative renovation of this dated, run-down neighborhood library would provide the neighborhood with a dynamic, technology-enabled, inviting and healing community space and resource hub that strengthens the social infrastructure of the Greater East Side.	Saint Paul MN	\$5,807
City of Saint Paul	Funding is needed to complete construction of the North End Community Center, a new 25,000 square foot building with enhancements to the existing 5.6-acre park in Saint Paul's North End neighborhood. This community center will replace the obsolete Rice Recreation Center and provide a modern community hub with amenities requested and needed by the community. The center and parkland sit nestled between the Rice Street Library and the Paul and Sheila Wellstone Elementary School. The project will provide state-of-the-art amenities to encourage social and physical activity including multi-purpose community rooms, a teaching kitchen, youth and teen rooms, a gymnasium, dance room, fitness room, and outdoor courtyard. The park improvements include a multi-sport artificial turf field, sepak takraw/badminton courts, basketball courts, picnic areas, a paved community plaza, and open green space.	Saint Paul MN	\$8,000
City of Saint Paul	The City of Saint Paul needs to replace the Kellogg-Third Street Bridge #62080/62080A due to structural deficiencies. Bridge reconstruction will remove significant traffic restrictions that have been in-place since 2014. The bridge and its approach roads are important to local, regional and state-wide surface transportation systems, and the project provides significant improvements to multi-modal transportation needs, including collaboration with the Metropolitan Council-led project to construct and operate Gold Line Bus Rapid Transit on the new structure.	Saint Paul MN	\$7,500
City of Saint Paul	The City of Saint Paul needs to replace the 85-year old Eastbound Rivercentre Bridge #90378 due to age-related structural deterioration. The 39-span 1,040 foot bridge is a critical component of the downtown business district that sees more than 7 million visitors annually, and is connected to multiple facilities including the Xcel Energy Center/Rivercentre, Science Museum and Rivercentre Parking Ramps, District Energy Combined Heat and Power Plant, and Exchange Street Viaduct. Replacement of the bridge must also include reconstruction of approach roads, the Exchange Street Viaduct, and the loading dock road.	Saint Paul MN	\$21,488

Lower Phalen Creek Project	We will use federal funds to achieve full funding for the construction of Waká? Tipi Center and the culturally significant security gates for Waká? Tipi Cave and Dayton's Bluff Cave. This Congressionally Directed Spending request will unlock \$4,000,000 in bond funds from the State of Minnesota and enable the project to be completed as early as late 2022. Federal funds will also support full staffing of Waká? Tipi Center, expanding our staff from 3.5 FTE to 9 FTE and enabling us to respond to the demand for environmental justice education, tribal community liaison and collaborative community engagement work.	Saint Paul MN	\$7,473
Keystone Community Services	Keystone Community Services is requesting federal appropriations funding to support development of the new Keystone Community Food Site at 1790 & 1800 University Avenue West in St. Paul. Located in the Midway neighborhood, the 20,000-square-foot Community Food Site will consolidate Keystone's food shelf operations into one location, including the base for its innovative mobile food distribution program. The site will increase efficiencies and streamline processes for annually receiving and distributing over 4 million pounds of food, including food rescue items and federal commodities, to 50,000 unduplicated residents by 2024 a significant increase over the 28,000 people served in 2019 and help meet the increased demand for food assistance and support services in the coming years due to the economic impact from the pandemic.	Saint Paul MN	\$1,000
City of Sartell, Minnesota	The City of Sartell has experienced exponential growth in the past twenty years, which has contributed to the region's prosperity. The City's population alone has grown 65% since 2000. As a part of this growth, the community identified in its 2016 Comprehensive Plan a future transportation network that serves as the foundation for facilitation of new growth and providing east to west and north to south connections in developing areas of Sartell. This future transportation network includes the extension of 15th Street North between Pinecone Road North and 30th Avenue North (otherwise known as Townline Road/7th Avenue), to be completed in two phases. This extension will provide a better east to west connection and will impact multiple regional partners, as well as students of all ages. A study was completed in 2017 to proactively measure and determine feasibility of this valuable road expansion. The recent development of the ISD 748 Sartell St. Stephen High School in the northern limits of Sartell has expedited the need for this corridor expansion, for connection, mobility, development, and safety concerns for students and families. There is significant local and regional support for the corridor expansion, including significant financial matches. The City of Sartell 15th Street North Corridor Expansion application ranked third (out of over a dozen) in State funding, with the top two being funded. The City intends to apply again for this state funding, which would allocate dollars for 2028 the construction season. The City of Sartell is committed to financially fund a portion of the project, as well, due to its importance.	Sartell MN	\$7,500
City of Savage	The City of Savage requests funding to conduct feasibility, economic, and environmental impact studies for the Central Minnesota Regional Inter-City Passenger Rail Corridor. The City of Savage will coordinate the studies with Minnesota Department of Transportation (MnDOT) to meet MnDOT criteria. This corridor is proposed for standard passenger rail service to strengthen multi-modal transportation system in the State.	Savage MN	\$1,000
City of Savage	Funding to replace a railroad bridge with limited vertical and horizontal clearance. The replacement will improve efficiency of traffic flow, improve safety operations of larger vehicles, and allow for mobility and access of larger emergency vehicles.	Savage MN	\$3,600
City of South St. Paul	The Wakota Crossing Economic Development Initiative will result in the creation of a 50-acre industrial park with more than 500,000 square feet of industrial, office, warehouse, and logistics uses and more than 500 new jobs. In order to advance this initiative, the City (through its Economic Development Authority) must acquire and assemble the real estate for the industrial park and conduct brownfield remediation and infrastructure improvements to service this new economic center.	South St. Paul MN	\$5,000
City of St. Louis Park	This program would allow the city to purchase an existing naturally-occurring affordable multi-family apartment building, then sell the physical building to a non-profit or mission-oriented developer to own and operate, while the city (or designated land-trust) retains ownership of the underlying land. The city and the developer would partner to make energy and sustainability improvements to the building such as energy efficient windows, doors, and appliances; high-efficiency HVAC and water heaters; improved insulation and weatherstripping; LED lighting; up to	St. Louis Park MN	\$2,000

	and including installation of solar and electric vehicle charging. The sale of the physical building would have certain covenants and restrictions requiring that the units be rented at an affordable rate to households not exceeding 60% of the area median income. By removing the land cost from the equation, this facilitates the affordable rents without requiring significant additional public investment and ensures the rents remain affordable in perpetuity.		
CommonBond Communities	CommonBond is requesting \$1 million to aid in developing 120 units of affordable housing, Rise on 7, in St. Louis Park. This project is unique in that Westwood Lutheran/RISE Early Learning Center will open an affordable childcare center in the building. The project will open in early 2023, and CommonBond Communities will offer the childcare space to RISE Early rent-free for ten years.	St. Louis Park MN	\$1,000
City of St. Louis Park	This project is adjacent to the Louisiana Southwest Light Rail (SWLRT) station. The purpose is to install storm water improvements which will serve as a catalyst for Transit oriented development in the Louisiana Station area, including the construction of new affordable housing, new job creation, and installation of bicycle and pedestrian connections to the station. This project will improve storm water quality for water discharging to Minnehaha Creek through the construction of an Iron Enhanced Stormwater Filter (IESF). In addition, this project will support flood mitigation through the installation of a regional trunk storm sewer line under Oxford Street that will serve current and future development sub-surface flood storage projects and address flooding of public streets in the area	St. Louis Park MN	\$4,550
St. Peter Housing and Redevelopment Authority	Parkview Manor, St. Peter HRA, is a 5 story structure that houses 62 one bedroom units for low income individuals with preference given to ages 55+ and/or those with disabilities. Parkview Manor is need of a new roof which also includes proper smoke hatches, skylights, and air-system. The board has been diligently working on ways to save monies to be put towards the project along with the capital repair funds provided by HUD but are coming up short. The Covid 19 pandemic has played a huge role in driving the cost of this replacement to be out of the HRAs means. Costs of materials continue to be increasing daily and the lack of materials is pushing projects back further and further.	St. Peter MN	\$300
Stearns County	The proposed project includes a full reconstruction between CSAH 31 and CSAH 30 in the city of New Munich. The section of CSAH 12 proposed for reconstruction has very narrow shoulders with minimal, nearly non-existent ditches. The proposed roadway section will include 6-foot paved shoulders, turn lanes at all public road intersections and ditches with a minimum 4-foot separation from the road top. Once complete, the pavement will provide another 10-ton route for the western portion of Stearns County.	Stearns County MN	\$3,175
Washington County	This project will remove an uneven, unsanctioned foot path and construct a trailhead and trail connections from County Highway 5 (Stonebridge Trail) to the Browns Creek State Trail, to allow local and regional connections from the community to the Browns Creek Regional Trail.	Stillwater MN	\$1,000
Thief River Falls Regional Airport Authority	This project is important to Minnesota in several ways. First and foremost it protects and allows for the continued growth of good paying jobs in Northwest Minnesota. Besides the freight industry's own employment numbers, the cargo industry supports 4,200+ jobs in just one local electronics distribution company. Additional employers that rely on the shipping industry include Textron/Arctic Cat, Polaris, Sanford Health, Marvin Windows, Central Boiler as well as the Minnesota agricultural community. More generally, the freight industry has shown its strength recently in light of the COVID-19 pandemic. Millions of Americans were able to stay home while still receiving the products they need to live happy, healthy lives. This benefit would not be possible without the infrastructure in place to allow safe and reliable movement of goods. Lastly, the jobs retained and the sales seen by industry directly contribute to the financial well-being of the State through tax revenue.	Thief River Falls MN	\$7,500
Bois Forte Public Works Vermilion Maintenance Gara	This building would be used to keep our equipment out of the elements and to provide repairs and maintenance to our tribal owned vehicles. Currently we are operating out of a 2 car garage and are in desperate need for a larger building, we also share the current building with our housing maintenance staff so most of our equipment has to be transported 2 hours round trip from our Nett lake Facility to address any road repairs or maintenance. this building would be 10,000 square feet, heated with sewer and water, 1000 square feet will be used for office	Tower MN	\$1,900

space for our managers duties.

City of Tracy, MN	The City of Tracy, MN needs funding for safety related improvements to Runway 11/29's Runway Safety Area (RSA). The RSA is a margin of safety around the paved surface of the runway that is 150 feet wide and extends 300 feet beyond each runway end, required by the Federal Aviation Administration (FAA), which is expected to be smooth, level, and free of obstacles in case of a runway overshoot, undershoot, or runway excursion. A stream and its associated small ravine run to the south of Runway 29's threshold, compromising this surface due to the sharp drop in elevation. This safety issue was magnified by the July 3, 2018 flood, also known as FEMA Disaster DR-4390, in which the City of Tracy received over 10 inches of water in 3.5 hours, flooding the entire community and further washing out the streambed and ravine.	Tracy MN	\$939
City of Wabasha	The City of Wabasha is requesting a project that would not only have implications for regional road infrastructure but have an important economic development impact for the community and its downtown as well. The City is requesting funding to construct a new roadway segment that would allow for realignment of Trunk Highway 60 within the city. The realignment would continue Trunk Highway 60 south from the intersection with 4th Grant Boulevard and connect into existing County Road 30/Hiawatha Drive between Bridge Avenue and Alleghany Avenue. From this point, County Road 30, which continues west to connect with US Highway 61, would be redesignated Trunk Highway 60 to complete the proposed re-route. Following the construction of the project, the remaining portions of the existing Trunk Highway 60 alignment will be turned back to the county or city. Trunk Highway 60 is a Minor Arterial, two-lane, undivided roadway, and a vital north-south Mississippi River crossing connecting US Highway 61 in Minnesota and US Highway 10 in Wisconsin. River crossings in rural areas such as Wabasha are critical for the mobility of freight and commuter traffic. The next river crossings are thirty-two miles in each direction in Red Wing or Winona. The regional significance of Trunk Highway 60 in the project area and across the Mississippi River is demonstrated with the following streetlight data.	Wabasha MN	\$3,700
City of Wabasha	The City of Wabasha and the National Eagle Center (the Center) plan to complete a Mississippi riverfront property development resulting in a world-class destination and enhanced community asset. The project will acquire land, renovate, construct, furnish, and equip the National Eagle Center in order to expand program and exhibit space, increase aviary space for eagles, and create improvements to the riverfront in Wabasha for infrastructure, large vessel landing areas and docks, and public access and program areas to enhance community economic impact, access, and educational opportunities.	Wabasha MN	\$250
St. Louis County, MN	County State Aid Highway (CSAH) 4, Governor Rudy Perpich Memorial Drive, is functionally classified as a Minor Arterial and is a primary route between the Duluth area and northern St. Louis County, including the Iron Range. The project will consist of 5.4 miles of full depth bituminous reclamation, bituminous milling and new bituminous asphalt pavement.	White Township MN	\$1,800
Sherburne County	The US 169 Rural Safety and Mobility Interchange Project will reconstruct approximately one mile of US Highway 169 from a rural four-lane undivided highway to a four-lane divided expressway and construct a hybrid diamond interchange at CR 4. The proposed project will focus on safety and operational improvements that will improve reliability, accommodate planned long-term growth, improve bicycle and pedestrian connectivity, and connect rural communities in the Greater Central Minnesota Region to economic opportunities in the Twin Cities Metropolitan Area.	Zimmerman MN	\$25,000