

Attachment: 2026 State Bonding Staff Recommendation Table

Project	Total Project Cost	External Funds Already Obtained	Remainder	Proposed Funding Requested	Tails	Staff Proposed Priority	Notes (CIP Priority, etc.)
County Rd 50 safety and pedestrian improvements at I-35	\$62.5M	\$40.8M	\$21.7M	\$10.8M(50%)	•Standard highway maintenance and eventual replacement	1	•Prior Year CB #1 Priority •CIP Priority 1. "Fix What's Broken" •2026 ROW/2028 Construction in Draft CIP
Transportation Improvements related to detour for 35/50	\$3.5M	\$ -	\$3.5M	\$2.8M (80%)	•\$26,000 standard maintenance on each signal annually	2	•Linked to Prior Year CB #1 Priority •CIP Priority 1: "Fix What's Broken" •Includes 7 temp and 1 permanent signals at 46/Orchard •These costs will be wrapped up into the 35/50 project and not a separate project.
Recycling Zone Plus	\$24M	•\$8M State CAP •\$4.16M Commitment from Scott County	\$16M (\$11.84M Dakota/\$4.16M Scott County)	\$2M	•\$835K annual operations (Staff, disposal, etc.)	3	•Prior Year CB #2 Priority •CIP Priority 2. "Finish What We Started" •2026 construction (previously planned in in '19, '22, and '24 CIPs) •Potential For Municipal Bonding with debt service by ELF
Lebanon Hills and Lake Bytlesby campground buildings and beach house replacement	\$24.6M	\$1.6M Regional Park Funding	\$22M	\$22M	•Comparable maintenance costs to existing	4	•CIP Priority 1. "Fix What's Broken" •2027 Project (Draft CIP) •\$1M in Park Fund also allocated in 2025
CR 46 expansion from TH 3 to TH 52 and interchange	\$45M	\$10M	\$35M	\$17.5M (50% of \$35M)	•Standard highway maintenance and eventual replacement on CR 46	5	•CIP Priority 1: "Fix What's Broken" •2029 Project (Draft CIP)-Federal Funds Sunset Date 2029
TH 3/CR 42 grade separation	\$60M	\$ -	\$60M	\$38M (50% for TH 3 costs and GHG)	•Standard highway maintenance and eventual replacement on CR 42	6	•CIP Priority 1: "Fix What's Broken" •Not yet programmed for construction •Interchange \$45M •Includes +30% (\$15M) for GHG mitigation due to TH 3 grade separation. •State costs (= \$45/2 + \$15 ~\$38M)
Thompson County Park Lodge renovation, including accessibility improvements and development of a visitor center	\$25M	\$2M for design (State SFY24)	\$25M	\$25M	•\$236K annually (2 new staff and materials) •\$200K initial Capital Equipment for Rentals	7	•CIP Priority 2: "Finish What We Started" and 3: "Meet demand" •2027 Project (Draft CIP) •Possible Joint Request with West St. Paul •Potential Rental Revenue to recoup material costs over time •First request for State Dollars for this part of the project
I-494/Argenta Trail Interchange	\$64M	\$ -	\$64M	\$31 M (State costs includes \$10M for GHG)	•Standard highway maintenance and eventual replacement on Argenta Trail	8	•CIP Priority 3: "Meet Demand" •Not yet programmed for construction •Interchange (\$31M) + County (\$15M)/City(\$8M) roads = \$54M •GHG = \$31M *.33 = \$10M •State cost = \$31M*2/3 = \$21M + \$10M (GHG) = \$31M
TH 55/52/CR 42 Improvements	\$68M	\$ -	\$68M	\$21.5 M = 50% of County costs = 50% of \$25 M (CR 42) + 50% of \$18M (52 interchange)	•Standard highway maintenance and eventual replacement on CR 42	9	•CIP Priority 3: "Meet Demand" •Not yet programmed for construction •Not in proposed SUT eligible project list •CR 42 expansion - \$25M (County) •52 interchange improvements \$18M (County and State) •TH 55/52 improvements \$25M (State)
TH 13/Nicollet grade separation	\$46.5M	\$27M	\$19.5M	\$19.5M	•None	10	•Trunk Highway Project •CIP Priority 1: "Fix What's Broken" •Not yet programmed for construction •Need could be less if grants are awarded
TH 50 - TH 52 to TH 61	\$20M	\$ -	\$20M	\$16M (80%)	•None	11	•Trunk Highway Project •CIP Priority 1: "Fix What's Broken" •Not yet programmed for construction •Overlay planned in 2026. Recon 10+ years out