



SCALE

Scott County Association
for Leadership & Efficiency



2026 Legislative Priorities

Scott County Association for Leadership and Efficiency

GOVERNMENT WITHOUT BORDERS

Working. Smarter. Together.

TOP PRIORITIES IN POLICY

The Incremental Costs of Growth to be Paid for by Development

Scott County is one of the fastest growing counties in the state of Minnesota. Growth is accompanied by incremental costs to infrastructure (water, sewer, parks, stormwater, and roads). To facilitate continued orderly residential growth, it is essential that development fees are collected to ensure infrastructure meets the demand for housing starts without shifting costs to existing residents.

- » SCALE supports infrastructure accountability: SCALE is seeking legislation to provide cities and townships statutory authority to collect street infrastructure fees to offset the cost for safety and capacity improvements to collector road networks necessitated by new development.

Housing

- » SCALE supports that any housing initiatives should prioritize local control with coordinated efforts to increase production of residential units, the preservation of existing homes, and housing stability programs for individuals and families experiencing the need for transitional and emergency accommodations. Additionally, SCALE supports modifications to current state condominium law to help encourage the construction of new condominiums. Condominiums help first time home buyers enter the market at a lower price point and begin creating generational wealth.
- » Additionally, SCALE specifically supports the existing flexibility in the utilization of Local Affordable Housing Aid (LAHA) and Statewide Affordable Housing Aid (SAHA) funds.

Unfunded Mandates

SCALE opposes any unfunded mandates & cost shifts from the state to local units of government. Programs mandated by the State should be properly funded and resourced by the state.

Road bridges

SCALE supports the Minnesota Department of Transportation (MnDOT's) ownership and major maintenance of bridges within its highway right of way. Proper maintenance of bridges is a safety concern, and MnDOT is the appropriate entity to own and maintain those bridges.



Housing project in Scott County

The incremental costs of growth to be paid for by development

- **Scott County is the second-fastest growing county in the state of Minnesota.** Growth is accompanied by incremental costs to infrastructure (water, sewer, parks, storm water, and roads). To facilitate continued orderly residential growth, it is essential that development fees are collected to ensure infrastructure meets the demand for housing starts without shifting costs to existing residents.
- **SCALE supports infrastructure accountability:** SCALE is seeking legislation to provide cities and townships statutory authority to collect street infrastructure fees to offset the cost for safety and capacity improvements to collector road networks necessitated by new development.



Housing Priorities & Policy Support

Local Control & Coordinated Efforts

- Support housing initiatives that prioritize local decision-making
- Encourage coordinated strategies to:
 - Increase housing production across the continuum
 - Preserve the existing housing stock
 - Strengthen housing stability programs for individuals and families in need of transitional or emergency housing.

Expand Homeownership Opportunities

- Support modifications to state condominium law to promote new condominium construction
- Condominiums may offer affordable entry points for first-time homebuyers
- Homeownership helps to build generational wealth

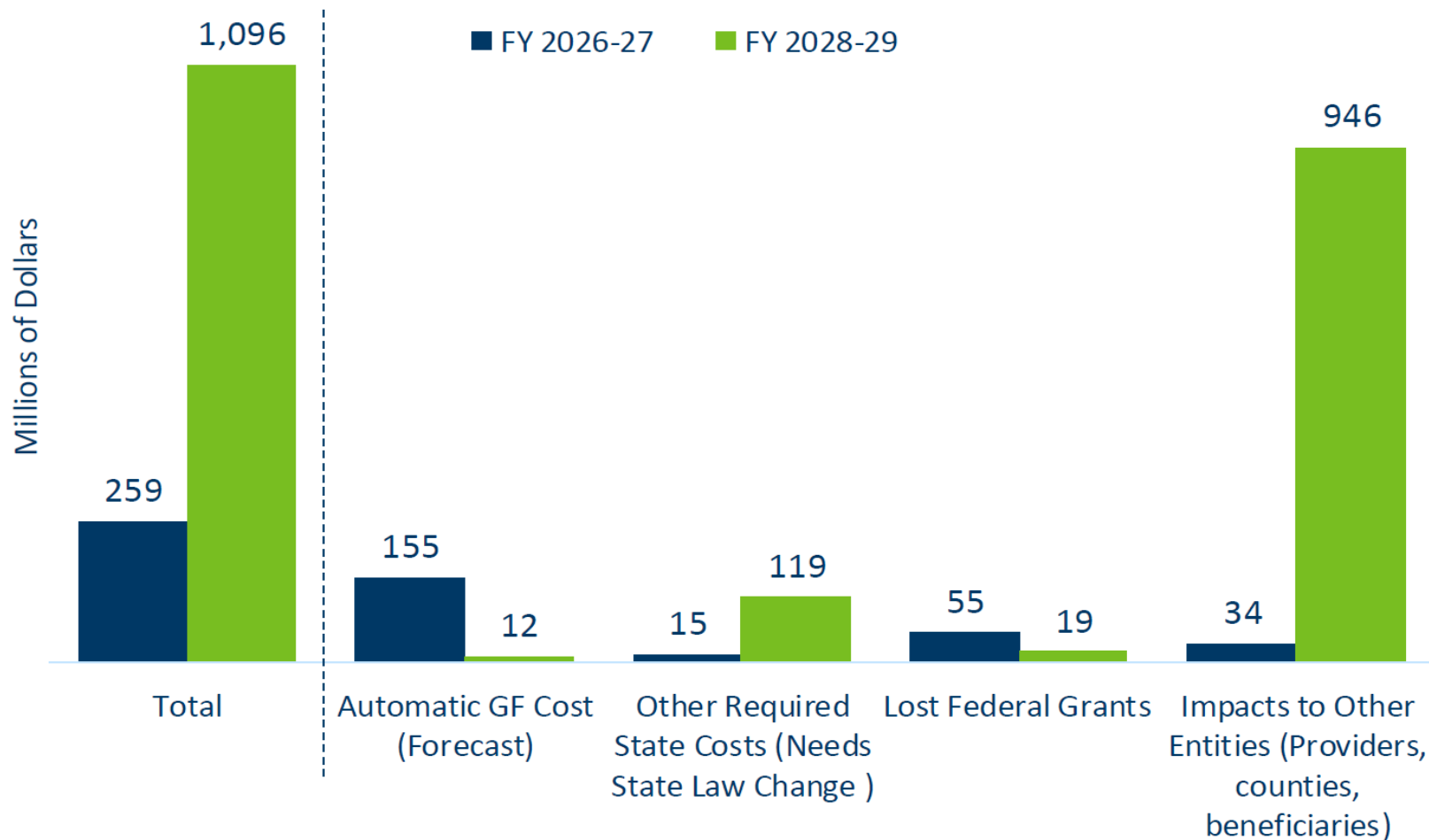
Funding Flexibility

- Support continued flexibility in the use of Local Affordable Housing Aid (LAHA) and Statewide Affordable Housing Aid (SAHA) funds to best meet community housing needs.



Preliminary Fiscal Estimates of Lost Federal Funding to State-Administered Programs

(Lost federal funds in millions of dollars)



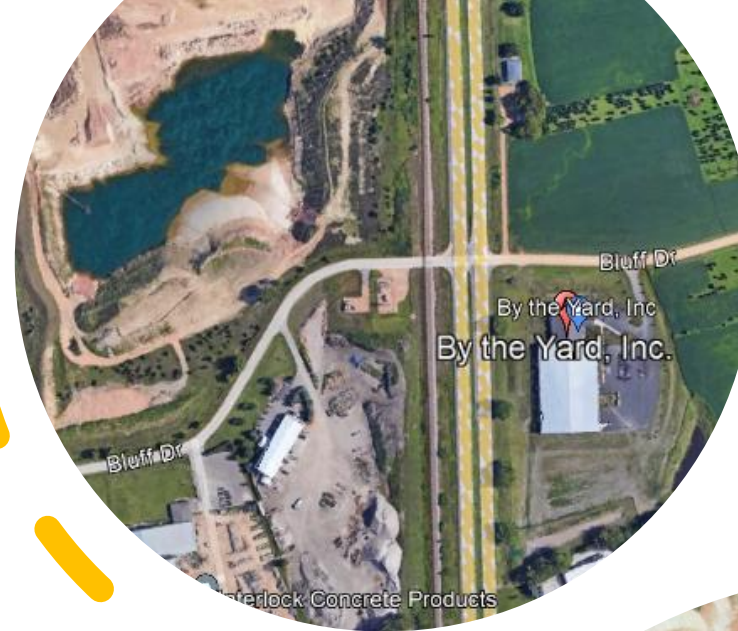
Unfunded Mandates & Cost Shifts

- SCALE opposes any unfunded mandates & cost shifts from the state to local units of government. Programs mandated by the State should be properly funded and resourced by the state.

Road bridges

SCALE supports the Minnesota Department of Transportation (MnDOT's) ownership and major maintenance of bridges within its highway right of way.

- Scott County, townships, and cities are not the appropriate entities to own and maintain those bridges.
- MnDOT is much better equipped with technical staff, equipment and resources to own and maintain the bridges located within their right of way.
- Townships and cities do not have the financial resources nor staff to take on ownership and maintenance of these important infrastructure assets.
- Proper maintenance of bridges is a safety concern and MnDOT is the appropriate entity to own and maintain those bridges.
- Example – There will be an overpass put in at Bluff Drive across HWY169 next year in Sand Creek Township. That bridge will traverse MnDOT's Right of Way. Sand Creek Township does not have the skillset or financial resources to conduct inspections and major maintenance of that bridge. Minor maintenance such as plowing and sweeping could be handled by the township but not major maintenance.



SCALE SUPPORTS THE FOLLOWING POLICY POSITIONS



Local School District Control and Funding

SCALE supports providing funding to local districts as well as the flexibility to spend those funds to address local needs without statewide mandates.

Paid Family Medical and Earned Sick and Safe Time

SCALE supports adjusting legislation of employer and employee premium payments and adequate state funding for the MN Paid Leave and the Earned Safe and Sick Time (ESST) mandates for employers with leave programs that exceed the 48/80 hours requirements of ESST.

Children's Mental Health

SCALE supports investments in children's mental health continuum of care and the flexibility for local units of government to spend those funds to address local needs without statewide mandates.

Truancy and Chronic Absenteeism

SCALE supports attendance review and implementation of the recommendations of the legislative work study group to address the chronic absenteeism crisis.

Watershed Districts Participation in Insurance Consortium

SCALE supports Watershed Districts, including the participation of the Prior Lake Spring Lake Watershed District and Water Management Organizations in the Health Insurance Consortium.

Franchise Fees

SCALE supports legislation to allow cities to collect franchise fees on internet & data services.



TOP PRIORITIES FOR CAPITAL BONDING REQUESTS

SCALE supports the following projects impacting the southwest metro region. These projects are ready to build and move forward if the state allocates bonds. We ask for bonding funds only when the money is ready to be used.



Trunk Highway Reconstruction in Savage

The Trunk Highway 13 River, Rail, and Road Initiative Project will bring transformative benefits to the region and will convert 3.5 miles of at-grade four-lane expressway into grade-separated roadway that will directly generate national and regional economic benefits while improving mobility and safety for all users of Trunk Highway 13 in Scott County between Quentin Avenue and Nicollet Avenue.

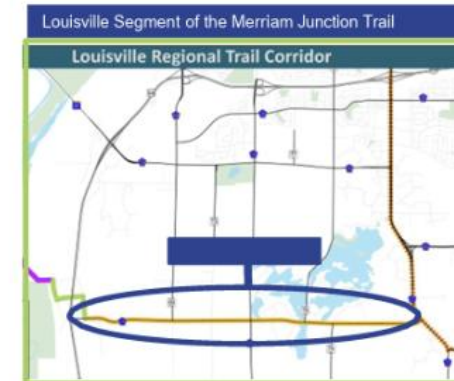
The request is for \$18.4 million in General Obligation bonds to fund 50% of the local share of the Quentin-Washburn Segment for the TH 13 Corridors of Commerce project. Additionally, we are requesting the Legislature appropriate \$50.1 million in Trunk Highway bonds to cover a portion of the remaining \$78.24 million project funding gap. We anticipate that additional competitive grants, local, and MnDOT funding will be secured to complete the \$202.1 million funding package.



Trunk Highway 13 improvements

Louisville Segment of the Merriam Junction Trail

Scott County requests \$5.5M in state funds to design and construct 4.3 miles of multi-use trail, including elevated boardwalks over wetland and lake areas, to close the existing gap in the regional trail system in northern Scott County. This project will link the Merriam Junction Regional Trail (connecting Scott and Carver Counties) to the Big Woods Regional Trail in Scott County and connect Shakopee, Prior Lake, the Shakopee Mdewakanton Sioux Community, and Louisville Township.



Louisville Segment

Innovation Center

The Shakopee Innovation Center project creates a post-secondary institution that is next-generation, highly creative, uniquely flexible, and sustainable with a focus on driving education, entrepreneurship, and collaboration across the Twin Cities metro area. Driven by partnership among the city of Shakopee, Scott County, and Minnesota State University-Mankato, the facility is expected to serve a diverse group of local participants with a variety of needs, skills, ideas, and backgrounds. Shakopee is requesting \$4M for this project.



Innovation Center

Highway 35W and County Road 2 Interchange Development

Built in 1963, this is one of the last interstate interchanges in the metro system in need of replacement. Planned commercial and industrial development immediately adjacent to the interchange will accommodate approximately 2.6 million square feet of building space and will provide an estimated 1,723 new jobs. A 2024 detailed study of traffic using the interchange indicates that the interchange serves as access to I-35 for an area of over 300 square miles, and the interchange has become an important freight corridor over the past decade - serving a significant amount of freight from the vast Lakeville development. Elko New Market is requesting \$4.5 million to be allocated to MnDOT to complete design engineering and environmental documentation for the interchange replacement project, and full funding for the replacement of the interchange within 10 years.

TOP PRIORITIES FOR CAPITAL BONDING REQUESTS

SCALE supports the following five projects are *regional* projects impacting the southwest metro region. These projects are ready to build and move forward if the state allocates bonds. We ask for bonding funds only when the money is ready to be used.



Jordan Water Treatment Facility (WWTF)

The City of Jordan's WWTF is 25 years old and is in need of improvements due to aging equipment/ infrastructure and tremendous community growth. Various improvements are needed, particularly in the final clarifier in the settling tank used to separate solid particles from treated water after biological treatment, an expanded biosolids storage tank to address current and future biosolids storage needs, biosolids treatment system to address future PFAS concerns, as well miscellaneous equipment replacement and needed building repairs. The project is \$10.75M and is slated for 2030.



Jordan Water Treatment Facility

Burnsville Water Treatment Facility

The Burnsville Water Treatment Plant, originally built in 1976, supplies clean and safe drinking water to residents of Burnsville and Savage. After nearly 50 years, the aging facility is in dire need of rehabilitation. The cities of Savage and Burnsville are requesting \$8.75M in capital bonding dollars to help make several important and necessary improvements that will ensure long-term sustainability and a clean, safe, and resilient water supply system for Burnsville and Savage for years to come.

800 MHz Public Safety Radio System Replacement:

SCALE supports capital investment for 800 MHz public safety radio equipment replacement for metro counties and cities.

Credit River Workforce Housing Preservation:

SCALE supports a \$12M bonding request for the preservation of naturally occurring workforce housing by supplying wastewater and water infrastructure.

Trunk Highway 13 Reconstruction in Savage

- **The Trunk Highway 13 River, Rail, and Road Initiative Project** will bring transformative benefits to the region and will convert 3.5 miles of at-grade four-lane expressway into grade-separated roadway that will directly generate national and regional economic benefits while improving mobility and safety for all users of Trunk Highway 13 in Scott County between Quentin Avenue and Nicollet Avenue.
- **The request is for \$18.4 million in General Obligation bonds to fund 50%** of the local share of the Quentin-Washburn Segment for the TH 13 Corridors of Commerce project. Additionally, we are requesting the Legislature appropriate \$50.1 million in Trunk Highway bonds to cover a portion of the remaining \$78.24 million project funding gap. We anticipate that additional competitive grants, local, and MnDOT funding will be secured to complete the \$202.1 million funding package.



Trunk Highway 13 improvements

Louisville Segment

Merriam Junction Regional Trail



- 4.3-mile multi-use paved trail
- Connectivity of regional trail system in southwest metro
- Accessibility
- Recreation and transportation
- Safety

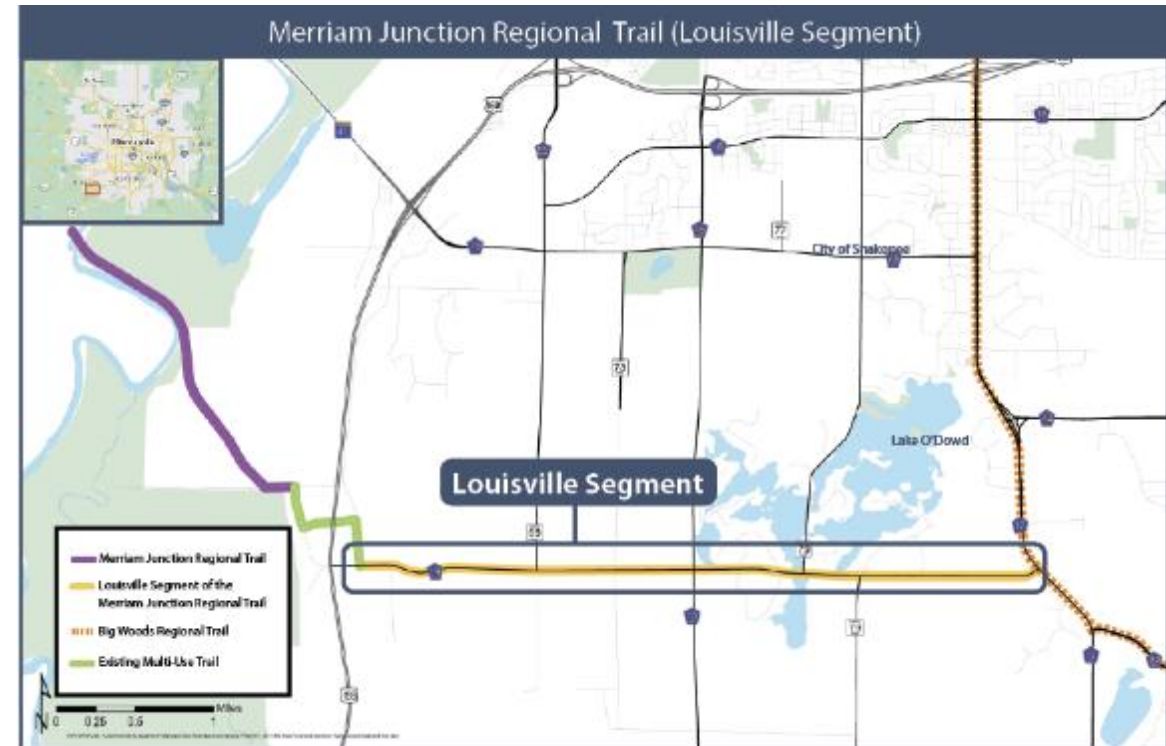


129,000 - 250,000
ANTICIPATED ANNUAL TRAIL USERS

State Bond Request: \$5,500,000
Total Cost: \$14.53 M

PROJECT TIMELINE

- **2021-2023**
Community Engagement & Trail Plan
- **JULY 2024 - SEPTEMBER 2025**
Preliminary Design/Environmental
- **OCTOBER 2025 - AUGUST 2026**
Final Design & ROW Acquisition
- **FALL 2026**
Bidding and Award
- **2027-2028**
Construction



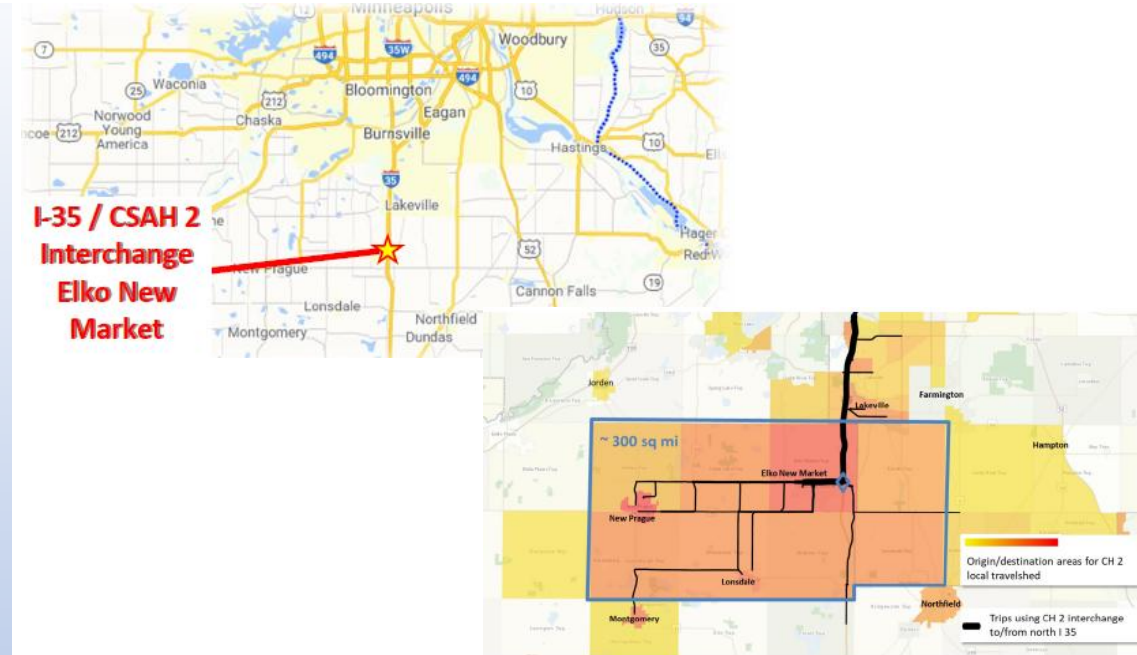
The HUB Innovation Center Shakopee, MN



I-35 / CSAH 2 INTERCHANGE

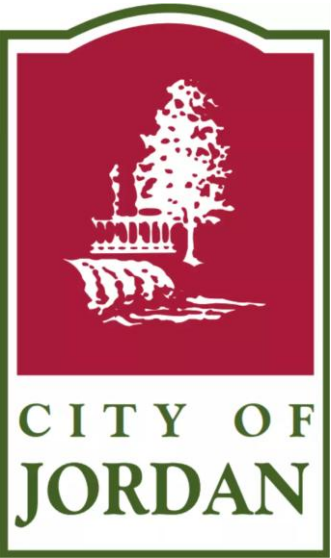
ELKO NEW MARKET / SCOTT COUNTY

- Interchange located in southern Scott County, five miles south of Lakeville and seven miles north of Northfield exits.
- Interchange is a rural design, 2-lane interchange, constructed in 1963 as part of original interstate system and is among the oldest interstate bridges in the metropolitan area.
- Interchange has regional impact on both transportation and economic development.
- Interchange serves multiple cities in four counties (Scott, Dakota, Le Sueur, Rice).
- Interchange has a large travelshed containing over 300 square miles.
- 345 net acres immediately adjacent to interchange are currently planned for 2.5 million square feet of commercial & industrial development, with expected job creation of 1,723 jobs.
- Several Traffic Studies conducted between 2015 and 2022 have documented declining levels of service at the interchange.
- Function of the is anticipated to degrade to unacceptable levels of service on several movements by the year 2026 with only background growth and no development. This will be exacerbated with development.
- The narrow section of the I-35 overpass is the bottleneck which limits adequate geometric improvements, necessitating reconstruction of the overpass to a wider section and reconstruction of the interchange.
- City, Scott County and MnDOT have been working on identifying solution for reconstruction of the interchange since 2010. In 2016, a Diverging Diamond interchange was identified as the preferred design alternative.



Jordan Wastewater Treatment Facility State Capital Investment Request

- 2026 Total Project Cost: \$10.75M
 - Requested State Funding: \$5.375M
 - 50% locally funded through water & sewer fees
- Regional impact to clean water:
 - Flows into our major rivers and watersheds: The communities downstream, on both the Minnesota River and Mississippi River including: Chanhassen, Shakopee, Eden Prairie, Bloomington, Burnsville, Eagan, St. Paul and many more!
 - Located within 7 county metro, but outside of the Met Council service area.



← Clarifying tank

Biosolids tank →



Burnsville Water Treatment Facility

Implementing state-of-the-art surface water treatment technologies and processes to produce clean, fresh and odorless water; reduce environmental footprint; and protect natural resources

Implementing advanced water treatment techniques such as membrane filtration to remove Radium and other contaminants

Replacing major water lines to reduce leaks, improve pressure management and enhance performance

Replacing electrical infrastructure to ensure a reliable and efficient water supply

PROJECTED PROJECT COST

\$17.5 MILLION

REQUESTED BONDING AMOUNT

\$8.75 MILLION

PROPOSED CITY MATCH

\$8.75 MILLION

2030 COMPLETION DATE GOAL

Lead time challenges are considered in this timeline, but procurement delays may affect the project schedule.



Why Invest? The State's investment in the Burnsville Water Treatment Plant rehabilitation is important for many reasons:



Public Health and Safety: Ensures access to water free from contaminants, which can improve physical and mental well-being, reduce the burden of health care costs and foster social cohesion and trust



Environmental Protection: Removes pollutants and other harmful substances and reduces the chances of contamination from infrastructure failures



Economic Impact: Supports economic growth, development and tourism by providing clean, safe and reliable water to residential and commercial users



Regulatory Compliance: Ensures compliance with state and federal water quality regulations



Long-Term Cost Savings: Reduces maintenance costs over time, and reduces the risk of costly emergency repairs or service interruptions



Community: Shows care for the welfare of the community and people's basic needs

Burnsville Median
Household Income

\$83,953

2025 Water Rate
Average Household

\$23.21/Month

Water Rate Increase
WITHOUT State Investment

7% Annually Starting 2026

Water Rate Increase
WITH State Investment

5% Annually Starting 2025

SCALE Supports capital investment for 800 MHz public safety radio equipment replacement for metro counties

Minnesota's 800 MHz Public Radio system is a **statewide, shared network infrastructure** that is used by transportation, public safety, public health, prisons, EMS, medical, federal, corrections, HHS, National Guard, State Patrol, Tribal Governments and others.



SCOTT COUNTY PROJECT FUNDING

State request \$3 million (CAP funds)

Matching funds \$3 million Scott County
\$3.64 million

TOTAL COST \$6.64 million



- There are over 4000 base stations in the State.
- Metro area has a disproportionately larger portion of the statewide system.
- Recent legislation has funded portable and mobile radio replacement. (Counties who budget for radio replacement are ineligible for this funding.)
- All counties and cities need to stay in sync on the system - this will be a statewide upgrade with MnDOT.



Credit River Workforce Housing Preservation



The City of Credit River seeks state capital assistance to extend municipal sanitary sewer and drinking water service to ninety-nine (99) existing homes in the Country Court neighborhood, located in northern Credit River. The need for this project is supported by the following considerations:

- The neighborhood was originally developed in the 1960s and 1970s with substandard lots
- The high density of wells and aging septic systems in close proximity presents a growing risk to groundwater quality and public health.

By funding this project, the State of Minnesota will help safeguard public health, sustain affordable housing, and promote equitable growth within the Twin Cities metropolitan region.



➤ Public Purpose and Regional Benefit

This project advances state and regional priorities by:

- Protecting public health and the environment through replacement of failing septic systems and safe drinking water provision;
- Preserving and expanding affordable workforce housing in a designated Urban Service Area; and Consistent with the Metropolitan Council's regional plans.

➤ Sanitary Sewer and Drinking Water Expansion in Support of Workforce Housing

- The Metropolitan Council has identified a regional need for additional housing – particularly affordable options for working families.

➤ Preserve Naturally-Occurring Workforce Housing

➤ Support Additional Workforce Housing

- Credit River has been tasked by the Metropolitan Council to add at least 66 affordable units between 2031 and 2040.
- This project would “unlock” roughly 100 acres of adjacent developable land within the Urban Service Area, enabling the creation of more than 400 additional affordable housing units for working families.

Questions/Discussion

