

2018 Project Abstract

For the Period Ending June 30, 2022

PROJECT TITLE: Mississippi Blufflands State Trail - Red Wing Barn Bluff to Colvill Park Segment

PROJECT MANAGER: Jay Owens

AFFILIATION: City of Red Wing

MAILING ADDRESS: 229 Tyler Road North

CITY/STATE/ZIP CODE: Red Wing, MN 55066

TELEPHONE NUMBER: (651) 385-3625

EMAIL ADDRESS: jay.owens@ci.red-wing.mn.us

WEB ADDRESS: <https://www.red-wing.org>

FUNDING SOURCE: Environment and Natural Resources Trust Fund

LEGAL CITATION: M.L. 2018, Chp. 14, Article 4, Sec. 2, Subd. 9 (d) as extended by M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 18

APPROPRIATION AMOUNT: \$ 550,000

AMOUNT SPENT: \$0

AMOUNT REMAINING: \$ 550,000

Sound bite of Project Outcomes and Results

This project was intended to enhance Minnesotans experience of the natural beauty of the state through the development of 0.75 miles of trail. While much design and planning were completed for this trail, the actual trail could not be built due to land acquisition problems.

Overall Project Outcome and Results

This project proposed to construct an approximate a 0.75-mile-long segment of the Mississippi Blufflands State Trail along Red Wing's riverfront from Barn Bluff Regional Park to Colvill Park. A portion of the trail required the purchase of fee interest of a right-of-way held by the Canadian Pacific Railway. Early in the project, the City of Red Wing achieved agreement with the CP Railway to acquire this ROW, and trail planning was underway. Unfortunately, during the project period, CP Railway's director of real estate abruptly left. This, followed by the COVID epidemic, essentially stalled acquisition negotiations. While the project was granted a one-year COVID extension through the legislature, the railway continued to be non-responsive until after the grant expired.

Over the late spring and early summer of 2022, the Canadian Pacific Railway has been responsive to our need to the fee interest in the railroad ROW necessary to build the project. The ENRTF appropriation ended on June 30, 2022. In July the CP Railway agreed to sell the needed ROW. The CP Railway amount needed was identified as approximately 25,473 square feet with approximately 5,248 square feet identified for temporary construction easement needs. CP Railway staff agreed to maintain the price of \$3.55 per square foot to acquire right of way necessary for the project, approximately 25,475 square feet or \$90,429.15, using non-ENRTF funds. No other costs will be associated with the agreement.

On Monday, August 22, 2022, the purchase agreement was approved and executed by the City Council. Although this process took multiple years and required the return of grant funding the city remains committed to seeking full funding for this important Mississippi riverfront trail segment.

We expect the closing for the property to be completed within 90 days.

Project Results Use and Dissemination

While desired results of this project—0.75 miles of trail built—were not ultimately completed during this appropriation period, the City of Red Wing diligently updated the city council as to progress of this trail, including tours of the proposed trail route. The city also provided press releases regarding ENRTF funding. At the

City Council meeting of August 22, 2022, it was stated during the project period no progress was gained on the property acquisition and the ENRTF grant had expired. The project is at 65% design with level three cost estimates completed.



Environment and Natural Resources Trust Fund (ENRTF)

M.L. 2018 ENRTF Work Plan (Main Document)

Today's Date: August 23, 2022

Date of Next Status Update Report: N/A

Date of Work Plan Approval: June 5, 2018

Project Completion Date: June 30, 2022

Does this submission include an amendment request? No

PROJECT TITLE: Mississippi Blufflands State Trail - Red Wing Barn Bluff to Colvill Park Segment

Project Manager: Jay Owens, P.E.

Organization: City of Red Wing

College/Department/Division: Engineering Department

Mailing Address: 229 Tyler Road North

City/State/Zip Code: Red Wing, MN 55066

Telephone Number: (651) 385-3625

Email Address: jay.owens@ci.red-wing.mn.us

Web Address: <https://www.red-wing.org>

Location: The project is located in the Southeast Minnesota Geographic area in Goodhue County and within the City of Red Wing.

Total Project Budget: \$550,000

Amount Spent: \$0

Balance: \$550,000

Legal Citation: M.L. 2018, Chp. 14, Article 4, Sec. 2, Subd. 9 (d) as extended by M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 18

Appropriation Language: Mississippi Blufflands State Trail - Red Wing Barn Bluff to Colvill Park Segment

\$550,000 the second year is from the trust fund to the commissioner of natural resources for an agreement with the city of Red Wing to be used with other funds to construct an approximate three-quarter mile-long hard-surfaced segment of the Mississippi Blufflands State Trail along Red Wing's Mississippi River riverfront from Barn Bluff Regional Park to Colvill Park. This appropriation is available until June 30, 2021, by which time the project must be completed and final products delivered.

M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 18. ENVIRONMENT AND NATURAL RESOURCES TRUST FUND; EXTENSIONS. [to June 30, 2022]

I. PROJECT STATEMENT: This project is focused on the construction of a segment of the Mississippi Blufflands State Trail in Red Wing meeting the requirements of the Americans with Disabilities Act (ADA), Minnesota Department of Natural Resources Trail Planning, Design and Development Guidelines, the Minnesota Department of Transportation Bikeways Facility Design Manual and the American Association of State Highway and Transportation Officials (AASHTO) guide for the development of bicycle facilities.

The Mississippi Blufflands Trail was legislatively designated in 2015. The Minnesota Department of Natural Resources completed the Master Plan for the trail in September of 2016. You can read the plan here: http://files.dnr.state.mn.us/input/mgmtplans/trails/mississippi_blufflands/mississippi_blufflands_state_trail_master_plan.pdf

The preferred State Trail corridor requires a threaded alignment between Trunk Highway 61 and railroad Rights-of-Way. When completed, the 17-mile Red Wing to Lake City state trail will connect the Goodhue Pioneer State Trail and the Cannon Valley Regional Trail to regional and state recreational resources, facilities and multiple historic sites along the Great River Road Scenic Byway corridor (Highway 61) adjacent to the Mississippi River. During the master plan planning process, major trail heads were also proposed, and they included: Bay Point Park, Barn Bluff Regional Park/Colvill Park, Frontenac State Park, Frontenac Station, and Hok-Si-La Regional Park and Campground.

One 1.75-mile segment, from the Red Wing trailhead of the Cannon Valley Trail to downtown Red Wing's Levee Park was fully completed in the fall of 2016. Red Wing installed a borrowed MnDOT electronic trail counter on June 8, 2017. The counter has registered over 50,000 unique pedestrians and bicyclists, through the end of October 2017, using the trail segment. Obviously popular, this Riverfront Trail segment connects the Cannon Valley and Goodhue Pioneer State Trail to three of Red Wing's five Mississippi riverfront parks: Pottery Pond, Bay Point and Levee.

This trail segment has been signed and designated the Mississippi River Trail (MRT), a national recreational and bicycle trail from Lake Itasca to near the mouth of the Mississippi River in Venice, Louisiana. The MRT was Minnesota's first state designated and national bike route, marked U.S. Bike Route 45. It could be expected that upon completion, the entire Mississippi Blufflands State Trail would be designated the MRT. Completing the connecting link to existing state and regional trails, popular parks, sites and facilities; the finished Red Wing to Lake City Mississippi Blufflands Trail has an elevated probability of becoming a highly utilized state trail. The resulting economic impact to the region should be positive.

The City of Red Wing will use the approved ENRTF grant amount as funding leverage for a portion of the construction costs to build the .75-mile segment of the trail. Connecting the two highly utilized public parks will provide an immediate benefit for Minnesota residents and visitors bringing them to the riverfront and joining two important regional, recreational facilities. The project will also improve safety for pedestrians, bicyclists and commuters, removing them from the roadway shoulder of Highway 61 and onto a separated trail facility.

This project is a critical linking trail segment for the future development of the Mississippi Blufflands State Trail. The primary users of the trail will be local and touring bicyclists, pedestrians, hikers, joggers, bird watchers, local and long-distance bicycling commuters as well as seasonal recreational boaters.

The City of Red Wing has had dialogue with the MN DNR concerning trail development and the future operations and maintenance of developed trail segments within city limits. For the developed Mississippi Blufflands State Trail segments within the city, Red Wing will assume the primary responsibilities for the long-term sustainability, maintenance and future capital renewal costs of the trail and associated facilities from the Cannon Valley trailhead to Red Wing's Colvill Park.

II. OVERALL PROJECT STATUS UPDATES:

First Update January 31, 2019

Attempts to secure additional capital construction funding from 2018 State Bonding, DNR Trails and MnDOT TAP were not successful. However, the preliminary design continued. The city made a 2019 application to MnDOT TAP funding. The city was selected to present at the February 2019 MnDOT D6 Area Transportation Partnership (ATP) selection committee meeting.

The completed preliminary engineering plan and profile identified the need of ROW from CP Railway. The area was calculated as approximately 25,473 square feet with approximately 5,248 square feet identified for temporary construction easement needs. With the project being mostly within MnDOT ROW, and with federal funding being involved, city staff meet with MnDOT Planning for preliminary project review and comment. This is a required process following the federal project process to develop the project memorandum and to receive MnDOT's Limited Use Permit (LUP) of TH ROW property.

The Plan and Profile was submitted to CP Railway to initiate the city's acquisition of permanent easement or fee interest and costs associated with the temporary easement needs. CP Railway's Director of Real Estate abruptly left the position stalling negotiations. A new Director of Real Estate has been appointed and negotiations have been reinitiated.

Second Update June 30, 2019

In January 2019 the MnDOT D6 planning office provided a detailed response to the preliminary design review meeting last year. Preliminary design has continued and is addressing MnDOT's comments. MnDOT D6 is requiring final construction plan submission prior to issuance of the ROW Limited use Permit (LUP). In January the city was notified that it's federal Transportation Alternatives Program (TAP) funding application for capital costs had been selected to present the trail funding proposal to MnDOT D6 Area Transportation Partnership (ATP) selection committee.

The city made a proposal presentation at the February 2019 MnDOT D6 Area Transportation Partnership (ATP) selection committee meeting for federal Transportation Alternatives Program (TAP) funding for capital costs. In February 2019 the project was presented in an agenda report to the City Council with the request to pass resolutions supporting and authorizing the application for funding from the MN DNR Regional Trails and the Federal Recreational Trails Programs for capital costs.

In April 2019, the city received notice that the funding request to the ATP for MnDOT funds was not successful. Upon further discussion it appears the primary concern of the ATP committee was we had not executed or secured the easement grant/guarantee from the railroad. The preliminary design continued.

In April 2019, City staff meet with CP Railway Public Works/Engineering and the Director of Real Estate- US concerning the proposed trail corridor. The survey and preliminary plan and profile was reviewed and discussed. The needed ROW from the CP Railway was identified as approximately 25,473 square feet with approximately 5,248 square feet identified for temporary construction easement needs. CP Railway staff at the meeting was of the opinion that the proposed alignment would not interfere with railroad operations and met operational safety concerns. CP railway stated they would prefer the city acquire fee interest in the needed 25,473 square feet and requested the city develop and submit an offer for the needed railroad property.

During May and June 2019, the city developed and submitted an offer to acquire fee interest for the needed land area from the railroad based upon recent city and railroad land transactions, appraisals and identified land sales comparable.

In June of 2019 the city was notified by the MN DNR that the submitted Federal Recreational Trail grant application was not funded. Also, in June of 2019 the city was notified by the MN DNR that the submitted DNR Regional Trails Program was funded in the amount of \$250,000.

Third Update January 31, 2020

The needed ROW from the CP Railway was identified as approximately 25,473 square feet with approximately 5,248 square feet identified for temporary construction easement needs. The city's June 2019 offer presented to CP Railway was reviewed by CP Railway staff and a counteroffer was made by the railroad on August 23, 2019. On September 12, 2019, the city agreed to the price of \$3.55 per square foot to acquire right of way necessary for the project, approximately 25,475 square feet or \$90,429.15 and submitted an executed purchase agreement to CP Railway. In addition, a cost of \$5,000 is to be paid to CP Railway for 4,974 sq. ft. of temporary grading easement and 54,622 sq. ft. for a temporary construction access easement. The total transaction cost to the project is estimated to be \$95,429.15. A closing date before the end of the year was expected.

In October of 2019 MnDOT notified eligible local units of government that was seeking Letters of Intent (LOI) for the federal Transportation Alternatives Program (TAP) funding program. The city submitted a LOI for supplemental capital costs for the trail construction. MnDOT notified the city that they accepted our LOI and invited the city to prepare and submit a full application by January 3, 2020. On October 21, 2019, the city prepared a revised Capital Budget Request to the Governor for \$900,000. The request is for capital construction costs.

By year end of 2019, a closing date for the sale of 25,475 square feet of railroad ROW had not been set. The delay in closing for the land sale is negatively affecting the project schedule. It is possible that an amendment for an extension of time may be necessary by the next report period.

Fourth Update June 30, 2020

On January 3, 2020 the city submitted a final application to MnDOT for \$900,000 in funding from the federal Transportation Alternatives Program (TAP) grant program.

As reported, the needed ROW and temporary construction and grading easement needs from the CP Railway was identified. In the late summer of 2019, the city and railroad agreed to terms. The total transaction cost to the project is estimated to be \$95,429.15. The closing was expected months ago.

Over this report period the city has continued contact railroad staff to establish a closing date for the transaction. The Covid-19 pandemic has impacted operations and caused delays at both the city and railroad. On March 18, railroad staff gave assurances to the city the transaction will eventually close, however as of today we have not set a closing date. This delay will impact the project's schedule.

On March 10, 2020, the city was notified by MnDOT that its application for FY 2024 TAP funding for the project was successful. MnDOT District 6 ATP awarded the city \$795,000 for the project. The project will be programmed into the 2021-2024 State Transportation Improvement Plan. The award is for capital construction costs.

Fifth Update January 31, 2021

As reported earlier, the needed ROW and temporary construction and grading easement needs from the CP Railway was identified. In the late summer of 2019, the city and railroad agreed to terms. The total transaction

cost to the project is estimated to be \$95,429.15. The closing was expected almost 18 months ago. The delay and COVID-19 Impacts have put the project severely behind schedule.

Over this report period the city has continued contact railroad staff to establish a closing date for the transaction. The Covid-19 pandemic has impacted operations and caused delays at both the city and railroad. Railroad staff has continued to give assurances to the city the transaction will eventually close, however as of today we have not set a closing date.

The project delay has impacted not only the project's schedule but the funding as well. With the delays, the City will not meet the conditions of its awarded MN DNR Regional Trial Grant for \$250,000 (completion and expenditure of funds by June 30, 2012) and will lose this funding.

The project design and plans have been refined to 95% and the opinion of probable costs was updated. Probable costs have escalated by 32.5%. Cost increases are due to type and design of retaining wall, project delays and price increases being seen industry wide due to the impacts of COVID-19.

The project is included in a legislative request for a project completion date of June 2022.

Sixth Update June 31, 2021

As reported earlier, the needed ROW and temporary construction and grading easement needs from the CP Railway was identified. In the late summer of 2019, the city and railroad agreed to terms. The total transaction cost to the project is estimated to be \$95,429.15. The closing has still not been scheduled. The closing was expected almost 24 months ago. The delay by the railroad and COVID-19 Impacts have put the project severely behind schedule.

The project delay has impacted not only the project's schedule but the funding as well. With the delays, the City did not meet the conditions of its awarded MN DNR Regional Trial Grant for \$250,000 (completion and expenditure of funds by June 30, 2021) and lost this funding.

Over the past six months the railroad remains nonresponse. The city will continue attempts to advance the project by closing and acquiring fee interest in the needed ROW and obtaining the temporary construction and grading easement needs from the CP Railway.

As reported previously the opinion of probable costs was updated. Probable costs have escalated over 32.5%. Cost increases are due to type and design of retaining wall, project delays and price increases being seen industry wide due to the impacts of COVID-19.

On April 6, 2021, the city submitted a funding request for Trail Segment 2 and Segment 3 (Levee Park to Colvill Park) to Congresswoman Angie Craig for consider for funding from the US House Transportation and Infrastructures Committee' reauthorization of the Surface Transportation Bill. The outcome is not known at this time.

On May 21, 2021, the city submitted a funding request for Trail Segment 2 and Segment 3 (Levee Park to Colvill Park) to Senator Tina Smith's office and Senator Amy Klobuchar's office for consideration for funding from the US Senate Appro0portiaions Committee for FY 22. The outcome is not known at this time.

On June 18, 2021, the city prepared a Capital Budget Request to the Governor for \$2,100,000. The request is for capital construction costs form the FY 2022 Bonding Bill.

Seventh Update January 31, 2022:

Over the past six months the Canadian Pacific Railway continues to be non-responsive. The city will continue attempts to advance the project by closing and acquiring fee interest in the needed ROW and obtaining the temporary construction and grading easement needs from the railroad.

Final Update June 30, 2022

Over the past six months the Canadian Pacific Railway has been responsive to our need to the fee interest in the RR ROW necessary to build the project. In July the CP Railway agreed to sell the needed ROW. The CP Railway amount needed was identified as approximately 25,473 square feet with approximately 5,248 square feet identified for temporary construction easement needs. CP Railway staff agreed to maintain the price of \$3.55 per square foot to acquire right of way necessary for the project, approximately 25,475 square feet or \$90,429.15, using non-ENRTF funds. No other costs will be associated with the agreement.

On Monday, August 22, 2022, the purchase agreement was approved and executed by the City Council. Although this process took multiple years and required the return of grant funding the city remains committed to seeking full funding for this important Mississippi riverfront trail segment.

We expect the closing for the property to be completed within 90 days.

III. PROJECT ACTIVITIES AND OUTCOMES: *Construct a hard surfaced non-motorized trail segment from Barn Bluff Regional Park to Colvill Park.*

ACTIVITY 1:

Description: Capital costs for the construction of a .75-mile hard surfaced non-motorized pedestrian bicycle recreational trail from Barn Bluff Regional Park to Colvill Park.

ENRTF BUDGET: \$550,000

Outcome	Completion Date
1. Construction of a .75-mile, hard surfaced trail from Barn Bluff Regional Park to Colvill Park.	June 2022

First Update January 31, 2019

No construction activity in reporting period.

Second Update June 30, 2019

No construction activity in reporting period.

Third Update January 31, 2020

No construction activity in reporting period.

Fourth Update June 30, 2020

No construction activity in reporting period.

Fifth Update January 31, 2021

No construction activity in reporting period.

Sixth Update June 30, 2021

No construction activity in reporting period.

Seventh Update January 31, 2022

No construction activity in reporting period.

Final Update June 30, 2022

No construction activity in reporting period.

IV. DISSEMINATION:

Description: Project updates will be provided through communication to the City Council on a periodic basis and for major milestone events. Shared information is posted on the city's website <https://www.red-wing.org/> through linked document sharing software domains, Granicus <http://red-wing.granicus.com> and Laser Fiche <http://lf.ci.red-wing.mn.us/weblink8/>

In addition, project updates, events and key developments will usually be posted on the City's social media platforms: Facebook [City of Red Wing Minnesota Facebook page](#) YouTube Channel [City of Red Wing's YouTube Channel](#) and Twitter [Tweets from the City of Red Wing MN](#)

Major project related events are also typically covered by the local news media outlet; the local newspaper the [Red Wing Republican Eagle](#)

First Update January 31, 2019

News Release was disseminated to the local newspaper, City's Facebook page in October 2017 announcing the selection of the project for legislative approval.

January 8, 2018, State Representative Barb Haley (21A) announced the recommendation within her weekly newsletter.

May 29, 2018, Council Administrator's Status Update announced legislative approval of HF 4425, awaiting Governor's signature.

June 4, 2018, City Council Budget Workshop, Governor's approval and signature of HF 4425 mentioned.

October 18, 2018, City Council meeting project update presented. City Council authorized Letter of Intent for MnDOT 2019 TAP funding.

December 10, 2018, City Council meeting project update presented. City selected by MnDOT to submit full TAP funding application for project capital costs, Council authorizes submission.

Second Update June 30, 2019

February 11, 2019, City Council meeting project update presented. City Council authorized Resolutions to develop and submit grant funding applicants to the DNR for project capitals costs.

June 24, 2019, Council Administrator's Status Update announced the grant approval notice from the DNR for a \$250,000 grant from the Regional Trails Program.

June 28, a news release was issued to the general public announcing the MN DNR \$250,000 grant award from the Regional Trails Program for the project.

Third Update January 31, 2020

September 9, 2019, City Council meeting a project update presented. The City Council approved execution of Purchase and Sale Agreement with the Canadian Pacific Railway for needed lands and authorized staff to proceed with the purchase.

October 14, 2019, City Council meeting a project update presented and MnDOT’s TAP program process was detailed. The City Council authorized staff to proceed with the submission of a Letter Of Intent (LOI) for \$900,000 of TAP funds for project capital costs.

Fourth Update June 30, 2020

March 23, 2020, City Council meeting an update was given notifying the City Council of the MnDOT TAP program grant award of \$795,000 for the project.

Fifth Update January 31, 2021

October 3, 2020, City Council fall project tour an update was given notifying the City Council and public of the status of the land acquisition, continuing project delays and possible project time extension. Also, info was discussed concerning the Trail Head project as it related to the entrance/parking renovations at He-Mni-Can Barn Bluff Park.

Sixth Update June 30, 2021

City Council and the public notified of the loss of funding from the DNR due to lack of progress.

Seventh Update as of January 31, 2022

October 30, 2021, the City Council fall project tour an update was given notifying the City Council and public of the status of the land acquisition, continuing project delays and possible project time extension. Also, info was presented during the tour explaining the Trail Head that serves the regional park entrance. The Trail Head is an outcome of the new entry and parking renovations at He-Mni-Can Barn Bluff Regional Park.

Final Update June 30, 2022

At the city Council meeting of August 22, 2022 it was stated during the project period no progress was gained on the property acquisition and the ENRTF has expired. The project is at 65% design with level 3 cost estimates completed.

V. PROJECT BUDGET SUMMARY:

A. Preliminary ENRTF Budget Overview:

BUDGET ITEM (See "<i>Guidance on Allowable Expenses</i>")	AMOUNT
Capital Expenditures Over \$5,000	\$ 550,000
TOTAL ENVIRONMENT AND NATURAL RESOURCES TRUST FUND \$ REQUEST =	\$ 550,000

Explanation of Capital Expenditures Greater Than \$5,000: The project, the construction of .75 mile of non-motorized hard surfaced pedestrian-bicycle recreational and commuting trail.

The final product, the trail segment, will be a local governmental owned infrastructure asset. The project will be classified as a Capital Expenditure and will be booked as a city asset at full value upon completion in accordance with GASB 34. Red Wing uses a standard depreciation approach as an acceptable method. The trail will continue to be used for the same intended purpose throughout its useful life, well beyond its depreciable value.

Explanation of Use of Classified Staff:

Total Number of Full-time Equivalents (FTE) Directly Funded with this ENRTF Appropriation:

Enter Total Estimated Personnel Hours: N/A	Divide by 2,080 = TOTAL FTE:
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Total Number of Full-time Equivalents (FTE) Estimated to Be Funded through Contracts with this ENRTF Appropriation:

Enter Total Estimated Personnel Hours: N/A	Divide by 2,080 = TOTAL FTE:
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B. Other Funds:

SOURCE OF AND USE OF OTHER FUNDS	Amount Proposed	Amount Spent	Status and Timeframe
Other Non-State \$ To Be Applied To Project During Project Period:			
FHWA Scenic Byways Planning TAP funding for engineering design and construction services.	\$480,000	\$	Secured, funds available until September 2021.
City of Red Wing General Fund, budgeted and encumbered within Capital Improvement Plan 2015-2018 for design and capital costs.	\$1,176,529		Secured, funds available for the necessary project period.
Private Donation. Red Wing has a strong history of philanthropic and community giving for major, legacy type regional and community betterment projects. The city has received a large gift donation from the Sweasy Charitable Trust for work at the trailhead.	\$125,000		Secured, funds available for the project period.
Private Donations, philanthropic giving.	TBD		Pending
2020 FHWA TAP Application to MnDOT D6 to be submitted for Transportation Alternatives Funding, up to amount.	795,000		Secured, FY24 funding City will use MnDOT AC option upon award.
Other State \$ To Be Applied To Project During Project Period:			
2022 Capital Budget Request, up to amount.	2,000,000	\$	Pending, FY22 legislative appropriation. Special Session
MN DNR Regional Trail Grant Program, applying for maximum.		\$	Defunded, possible reapply in FY 24.
Past and Current ENRTF Appropriation:			
NONE	\$	\$	

Other Funding History:			
Red Wing's city General Funds and a Red Wing Area Fund donation. Funding was expended, completing the preliminary project engineering, the environmental assessment, and the cultural resources reports for the Riverfront Trail project corridor, Red Wing's Bay Point Park to Colvill Park, in 2010.	\$79,464	\$79,464	Completed, pro-rated amount.

VI. PROJECT PARTNERS:

A. Partners receiving ENRTF funding

Name	Title	Affiliation	Role
None			

B. Partners NOT receiving ENRTF funding

Name	Title	Affiliation	Role
MN DNR Parks and Trails Division, Planning and Trail Development - TBD	TBD	Funding Partner	Advisory, Review, Granting Agency
MnDOT District 6 – Fausto Cabral	District State Aid Engineer	Funding Partner	Advisory and Review for FHWA approval
Red Wing Area Fund	Philanthropic Org	Funding Partner	Fund raising
Audubon Society of Minnesota – Tim Schlagenhaft	Community Conservation Coordinator	Advisor	Technical Advisor
U.S. Fish & Wildlife Service – Tim Connolly	Program Biologist	Advisor	Technical Advisor

VII. LONG-TERM- IMPLEMENTATION AND FUNDING: Connecting the two highly utilized parks will provide an immediate implementation benefit for hikers, bicyclers, bird watchers and pedestrians.

Longer term, the city of Red Wing will work with other partner local government units (Wacouta and Florence Townships, the city of Lake City), the MN DNR, the Friends of the Mississippi Blufflands Trail, to continue to seek funding partners and funding legislation to complete other trail segments within the Mississippi Blufflands State Trail corridor.

VIII. REPORTING REQUIREMENTS:

- **The project is for three years, will begin on July 1, 2018, and end on June 30, 2021.**
- **Periodic project status update reports will be submitted January 31st and June 30th of each year.**
- **A final report and associated products will be submitted between June 30 and August 15, 2021.**

IX. SEE ADDITIONAL WORK PLAN COMPONENTS:

- A. Budget Spreadsheet**
- B. Visual Component or Map**
- C. Parcel List Spreadsheet**
- D. Acquisition, Easements, and Restoration Requirements**

E. Research Addendum

**Attachment A:
 Environment and Natural Resources Trust Fund
 M.L. 2018 Budget Spreadsheet**

Project Title: Mississippi Blufflands State Trail - Red Wing Barn Bluff to Colvill Park Segment
Legal Citation: M.L. 2018, Chp. 14, Article 4, Sec. 2, Subd. 9 (d)
Project Manager: Jay Owens, P.E.
Organization: City of Red Wing, MN
College/Department/Division:
M.L. 2018 ENRTF Appropriation: \$550,000
Project Length and Completion Date: 4 years, June 30, 2022
Date of Report: June 30, 2022



ENVIRONMENT AND NATURAL RESOURCES TRUST FUND BUDGET	Budget	Amount Spent	Balance
BUDGET ITEM			
Capital Expenditures Over \$5,000	\$550,000	\$0	\$550,000
Construction Costs, .75 Mile Hard Surfaced Trail - Contractor to be selected through competitive bid process			
COLUMN TOTAL	\$550,000	\$0	\$550,000