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METROPOLITAN COUNCIL ENVIRONMENTAL SERVICES  
(MCES)  
LAKE MINNETONKA FACILITY PLAN  
PUBLIC HEARING (via Webex)

Tuesday  
December 15, 2020  
7:00 p.m.

**Principal Speakers:**

- Tim O'Donnell, ~~Sr.~~** (Sr. Info Coordinator,  
Project Citizen Liaison)
- Peter Lindstrom** (Metropolitan Council Member)
- Dan Fick** (Principal Engineer,  
Project Manager)
- Chris Remus** (Assistant Manager,  
Interceptor Engineering)

Reported by  
Wallace C. Thompson  
ADAMS COURT REPORTING  
(952) 210-9962

1 Wednesday December 9, 2020 10:00 a.m.

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TIM O'DONNELL, ~~SR.~~: It's about a minute after 7:00, and so in the interest of folks who have joined us already, let's go ahead and begin our hearing. Council Member Peter Lindstrom, can you kick us off?

PETER LINDSTROM: Absolutely. Good evening everybody. I am happy to kick us off this evening and welcome. Welcome to the Metropolitan Council Environmental Services Public Hearing. I am ~~Dan~~ Peter Lindstrom, a Metropolitan Council member from District 10. I'm also the chair of the Met Council's Environmental Committee which deals with matters involving the Met Council Environmental Services division. You will hear us use the acronym MCES from time to time this evening. That refers to this division of the Met Council.

Before we begin our Public Hearing tonight, I would like to welcome a few local officials. Tim, could you announce those local officials?

TIM O'DONNELL, ~~SR.~~: Yes. We

1 have with us tonight Deb Barber, the Met  
2 Council member from District 4, and that's  
3 all I see at this point.

4 PETER LINDSTROM: Fantastic.  
5 Welcome, Deb. I'm glad you could join us.  
6 Let me go over -- First of all, I would  
7 like to call this Public Hearing to order,  
8 and I will quickly go over how you can  
9 submit comments or questions throughout our  
10 upcoming presentation. Computer and mobile  
11 app users may have to click the Options  
12 button. After you type in your comment,  
13 please choose to send it to all panelists  
14 and click the Send button. If you would  
15 like to make a comment or ask a question out  
16 loud during the public comment time, you may  
17 raise your hand in the participant's box by  
18 clicking on the hand in the lower right  
19 corner. We will unmute you when it is your  
20 turn to speak.

21 Phone users are encouraged to text  
22 comments to 952-960-7765 or e-mail to  
23 [comments@MCESLakeMtka.com](mailto:comments@MCESLakeMtka.com).

24 Next slide, please. Our MCES staff  
25 joining me tonight to present the Draft

1 Facility Plan and to present comments are  
2 Tim O'Donnell, Sr., Information Coordinator  
3 and Project Citizen Liaison; Dan Fick, a  
4 Principal Engineer and Project Manager; and  
5 Chris Remus, an Assistant Manager at  
6 Interceptor Engineering.

7 The subject of this Public Hearing  
8 is the MCES Draft Facility Plan. This plan  
9 outlines our recommendations for the Lake  
10 Minnetonka Area Sewer Improvements Project.  
11 With this project, we propose to  
12 rehabilitate and upgrade our regional  
13 sanitary sewer facilities at five locations  
14 in the cities of Orono, Deephaven,  
15 Shorewood, and Excelsior. These projects  
16 will help us to continue providing  
17 sufficient and reliable wastewater selection  
18 for this part of the region. Our staff will  
19 provide more details during the  
20 presentation.

21 The purpose of this Public Hearing  
22 is to summarize the Proposed Regional  
23 Sanitary Sewer Improvements Project and  
24 explain alternative approaches that we  
25 evaluated, answer any questions you may have

1 about the proposed project, and receive your  
2 comments for the public record. Our staff  
3 will provide more details during the  
4 presentation.

5 The purpose of this Public Hearing  
6 is to summarize the Proposed Regional  
7 Sanitary Sewer Improvement Project and  
8 explain alternative approaches that we  
9 evaluated, and answer any questions you may  
10 have about the proposed project, and receive  
11 your comments for the public record.

12 In addition, we have a transcriber  
13 recording the proceedings tonight for our  
14 official public record. The transcription  
15 and video recording of the presentation will  
16 be posted on the project website in early  
17 January.

18 As we conduct this Public Hearing,  
19 there are a few things that I would like to  
20 point out. All interested persons may  
21 present comments or opinions as they relate  
22 to the Draft Facility Plan. We will read  
23 your comments and questions posted in the  
24 Q&A text box in the order that they are  
25 entered. If you like to speak out loud, we

1 will call on you and unmute your microphone  
2 in the order you have clicked your raised  
3 hand symbol. We ask that you state and  
4 spell your full name each time you speak.  
5 Also, please include your address and the  
6 organization you represent, if any.  
7 Individuals will have three minutes to offer  
8 their remarks. Designated representatives  
9 of groups or organizations will have five  
10 minutes. We also welcome written comments,  
11 and we provide you instructions on how to  
12 submit them. We also will read into the  
13 public record any comments we have received  
14 prior to tonight's Public Hearing.

15 Next slide, please. For the last  
16 several weeks, a paper copy of the Draft  
17 Facility Plan has been available for the  
18 public to review at the Excelsior Library  
19 and the Orono City Hall. We also tried to  
20 have copies available at the City Halls in  
21 Deephaven, Shorewood, and Excelsior, but  
22 they are temporarily closed due to the  
23 Covid-19 pandemic. An electronic copy of  
24 the Draft Facility Plan is available on our  
25 project webpage on the Metropolitan Council

1 website. We will continue to have the Draft  
2 Facility Plan available for review through  
3 December 28, 2020, which is the end of the  
4 public comment period.

5 On the screen, you can see the  
6 various ways that you can submit comments in  
7 addition to commenting during this Public  
8 Hearing tonight. We will show you this  
9 again at the end of the hearing.

10 Our Project Implementation Schedule  
11 includes these key dates and time frames.  
12 We published a Legal Notice for the Public  
13 Hearing in the Star Tribune on November 15.  
14 We mailed the Public Hearing Notice on  
15 November 18 to property owners in the  
16 proposed project areas, as well as numerous  
17 government and community stakeholders. We  
18 sent e-mail invitations and did social media  
19 posts in December. We are holding the  
20 Public Hearing this evening. The  
21 Metropolitan Council review and adoption of  
22 the Final Facility Plan is scheduled for  
23 January and February 2021. In March 2021,  
24 we will submit the plan to the Minnesota  
25 Pollution Control Agency and will include

1           our application to be included on a priority  
2           funding list. This funding will be in the  
3           form of low interest loans that MCES would  
4           pay off over a twenty-year period.

5                        At this time I would like to turn it  
6           back to Tim to begin our presentation.

7                        TIM O'DONNELL, ~~SR.~~: Thank you,  
8           Council Member Lindstrom. Again, my name is  
9           Tim O'Donnell. That's spelled T-i-m O-'-D-  
10          o-n-n-e-l-l, and I am on the staff of the  
11          Metropolitan Council Environmental Services  
12          or MCES. I would like to begin our  
13          presentation with a brief overview of the  
14          Regional Wastewater System and our service  
15          area and facilities. Then we will zero in  
16          on the improvements we are planning for our  
17          Regional Sanitary Sewer Facilities in the  
18          Lake Minnetonka area.

19                       The Regional Wastewater system is  
20          run by the Metropolitan Council  
21          Environmental Services. We are an operating  
22          division of the Metropolitan Council.

23                       The map you see on your screen is of  
24          the seven-county Twin Cities Metro area and  
25          shows the wastewater service area and



1 regional sanitary sewer facilities that we  
2 are in charge of. The color shading on the  
3 map shows the areas that we serve. It's  
4 basically the urban and suburban portions of  
5 the Metro area. Each color shaded area  
6 responds to one of our nine Regional  
7 Wastewater Treatment plants.

8 Our wastewater collection system  
9 consists of approximately 640 miles of  
10 regional sanitary sewers which we also call  
11 interceptor sewers, as well as 61 pump  
12 stations and 190 meter stations. These  
13 intersecting sewers intersect the flow of  
14 wastewater from 110 communities in the Metro  
15 area that we serve, and they carry it to the  
16 treatment plants. In addition to the  
17 regional sewers that MCES operates, these  
18 110 communities combine to operate more than  
19 5,000 miles of local sanitary sewer pipes.

20 The icons that you see on the map  
21 indicate our wastewater treatment plants.  
22 The nine plants combined treat 250 million  
23 gallons of wastewater every day. They  
24 discharge the resulting clean water back  
25 into the environment via the Mississippi,

1 Minnesota, and St. Croix Rivers. To put  
2 this volume of wastewater into some kind of  
3 perspective -- 250 million gallons would  
4 easily fill the Empire State Building every  
5 day.

6 The wastewater from the Lake  
7 Minnetonka area which is shaded blue on the  
8 map in the southwest Metro ~~202~~, the  
9 wastewater from this area flows through a  
10 series of regional sanitary sewers to our  
11 Blue Lake Wastewater Treatment Plant located  
12 in Shakopee.

13 Now, it's important to point out  
14 that MCES's primary role is collecting and  
15 treating wastewater, also known as sewage.  
16 So basically it's everything that goes down  
17 your drains. Your cities handle drinking  
18 water treatment and distribution, as well as  
19 storm water management, and the Cities have  
20 their local wastewater collection system.  
21 We run the largest system on behalf of the  
22 region.

23 We are often asked in Public  
24 Hearings like this how the MCES finances the  
25 regional wastewater system. What we do is,

1 we bill the 110 communities that are  
2 connected to the system to pay for our  
3 operation, maintenance, and capital  
4 improvement costs. The Cities in turn bill  
5 these costs and their local costs to their  
6 property owners connected to their local  
7 system. What happens next is, about 60  
8 percent of your sewer bill comes to MCES to  
9 pay for the regional system costs and about  
10 40 percent of your sewer bill or your  
11 payment stays in your community and supports  
12 your local sewer system costs.

13 The sewer user fees that we collect  
14 at MCES are enough to fund the regional  
15 wastewater system without the need for tax  
16 dollars. We also do not levy special  
17 assessments on properties that are near the  
18 sewer projects that we are talking about  
19 here tonight. These projects have a much  
20 broader public benefit and so their costs  
21 are paid for region-wide.

22 So now after this broad overview  
23 into who we are and what we do for the  
24 region, I would like to turn it over to my  
25 colleague, Dan Fick, and he will focus on

1       our plans for the Lake Minnetonka area.  
2       Dan.

3                       DAN FICK: Thank you, Tim.  
4       Hello, everyone, and thank you for  
5       participating in this Public Hearing  
6       tonight. Once again, my name is Dan Fick,  
7       and for the record that's spelled D-a-n F-i-  
8       c-k. I am the Project Manager for this  
9       Facility Plan.

10                      To get started, I would like to  
11       explain a little bit more about just what a  
12       Facility Plan is. A Facility Plan is a  
13       document that MCES uses to plan for the  
14       future of our systems in a specific area.  
15       In this case, it's the Lake Minnetonka area.

16                      It also serves a number of other  
17       purposes. It summarizes the state of the  
18       MCES system. It identifies any needed  
19       improvements. It includes any environmental  
20       impact documentation that is required for  
21       any of the improvement projects that are  
22       identified. And it recommends a course of  
23       action for each of the identified projects.

24                      The schedule below shows that we are  
25       in the third of four phases of this Facility

1 Plan. We are at the Public Hearing phase,  
2 and as we said earlier, after this Public  
3 Hearing, we will complete our public comment  
4 period, and in 2021 we will finalize the  
5 Facility Plan and submit it to the -- adopt  
6 it and submit it to the Pollution Control  
7 Agency.

8 All right. Next slide, please. As  
9 I describe the project and Facility Plan, I  
10 will be using some terms that may not be  
11 familiar to you. So here are some of the  
12 definitions that may help you understand  
13 those terms better.

14 Wastewater sewer system as opposed  
15 to say a storm water sewer system is simply  
16 a system of underground pipes and other  
17 facilities that carry away our wastewater.  
18 As Tim O'Donnell had said earlier, both  
19 cities and MCES have these systems. The  
20 difference between the two is that a city  
21 system receives flow from individual  
22 properties while the MCES regional system  
23 receives the flow from the individual  
24 cities, similar to how a freeway would  
25 collect local traffic. We would be the

1 freeway.

2 And MCES Interceptor is an  
3 underground pipe that makes up part of the  
4 regional system. These pipes can be either  
5 gravity pipes or forcemains. So a gravity  
6 pipe is a sloped pipe that carries  
7 wastewater by gravity without any mechanical  
8 assistance. It just flows downhill. The  
9 forcemain is a pipe that carries wastewater  
10 that has been pumped or forced uphill as  
11 opposed to flowing by gravity.

12 We had mentioned meter stations  
13 earlier. So a flow meter is a device that  
14 MCES uses to measure the quantity of  
15 wastewater that each of our City customers  
16 sends to the regional system, similar to how  
17 your City water meter measures your water  
18 usage in your home.

19 A lift station is another word for a  
20 pumping station which is simply a facility  
21 that pumps wastewater from a low point in  
22 the system up to a higher point where again  
23 it can flow by gravity pipes.

24 There are three alternatives that we  
25 look at for each of our projects. First is

1        what we call the status quo alternative. In  
2        this alternative, we simply continue  
3        operating and maintaining the system as is  
4        and defer any improvements into the future.  
5        Later in the presentation, we will show  
6        capital costs for this alternative, and that  
7        number represents the cost of that deferred  
8        future project. So I just wanted to explain  
9        that so there isn't confusion later.

10                The other alternative that we look  
11        at is relocation for replacement alternative  
12        which is basically building new  
13        infrastructure.

14                Other is the rehabilitation  
15        alternative which involves repair or other  
16        work that extends the life of the existing  
17        infrastructure so that it lasts longer.

18                Next slide, please. Based on --  
19        excuse me. Based on condition assessments  
20        and capacity analysis of the Lake Minnetonka  
21        system, five projects have been identified  
22        in this Facility Plan. All of these  
23        projects are condition-driven, and none of  
24        the projects were identified due to  
25        insufficient flow carrying capacity. These

1 five projects are the Orono Interceptor 7113  
2 Project. The 7113 in this project name  
3 reflects simply our name for the pipe. It's  
4 just an identifier for us.

5 The second project is the Orono Lift  
6 Stations L46 and L49 Projects. Those are  
7 one project that involve both of those lift  
8 stations. The third is the Deephaven Lift  
9 Station Project. The fourth is the  
10 Shorewood and Excelsior Lift Station L20  
11 Project. And the fifth is the Shorewood  
12 Lift Station L21 Project.

13 The primary goals of these projects  
14 are to maintain reliability and to preserve  
15 the assets, to improve operational  
16 flexibility and efficiency and in some cases  
17 worker safety, to protect the environment  
18 and the health, safety, and welfare of the  
19 customers, and to partner with our customers  
20 on the construction projects where possible.  
21 Oftentimes our partner cities will have  
22 infrastructure improvements that they want  
23 to make at the same time. So we take those  
24 opportunities to partner with them.

25 Our combined schedule for the five



1 projects altogether is shown at the bottom  
2 of this slide here. Note that some of these  
3 projects were previously identified in the  
4 2009 Facility Plan for the Lake Minnetonka  
5 area. Therefore, some of that design work  
6 is already in progress.

7 In 2021 we anticipate only design  
8 taking place on these projects. Between  
9 2021 and 2023, some of the projects will  
10 start to go into the construction phase. By  
11 the end of 2023, we anticipate that all of  
12 the design work will be complete. And by  
13 the end of 2025, we expect that all the  
14 construction will be complete.

15 Next slide, please. This plan shows  
16 the location of each of the five projects,  
17 and I will talk about each of them in more  
18 detail, including each project's scope and a  
19 comparison of the different alternatives  
20 that we looked at and also the recommended  
21 alternative. You can see that two of our  
22 projects will be in Orono on the north side  
23 of Lake Minnetonka and the other three  
24 projects are located on the south side.

25 Next slide, please. So Project #1

1 is the Interceptor 7113 Project. The main  
2 drivers for this project are the age of the  
3 equipment and the pipes, the environmental  
4 sensitivity of the corridor, and this is one  
5 of those projects where the safety of our  
6 maintenance personnel is particularly  
7 important because County Road 15 or  
8 Shoreline Drive is a very, very busy and  
9 narrow corridor.

10 Next slide, please. So the  
11 rehabilitation alternative would make  
12 mechanical and structural improvements to  
13 Lift Station L59 (ph) shown in green there,  
14 and the alternative would also align the  
15 inside of the existing forcemain pipe using  
16 the construction method called cured in  
17 place pipe or CIPP. When CIPP a tube is  
18 inserted into the host pipe, then the tube  
19 is filled with hot water. The heat from  
20 that hot water hardens or cures the resin  
21 and that results in a strong waterproof  
22 lining that is bonded to the inside of the  
23 host pipe, and it extends the life of the  
24 pipe significantly. A big advantage of CIPP  
25 is that the work causes very little surface

1 disturbance so there is less construction  
2 impact, and it moves along quite quickly.  
3 The photo in the lower left is intended to  
4 show what a CIPP process looks like, and  
5 what you're seeing there is you are seeing  
6 that fabric sock that's been saturated in  
7 resin being sent down a maintenance hole  
8 where it is then being inserted into the  
9 host pipe, and then once that entire sock  
10 has been put in there, then they will  
11 continue the curing process.

12 You will notice on the map that  
13 there is a gap in the project at the Tanager  
14 Lake channel (ph). This gap represents the  
15 county's Tanager Lake replacement project,  
16 and because there is already some forcemain  
17 work going on in this area, there is no need  
18 to do any work in that area of the corridor.

19 Next slide, please. So the  
20 relocation alternative would make the same  
21 mechanical improvements to L59, but instead  
22 it will replace the existing forcemain pipe  
23 with a new pipe, and we are anticipating  
24 that pipe would be installed using a  
25 construction method called hydraulic

1 directional drilling or HDD, and with HDD a  
2 pilot hole is drilled underground along the  
3 path of the new pipe. And once that pilot  
4 hole is completed, then the new pipe is  
5 pulled back through that pilot hole. And  
6 similar to CIPP, the advantage of HDD is  
7 that it causes very little surface  
8 disturbance and also can go very quickly.  
9 The photo you see in the lower left there  
10 shows a pilot hole being drilled by the  
11 drill rig there.

12 Next slide, please. So we evaluated  
13 the status quo, rehabilitation, and the  
14 relocation alternatives against the  
15 nonmonetary impacts, and those are the  
16 operability and maintainability of the  
17 system, the implementation of the projects,  
18 and the environmental impacts due to the  
19 projects, and also the constructability of  
20 the project. So at the far right you see  
21 our conclusion based on evaluation of each  
22 alternative against these criteria, and you  
23 can see that the forcemain relocation  
24 alternative is recommended.

25 Next slide, please. So we also

1 compare the alternatives based on monetary  
2 or capital costs and O&M costs, and as you  
3 can see at the far right, the forcemain  
4 replacement alternative is the lower cost of  
5 the three. And just another note on the  
6 status quo, so here again is where you see  
7 the capital cost, the \$19,950,000, that is  
8 not money that would be spent as part of  
9 this plan. That would be the cost of a  
10 future project that would be deferred into a  
11 future plan.

12 Next slide, please. So the  
13 recommended alternative is a relocation  
14 alternative. The goals are to improve the  
15 efficiency and reliability of the system in  
16 the area, to reconstruct the forcemain away  
17 from the Lake Minnetonka shoreline, and to  
18 maintain the connection with the City  
19 facilities that currently are connected to  
20 the in-place pipe. The project is currently  
21 under design, and we anticipate design to be  
22 completed in 2022, and we anticipate  
23 construction to be between 2023 and 2025.

24 Next slide, please. Project #2 is  
25 the L46 and L49 Project. As you can see,

1       this project has some additional  
2       alternatives, and I will explain those in  
3       more detail as we go. The project drivers  
4       for this project are the age of the lift  
5       station equipment and pipe, the reliability  
6       of the facilities, and the repair frequency  
7       that we have been seeing.

8               Next slide, please. So Alternative  
9       #1 involves relocating the lift station L49  
10       shown in green in the lower left to a parcel  
11       of land southwest of the existing location  
12       and on the other side of Shadywood Road. It  
13       would also rehabilitate lift station L46 as  
14       shown further to the -- up and to the left.  
15       This alternative would also rehabilitate --  
16       excuse me -- I said that. It would also  
17       reconstruct the existing forcemain between  
18       those two lift stations.

19              Next slide, please. So this  
20       alternative, which was similar to the  
21       previous one, relocates L49 to a different  
22       location which is southeast of the existing  
23       L49 location. It also rehabilitates the  
24       station L46, and it also reconstructs the  
25       forcemain that's between those two lift

1        stations. So the difference between these  
2        two is just the location of the relocated  
3        L49 facility.

4                Next slide, please. So with this  
5        alternative, we would combine L46 and L49  
6        into one lift station and build in a new  
7        location, and that would be in that location  
8        that's on the other side of Shadywood Road.  
9        It would also construct a new gravity pipe  
10       between those two lift stations, and this  
11       alternative would install that pipe using  
12       that HDD hydraulic drilling method similar  
13       to what I described in the 7113 Project.

14               Next slide, please. So this slide  
15       and the previous slide again are very  
16       similar. So in this alternative, we would  
17       again combine lift stations L46 and L49, but  
18       the new location would be again on that  
19       location on the other side of Shadywood  
20       Road. The main difference here is that the  
21       new gravity pipe between the two lift  
22       stations would be constructed using open-cut  
23       excavation.

24               Just a word on open-cut excavation.  
25       You have probably seen this. With this

1 method, a trench is dug in the street or  
2 wherever the pipe corridor needs to be. The  
3 pipe is then placed into the trench, and the  
4 trench is backfilled, and then the roadway,  
5 or the grass or wherever the original  
6 topography was, is then restored. Due to  
7 their precise slopes, gravity pipes are  
8 often constructed using this open-cut  
9 method, and the photo in the lower left just  
10 shows what -- about the size and scope of  
11 what an open-cut construction trench looks  
12 like.

13 Next slide, please. So for the  
14 nonmonetary impact, the relocation  
15 alternative that relocates L49 to a point  
16 southeast of the existing location is the  
17 recommended alternative.

18 Next slide, please. And based on  
19 costs, again the southeast relocation  
20 alternative is the lowest cost alternative.

21 Next slide, please. So in  
22 conclusion, the recommended alternative is  
23 the relocation alternative to that point  
24 southeast of the existing lift station. But  
25 the goals are to improve the efficiency and



1 reliability of this system, condition-driven  
2 rehabilitation and replacement rather than  
3 reconstruction, rehabilitation of both --  
4 or of L46, and then replacement of L49 on  
5 the new site, and then the forcemain would  
6 be reconstructed as well. Design has  
7 already begun on this project and is  
8 anticipated to be complete in 2022. We  
9 anticipate construction between 2023 and  
10 2025.

11 Next slide, please. Project #3 is  
12 the L48 Lift Station Rehabilitation and  
13 Forcemain Replacement Project. The drivers  
14 for this project are the age of the L49  
15 equipment and the condition of the pipe, and  
16 the lift station liability and repair  
17 frequency.

18 Next slide, please. So the  
19 rehabilitation alternative would make pump  
20 and vault improvements to L48, and then it  
21 would line the existing forcemain pipe using  
22 CIPP, similar to what we had discussed  
23 before. The gravity pipe which begins where  
24 the project turns at Ridgewood Road, from  
25 that portion to the end, that piece of the

1 gravity pipe would be replaced by open-cut  
2 construction and that leg of red  
3 construction footprint you see in the upper  
4 right, that represents the path where some  
5 temporary conveyance piping would be placed.  
6 That would be temporary piping, and it would  
7 convey the flow while work on the permanent  
8 pipe was going on.

9 Next slide, please. The replacement  
10 alternative would make those same pump and  
11 vault improvements to L48, but it would  
12 replace the existing forcemain with the new  
13 pipe using HDD installation. The gravity  
14 pipe would also be replaced similar to the  
15 previous alternative and again with open-  
16 cut.

17 Next slide, please. Looking at the  
18 nonmonetary impacts, the replacement  
19 alternative is the recommended alternative.

20 Next slide. And then based on cost,  
21 again the replacement alternative is the  
22 lower cost alternative.

23 Next slide. So this plan will  
24 recommend that the replacement alternative  
25 be pursued on this project. The goals are

1 to replace aging gravity and forcemain pipes  
2 and construct new pipes to improve system  
3 efficiencies and system reliability and  
4 rehabilitation of lift station L48.  
5 Construction and -- I'm sorry -- design  
6 began in year 2020, and we anticipate that  
7 design to be completed in 2021, and we  
8 anticipate construction occurring between  
9 2021 and 2023.

10 Next slide, please. The L20 project  
11 is Project #4, and alternatives for this  
12 project were already evaluated in the  
13 previous Facility Plan that we did in 2009,  
14 and at that time the replacement alternative  
15 was the chosen one. So that and the status  
16 quo will be the only two alternatives we  
17 will be looking at in this Facility Plan.  
18 The drivers for the project are system  
19 reliability and repair frequency and overall  
20 manpower and electrical efficiency of this  
21 system.

22 Next slide, please. So this  
23 alternative will replace the existing lift  
24 station L20 shown at the bottom of the map  
25 with a gravity pipe that will then convey

1       that flow to another MCES lift station  
2       called L19 which is at the upper left of the  
3       map. That gravity pipe would be constructed  
4       using open-cut construction. Once that pipe  
5       is in place, the old lift station would be  
6       removed, and its forcemain would be  
7       decommissioned and left in place. The old  
8       forcemain is the solid blue line that runs  
9       to the right past Galpin and Mud Lakes.  
10      Some improvements will also be made to L19  
11      to accommodate new flows. These include a  
12      new flow meter, improvements to the pump and  
13      HVAC systems, and some other miscellaneous  
14      work necessary to make the flow change.

15             Next slide, please. Based on the  
16      nonmonetary impacts, it's agreed with, that  
17      the previous Facility Plan had said in that  
18      the replacement was recommended over the  
19      status quo alternative.

20             Next slide. And looking at costs  
21      again, the replacement is overall lower cost  
22      than the status quo alternative.

23             Next slide. So in summary, at this  
24      time will move forward with the project as  
25      it was recommended in the previous Facility

1 Plan. The goals are to improve efficiency  
2 and reliability. That efficiency comes from  
3 taking an electrical powered lift station  
4 and replacing that with just a gravity pipe  
5 so that there is no need to maintain that  
6 facility and use that power.

7 So finishing up with the goals to  
8 add the gravity pipe, and to decommission  
9 L20 and its forcemain, and to replace flow  
10 meter M417 (ph) to accommodate the new pipe  
11 configuration. And on this particular  
12 project, the City of Excelsior has quite a  
13 number of infrastructure improvements that  
14 they want to build at the same time. So  
15 this is one of those partnering projects  
16 where the city's and our work will go on at  
17 the same time so that there is a minimum of  
18 disruption to the community while work is  
19 being done. Design work started on this  
20 project in 2019, and we anticipate the  
21 design work will be completed in 2021, and  
22 we anticipate construction between 2022 and  
23 2024.

24 Next slide, please. Project #5 is  
25 the L21 project and just a note on L21.

1 Typically a force (ph) lift station only has  
2 a single forcemain that it discharges into.  
3 L21 is a little different. It has two  
4 forcemains that pump flow to two different  
5 destinations. So L20 (ph) is a little bit  
6 different in our system. But the drivers  
7 for the L21 project are the age of the  
8 equipment and operational flexibility and  
9 how we use that second forcemain.

10 Next slide, please. So the  
11 rehabilitation alternative would make pump  
12 metering and mechanical improvements to L21  
13 and install a new meter on L21's secondary  
14 forcemain. That would be that meter  
15 identified as M439A (ph).

16 Next slide, please. The replacement  
17 alternative would replace L21 with a new  
18 lift station on the same site, and similar  
19 to the rehabilitation alternative, it would  
20 install that new meter on the secondary  
21 forcemain.

22 Next slide, please. So nonmonetary  
23 impacts the rehabilitation alternative as  
24 the recommended alternative.

25 Next slide. And based on costs, the

1 rehabilitation alternative is also lower.

2 Next slide. So to summarize, the  
3 rehabilitation alternative is recommended.  
4 It improves system reliability and  
5 operational flexibility. It provides new  
6 flow meters on the forcemain so that both  
7 can be metered now, and that improves the  
8 accuracy of our metering data. Design will  
9 start in 2021, and we anticipate that being  
10 complete in 2022, and then we anticipate  
11 construction between 2022 and 2023.

12 Next slide. So the table you see  
13 shows a summary of the costs -- the upfront  
14 capital costs for all the recommended  
15 alternatives. So the total capital  
16 expenditure would be ~~\$37,987,000~~ \$36,980,000.  
17 And now I will hand it off to Chris Remus  
18 who will talk a little bit more about cost  
19 impacts, construction impacts, and schedule.  
20 CHRIS REMUS: Thank you and good  
21 evening everyone. My name is Chris Remus,  
22 and for the record that's C-h-r-i-s R-e-m-u-  
23 s. And I am one of the assistant managers  
24 in the MCES Interceptor Engineering group.  
25 So from the previous slide, Dan had shared

1 the cost summary for the five projects  
2 proposed in the Lake Minnetonka Facility  
3 Plan, and that total was \$36.98 million  
4 dollars. I just wanted to briefly review  
5 how that cost impacts the sewer rates. MCES  
6 is going through a Facility Plan approval  
7 process and application to receive via PFA  
8 loans (inaudible). Loans for these projects  
9 are paid for from two funding sources.

10 The first one shown is the Municipal  
11 Wastewater Charge which is known as the MWC,  
12 and this is the MCES portion of your sewer  
13 bill. The second item shown is the Sewer  
14 Availability Charge, also known as SAC. And  
15 this is a one-time charge for new  
16 connections to the regional system. So the  
17 impact to the rates from the \$36.98 million  
18 dollars in loans from these projects -- the  
19 first one of \$1 is equal to the amount  
20 included on the annual sewer billing per  
21 household, and currently that amount is \$188  
22 annual average MCES wholesale rate charged  
23 to the communities. The second, the \$46.43  
24 is the amount paid per year over the 20-year  
25 term from the SAC Fund per new household



1 connections, and as noted below, these  
2 figures show the relative impact on the  
3 lakes and how the project will be paid for  
4 over time.

5 Next slide, please. So after the  
6 submittal of the Facility Plan and approval  
7 by the MPCA, MCES and our consultants will  
8 begin the design phase for these respective  
9 projects. And below is noted some of the  
10 items that will be considered during the  
11 design phase.

12 More engineering studies will  
13 investigate impacts of detours for traffic  
14 and trails and how they relate to local  
15 neighborhoods, schools, businesses, and  
16 other items affected and adjacent to the  
17 project, topography challenges, how much up  
18 and down there is and that may affect the  
19 alignment of the proposed pipe and  
20 methodology of construction, buildings and  
21 utilities and other obstacles would  
22 obviously affect the alignment, and we may  
23 have to change or move slightly through the  
24 design process. Coordination with local  
25 city projects and Dan had referenced the one

1 in Excelsior/Shorewood where we may partner  
2 with local communities that also have public  
3 works improvements and enter into  
4 cooperative agreements to minimize  
5 disturbance to the region.

6 Location of schools and  
7 understanding the schedules that they  
8 operate under would affect the potential  
9 phasing of the project and when it starts  
10 and where the work is done at certain times  
11 of the year, and understanding and knowing  
12 the community members in groups needing  
13 special accommodations within the community.  
14 Some examples of that may be Metro Mobility  
15 pickups, bus stops, emergency management  
16 such as fire and police. And we will also  
17 be looking to include comments noted from  
18 the Facility Plan process to identify those  
19 folks and groups.

20 While items on the right side of  
21 that page cannot be a hundred percent  
22 avoided, we tried to be mindful of these and  
23 other items when considering construction  
24 methods to minimize impacts. Those listed  
25 are noise and dust, vibrations, bright

1 lighting, traffic closures and trail  
2 closures, and the detours and how that  
3 affects the community ingress and egress.  
4 We do work with the local communities and  
5 follow their local ordinances and guidelines  
6 with respect to these items and look for  
7 ways to begin to minimize the impacts of the  
8 construction.

9 Additionally, during the design  
10 phase, further meetings will be held with  
11 the neighborhood during this design phase to  
12 review a more developed plan and gather  
13 further feedback to consider as the team  
14 works toward final plans and construction.

15 Next slide, please. So what are our  
16 next steps? After tonight's Public Hearing,  
17 there are several important dates for the  
18 team to meet for submitting the Facility  
19 Plan to the MPCA. December 28 is the  
20 deadline for public comments on the Draft  
21 Facility Plan that we are presenting this  
22 evening, and that is available for review as  
23 previously noted.

24 After that date, the team will work  
25 to prepare the final Facility Plan which

1 will be brought to the Metropolitan Council  
2 for adoption in February of 2021. After  
3 that adoption date, in March of '21 the team  
4 will submit the plan to the Minnesota  
5 Pollution Control Agency along with  
6 application for the Clean Water Revolving  
7 Fund priority list.

8 And with that, I would like to turn  
9 the presentation back to Council Member  
10 Lindstrom so that he can share information  
11 on how you can offer comments to the Public  
12 Hearing. Council Member --

13 PETER LINDSTROM: Thank you very  
14 much. This is Council Member Peter  
15 Lindstrom. And Tim, Dan, and Chris, thank  
16 you so much for your presentations. Now I  
17 would like to open it up. I would like to  
18 hear your comments and questions on the  
19 Draft Facility Plan. And I would like to  
20 remind you to state and spell your full name  
21 each time you speak. Also, please include  
22 your address and your organization that you  
23 represent, if any, for the record. You can  
24 follow the instructions now appearing on the  
25 screen.

1           So I will keep an eye out on the Q&A  
2 section here for any sort of questions, and  
3 we will be looking for raised hands as well,  
4 and my colleagues are going to be helping me  
5 on this.

6           TIM O'DONNELL, ~~SR.~~: I would  
7 like to jump in here real quick, Council  
8 Member Lindstrom. This is Tim O'Donnell  
9 again with MCE -- staff. I just wanted to  
10 note for the record a couple more local  
11 officials and staff joining us at the Public  
12 Hearing tonight. One is State Senator Steve  
13 Cwodzinski from District 48, and from the  
14 Hennepin County staff we have Joseph Scalla  
15 and Mike Olmstead.

16           PETER LINDSTROM: Fantastic.  
17 Welcome. I am so glad that you could join  
18 us this evening. Did I see we have our  
19 first question from Andrew Erickson, 300 Oak  
20 Street in Excelsior? And Andrew's question  
21 is, "Can you expand further on  
22 infrastructure improvements that the City of  
23 Excelsior would like to make for the L20  
24 Project?" Great question. Is there someone  
25 from our staff who can address that?

1                   DAN FICK: This is Dan Fick. I  
2                   can address that. I am the Project Manager  
3                   for that L20 Project. So the City is making  
4                   water main improvements for a large portion  
5                   of that project corridor. The City is also  
6                   making some roadway improvements too -- they  
7                   will be changing some of the geometrics of  
8                   the roads through there. There is also some  
9                   miscellaneous work. They will be doing some  
10                  repaving on Grathwol Lane that is a nearby  
11                  street, and they will be doing some  
12                  additional work on William Street beyond the  
13                  intersection of Oak and William. I don't  
14                  have all of the specific information right  
15                  in front of me right now. But what we will  
16                  be doing is, we will be having an open house  
17                  for that project specifically later on in  
18                  2021, probably in March or April. So we  
19                  will have a lot more detailed information  
20                  available at that time, and we would be  
21                  happy to answer your question in more  
22                  detail.

23                   PETER LINDSTROM: Excellent  
24                   (ph). Thank you. Other questions? I don't  
25                   see any in the Q&A section. Any raised

1 hands out there?

2 (Off the record discussion.)

3 PETER LINDSTROM: Tim O'Donnell,  
4 did we receive any questions or comments  
5 prior to the Public Hearing that should be  
6 read out loud at this time?

7 TIM O'DONNELL, ~~SR.~~: Yes, we  
8 did. We have three questions and one  
9 lengthy comment. So I will go ahead and  
10 read those into the Public Hearing record  
11 now. Again, this is Tim O'Donnell. And  
12 while I am doing this, if there is anybody  
13 else in the audience that has a question  
14 that comes to mind, certainly feel free to  
15 put that into the Q&A text box or in the  
16 attendee list, raise your hand and we will  
17 recognize you after I read these comments.

18 The first is a question that we  
19 received in advance by e-mail from Kate  
20 Murray. K-a-t-e M-u-r-r-a-y. She lives at  
21 3449 Crystal (inaudible) Place in Orono.  
22 Ms. Murray asked us, "What is the size of  
23 the new L49 lift station? It sits right in  
24 front of my house and will potentially block  
25 the view of the lake affecting my property

1 value." We responded to Ms. Murray. "Thank  
2 you for your question about the size and  
3 location of the proposed new L49 lift  
4 station in your neighborhood in Orono. The  
5 enclosed map shows your property marked with  
6 the pink dot and two potential locations for  
7 the new lift station marked with yellow  
8 dots. These are on Met Council or MCES  
9 vacant properties at 2259 Shadywood Road and  
10 at 3447 Crystal Bay Road." And Dan Fick  
11 noted in his presentation, "We are still  
12 studying where to locate the lift station  
13 and should be making a decision during 2021.  
14 The lift station will be a single story  
15 building with a gable roof and measure about  
16 15' by 20'. We will hold additional public  
17 information meetings for you and your  
18 neighbors as we get further into the design  
19 of our project and again before beginning  
20 construction which we estimate could be in  
21 2024. Please let us know if you have  
22 further questions."

23 Question #2 came in in advance of  
24 the Public Hearing by e-mail from Alexis  
25 Beckman spelled A-l-e-x-i-s B-e-c-k-m-a-n,



1 and she is with Minnetonka Schools. Her  
2 question is, "Is there a timeline for this  
3 project yet and is there a direct contact  
4 for this project?" We responded to Ms.  
5 Beckman, "Thank you for reaching out to the  
6 project team. We currently have five  
7 projects included in our Lake Minnetonka  
8 Facility Plan. Our Deephaven lift station  
9 L48 and forcemain project is the closest of  
10 our projects to the City of Minnetonka. But  
11 let us know if you would like information  
12 about any of our other four projects. We  
13 have attached our information sheet about  
14 the L48 project for you. Our current  
15 timeline is to finalize the design in the  
16 first part of 2021 and then start  
17 construction in late 2021 through 2023.  
18 Tiffany Troudt will be our project manager."  
19 We also provided Ms. Beckman with the  
20 contact information for our project manager  
21 and our project website address.

22 The third question we received in  
23 advance is by a phone call from Alidia Dyer  
24 spelled A-l-i-d-i-a, last name D-y-e-r. She  
25 lives at 6520 Astor Trail in Victoria. Ms.

1 Dyer asked for more information about the  
2 project involving lift station L21 there in  
3 Lake Virginia. More specifically, she asks,  
4 "Will the building get bigger with the  
5 project?" We responded to Ms. Dyer by  
6 phone, "Yes. The building will get a little  
7 bit bigger. We will be adding a stairwell  
8 to the west side of the building."

9 The fourth item we received was a  
10 set of comments by e-mail today from Ralph  
11 Kempf spelled R-a-l-p-h, last name K-e-m-p-  
12 f, who lives at 3675 Togo Road in Orono.  
13 Mr. Kempf comments on the plans for lift  
14 stations L46 and L49 in Orono. His comments  
15 state, "Plan alternatives three and four --  
16 both consolidating L46 and L49 at the L49  
17 site -- call for the removal of lift station  
18 L46 at the corner of Togo Road and Shadywood  
19 Road.

20 Togo Road residents support either  
21 of these solutions for three reasons. First  
22 is, it would be a means to resolve a  
23 difficult intersection layout. Number two  
24 is, a reduction in the number of future  
25 maintenance sites, with L46 being a

1       difficult site to maintain. Point three  
2       resulting in the remaining lift station L49  
3       being in a less conspicuous and high traffic  
4       location than the existing Togo Road (ph)  
5       location."

6               Mr. Kempf goes on to explain his  
7       three points a little bit further. To his  
8       first point about the difficult intersection  
9       layout, Mr. Kempf comments, "Togo Road is  
10      four feet wide gutter to gutter and  
11      presently adjoins Shadywood Road at a very  
12      acute angle coming from the south. You are  
13      already aware of the issues at that  
14      intersection that the perpendicular creates.  
15      In this case, traffic from the south onto  
16      Togo often comes around the corner at a  
17      pretty good clip. With the current  
18      situation, maintenance vehicles sit out on  
19      the fourteen foot wide pavement of Togo Road  
20      while servicing L46 with traffic from the  
21      south approaching quickly and discovering  
22      the roadway blocked at the last minute. In  
23      addition, traffic coming from Togo onto  
24      Shadywood Road during maintenance is  
25      squeezed onto the remaining pavement, making

1 the roadway impassable. I have watched  
2 numerous dangerous scenarios unfold in that  
3 situation."

4 Also to his first point, "Another  
5 issue is with the angular intersection which  
6 involves traffic coming from Togo Road and  
7 turning north onto Shadywood or from  
8 Shadywood onto Togo Road. A vehicle of any  
9 size simply cannot make that corner on the  
10 existing pavement. If you explore the south  
11 edge of Togo Road, you will see that it is  
12 deeply rutted where vehicles routinely plow  
13 through the soft earth to make the corner.  
14 And coming from the north turning onto Togo  
15 Road also requires traffic of any size  
16 vehicle to turn wide into the lane of  
17 oncoming traffic to make the corner.  
18 Removing L46 lift station would allow for  
19 bringing this difficult intersection into a  
20 more perpendicular configuration by  
21 expanding the roadway into the area of the  
22 existing Togo lift station." To Mr. Kempf's  
23 second point about reducing the number of  
24 future maintenance sites, he comments that,  
25 "By combining the lift stations, it would

1            hopefully lower long-term maintenance costs  
2            by eliminating a maintenance site as well as  
3            having all future maintenance taking place  
4            at the existing traffic at the L49 location.  
5            There is also more space at the L49  
6            location."

7                       To Mr. Kempf's third point about the  
8            lift station L49 being in a less conspicuous  
9            and less high traffic location than the  
10           existing L46 Togo Road site, Mr. Kempf  
11           comments that, "L46 is located in a highly  
12           visible residential location. Removing it  
13           would be an improvement to the view of those  
14           driving through our Lake Minnetonka  
15           neighborhood as well as removing an  
16           industrial-looking cluster from the more  
17           residential setting for those of us who live  
18           here. Thank you for your consideration."

19                      We will respond to Mr. Kempf to  
20           thank him for his comments, and we will let  
21           him know that we will consider them as we  
22           finalize our plans.

23                      That concludes the comments and  
24           questions that we have received prior to the  
25           Public Hearing.

1                   PETER LINDSTROM: Outstanding.  
2 Thank you. This is Peter Lindstrom again.  
3 We have received a question from Rita  
4 Johnston at 4370 Wyndhill Circle in  
5 Deephaven. And Rita's question is, "Will we  
6 have an L48 meeting where we will get  
7 detailed descriptions of the project  
8 construction which will impact our  
9 backyard?" Great question. Could one of  
10 our team members address that?

11                   DAN FICK: This is Dan Fick.  
12 Yes. We will be having an open house for  
13 that project. As we said, Tiffany Troudt is  
14 the project manager for that project. I  
15 don't know when that open house has been  
16 scheduled, if it has been scheduled yet.  
17 But we will be having an open house for the  
18 project to answer questions like that.

19                   PETER LINDSTROM: Fantastic.  
20 Peter Lindstrom again. I would suspect that  
21 you would say that a good way to stay in  
22 touch on this project for that open house  
23 information would be to subscribe to the --  
24 to pay attention to the website and to  
25 subscribe to any sort of announcements from

1 the Met Council. Is that right, Mr. Fick?

2 DAN FICK: This is Dan Fick  
3 again. Yes. That's correct.

4 PETER LINDSTROM: Super.

5 TIM O'DONNELL, ~~SR.~~: This is Tim  
6 O'Donnell, too. I will add, Ms. Johnston,  
7 that we will show the address of our project  
8 website once we have finished the question  
9 and answer session here, and once you are on  
10 that site, there are instructions for how  
11 you can subscribe to e-mail and text alerts  
12 anytime we post a new update or Public  
13 Meeting notice on that website. So we  
14 invite you to take a look at that.

15 PETER LINDSTROM: Very good. I  
16 do not see any other questions. I do see a  
17 raised hand from Cindy Marr. Go ahead. I  
18 think you are off mute.

19 CINDY MARR: Thank you. Can you  
20 hear me? I live at 6015 Chaska Road in  
21 Shorewood. And I'm looking at your map.  
22 It's a little confusing. But it looks like  
23 you are going to have sewer come down Chaska  
24 Road again on that L20 project, is that  
25 correct?

1                   PETER LINDSTROM: Great  
2 question. Could one of our team members  
3 address that question?

4                   DAN FICK: Yes. This is Dan  
5 Fick. There is an existing pipe in Chaska  
6 Road -- a Met Council pipe in Chaska Road.  
7 We won't be adding to that pipe. What  
8 happens is that flow from Chaska Road comes  
9 toward Highway 7 and then it flows east of  
10 our lift station at Galpin Lake Road. When  
11 we construct the gravity pipe, it will bring  
12 that flow back to the west a bit so that we  
13 can cross under Highway 7 near the Water  
14 Street intersection. But we will not bring  
15 the pipe back as far as Chaska Road.

16                  CINDY MARR: So Chaska Road will  
17 not be disrupted from this?

18                  DAN FICK: Correct.

19                  CINDY MARR: Okay. We lived  
20 through eighteen months of the build of  
21 Shorewood Landings. So not having the road  
22 tore up again --

23                  PETER LINDSTROM: I feel your  
24 pain absolutely. And this is Peter  
25 Lindstrom again. Andrew Erickson has a



1 question from the chat (ph), 300 Oak Street,  
2 Excelsior, and the question is, "Will a  
3 recording of this meeting and presentation  
4 be made available online?"

5 TIM O'DONNELL, ~~SR.~~: This is Tim  
6 O'Donnell. I can answer that question.  
7 Andrew, we will make a recording of the  
8 presentation and this Public Hearing  
9 available on our project website. It should  
10 be available in early January. So take a  
11 look for that.

12 PETER LINDSTROM: Outstanding.  
13 Okay. Looking for any other raised hands.  
14 I see none and see no more questions in the  
15 chat (ph). I will say one last call.  
16 Anybody out there that wishes to speak to  
17 this matter?

18 TIM O'DONNELL, ~~SR.~~: We have a  
19 call-in user identified on the list as user  
20 \_952396 (ph) is the start of their number.  
21 We will unmute you if you have a question or  
22 a comment at this time. Would you like to  
23 speak to this matter? We don't want to put  
24 you on the spot. If you care not to, that's  
25 fine, too.

1                   PETER LINDSTROM: Okay. Well,  
2 very good. I don't believe there are any  
3 further comments or questions. I would like  
4 to remind you that this Public Hearing  
5 record will remain open until 5:00 p.m. on  
6 Monday, December 28, and you are welcome to  
7 submit comments through any of the methods  
8 that we have available now showing on the  
9 screen; e-mail, postal mail, by the  
10 Council's public comment line, or by the TTY  
11 text telephone.

12                   Next slide, please. Here is how you  
13 can review a copy of the Draft Facility  
14 Plan.

15                   Next slide. From now through the  
16 next several years is, we design and  
17 construct our projects. You can visit this  
18 webpage for specific contact information and  
19 links to the latest project information.

20                   So I will make a final call. Is  
21 there anyone else out there who wishes to  
22 speak on this important matter tonight? All  
23 right. Seeing no further comments, we will  
24 adjourn the Public Hearing.

25                   Thank you everybody for

1 participating tonight. Thanks for the  
2 presentations. Your input is just  
3 supercritical and I really appreciate you  
4 taking the time to learn more about this  
5 sewer improvements facility plan and provide  
6 your feedback. Thank you and enjoy the rest  
7 of your evening.

8 (At approximately 8:15 p.m., the  
9 proceedings concluded.)

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1 STATE OF MINNESOTA )  
2 ) ss  
3 COUNTY OF DAKOTA )

4 Be it known that I reported the  
5 aforementioned proceedings by stenographic means  
6 and from audio files. Certain spellings in the  
7 transcript may be phonetic and are utilized for  
8 transcription purposes only and may not be the  
9 correct spellings. Any portion of the transcript  
10 identified as "inaudible" are words where the  
11 audio of the person speaking was not clear enough  
12 to be understood. The difficulty with the actual  
13 spoken words may be due to distance from  
14 microphone, background discussions, or other  
15 audio interference.

16 Every attempt has been made to produce  
17 the most accurate transcript possible,  
18 considering the above limitations.

19 WITNESS MY HAND AND SEAL this 27th day  
20 of December, 2020.

21  
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23 \_\_\_\_\_  
24 Wallace C. Thompson  
25 Notary Public  
My Commission Expires 1-31-25

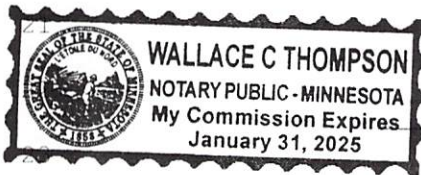
1 STATE OF MINNESOTA )  
2 ) ss  
3 COUNTY OF DAKOTA )

 ORIGINAL

4 Be it known that I reported the  
5 aforementioned proceedings by stenographic means  
6 and from audio files. Certain spellings in the  
7 transcript may be phonetic and are utilized for  
8 transcription purposes only and may not be the  
9 correct spellings. Any portion of the transcript  
10 identified as "inaudible" are words where the  
11 audio of the person speaking was not clear enough  
12 to be understood. The difficulty with the actual  
13 spoken words may be due to distance from  
14 microphone, background discussions, or other  
15 audio interference.

16 Every attempt has been made to produce  
17 the most accurate transcript possible,  
18 considering the above limitations.

19 WITNESS MY HAND AND SEAL this 27th day  
20 of December, 2020.



*Wallace C Thompson*  
Wallace C. Thompson  
Notary Public  
My Commission Expires 1-31-25

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## ERRATA SHEET

MCES project manager Dan Fick amended the transcript to correct typographical errors and spellings of names and figures on the following pages:

Page #	Line #	Correction Made	Reason for Correction
1	13	Changed Tim O'Donnell's name and title	Sr. was being use as part of his name, instead of his title
2	3	Removed "SR." from Tim O'Donnell's name	"SR." is not part of his name
2	12	Changed "Dan" to "Peter"	Peter Lindstrom was speaking
2	25	Removed "SR." from Tim O'Donnell's name	"SR." is not part of his name
4	2	Removed comma	Not needed
8	7	Removed "SR." from Tim O'Donnell's name	"SR." is not part of his name
10	8	Removed "202"	Typo
31	16	Changed \$37,987,000 to \$36,980,000	This dollar amount was incorrect
37	6	Removed "SR." from Tim O'Donnell's name	SR." is not part of his name
39	7	Removed "SR." from Tim O'Donnell's name	SR." is not part of his name
47	5	Removed "SR." from Tim O'Donnell's name	SR." is not part of his name
49	5	Removed "SR." from Tim O'Donnell's name	SR." is not part of his name
49	18	Removed "SR." from Tim O'Donnell's name	SR." is not part of his name