

**SPECIAL ANNUAL BOARD,
SPECIAL ADMINISTRATIVE COMMITTEE,
AND SPECIAL CREDIT COMMITTEE MEETINGS**

OCTOBER 29, 2026

Board Chair Mullin and Committee Chairs Marshall and Slaven are calling a Special Annual Meeting of the Saint Paul Port Authority Board of Commissioners, a Special Administrative Committee meeting, and a Special Credit Committee meeting for **Thursday, October 29, 2026**.

The Special Administrative Committee meeting and Special Credit Committee meeting will start at 1:30 p.m., followed by the Special Annual Meeting of the Board of Commissioners at 2:00 p.m.

The meetings will be held in the **Board Room of the Saint Paul Port Authority, 400 Wabasha Street No., Suite No. 240, St. Paul, MN.**

The purpose of the meetings are:

Special Administrative Committee

Minutes

1. Approval of the Minutes from the August 25, 2026 Administrative Committee meeting

Conflicts of Interest

Conflicts with any Items on the Agenda

New Business

1. Approval of Re-Engagement of External Auditor for FY2026 Audit
2. Approval of Saint Paul Port Authority's Investment Policy Statement and Depositories

Such Other Business That May Come Before the Committee

Special Credit Committee

Minutes

Approval of the Minutes from the September 22, 2026 Credit Committee meeting

Conflicts of Interest

Conflicts with any Items on the Agenda

New Business

1. Approval of Lease Amendment for District Energy St. Paul, Inc. – Southport Terminal
2. Lease of Land and Purchase Option with McRob Automotive, Inc. – 220 Fillmore Ave. East, Saint Paul / PID No. 05-28-22-23-0015
3. Riverbend Venture I, LLC – Approval of a \$1,436,485 PACE Trillion BTU Loan
4. Authorization and Approval to Establish and Implement Brownfields Cleanup Revolving Loan Fund and Adopt the Associated Program Guidelines
5. Decertification of the Great Northern Business Center – Phase 1 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict
6. Decertification of the Energy Lane Business Center Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict

7. Decertification of the Great Northern Business Center – Phase 2 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict

Such Other Business That May Come Before the Committee

1. Quarterly Report on External PACE Lending – 3Q 2026

Special Annual Board Meeting

Minutes

Approval of the Minutes from the September 22, 2025 Board Meeting

Conflicts of Interest

Conflicts with any Items on the Agenda

New Business

Administration

1. Election of Officers

Administrative Committee

1. Resolution No. 4862 - Approval of Re-Engagement of External Auditor for FY2026 Audit
2. Resolution No. 4863 - Approval of Saint Paul Port Authority's Investment Policy Statement and Depositories

Credit Committee

1. Resolution No. 4864 - Approval of Lease Amendment for District Energy St. Paul, Inc. – Southport Terminal
2. Resolution No. 4865 - Public Hearing - Lease of Land and Purchase Option with McRob Automotive, Inc. – 220 Fillmore Ave. East, Saint Paul / PID No. 05-28-22-23-0015
3. Resolution No. 4866 - Authorization and Approval to Establish and Implement Brownfields Cleanup Revolving Loan Fund and Adopt the Associated Program Guidelines
4. Resolution No. 4867 - Decertification of the Great Northern Business Center – Phase 1 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict
5. Resolution No. 4868 - Decertification of the Energy Lane Business Center Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict
6. Resolution No. 4869 - Decertification of the Great Northern Business Center – Phase 2 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict

Such Other Business That May Come Before the Board

cc: City Clerk

**ADMINISTRATIVE COMMITTEE MEETING
AUGUST 25, 2026**

The meeting of the Port Authority Administrative Committee was held on August 25, 2026, at 1:32 p.m. in the Board Room of the Saint Paul Port Authority, 400 Wabasha Street No., Suite 240, Saint Paul, Minnesota, 55102.

The following Committee Members were present:

Amy Brendmoen

John Marshall

Matt Slaven

Also present were the following:

Jan Almquist

Ashley Aram

Tonya Bauer

Todd Hurley

Holly Huston

Emma Kasiga

Jasper Kenyon

Annamarie Kosel

Emily Lawrence

David Monterrosa

Laurie Siever

Mike Solomon

Nikki Tix

Phoua Vang

Annie Watson

Kristine Williams

Linda Williams

Nelsie Yang, City of Saint Paul

APPROVAL OF MINUTES

Committee Member Brendmoen made a motion to approve the minutes of the April 28, 2026 regular Administrative Committee meeting. The motion was seconded by Committee Member Slaven and carried unanimously.

CONFLICTS OF INTEREST

There were no conflicts of interest with any items on the agenda.

AGENDA ITEMS**PRELIMINARY CERTIFICATION OF TAX LEVY**

Mr. Solomon reviewed his memorandum with the Committee requesting approval of the preliminary Truth in Taxation Certification and presented the Board with a high-level overview of the preliminary 2027 tax levy certification, including proposed levy amounts, debt service obligations, available levy capacity, and the budget approval timeline. The presentation highlighted a modest increase to the mandatory levy to address inflationary pressures and maintain staffing levels while remaining well below the Port Authority's authorized levy capacity.

Commissioners expressed strong support for the Port Authority, citing its success in expanding the tax base, creating jobs, and delivering value to taxpayers, while also praising the Emerald Ash Borer tree replacement partnership and encouraging continued collaboration with the City Council.

Committee Member Slaven made a motion to approve the request. The motion was seconded by Committee Member Brendmoen and carried unanimously.

There being no further business, the meeting was adjourned at 1:43 p.m.

By: _____

Its: _____

MEMORANDUM

To: ADMINISTRATIVE COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Michael Solomon 

Subject: **APPROVAL OF RE-ENGAGEMENT OF EXTERNAL AUDITOR FOR FY2026 AUDIT
RESOLUTION NO. 4862**

Action Requested:

Approve the re-engagement of Clifton Larson Allen (“CLA”) as the external auditor for the Saint Paul Port Authority (the “Port Authority”), including the execution of a related statement of work, for the fiscal year ending December 31, 2026.

Background:

A Request for Proposals (“RFP”) for auditing services was issued in October 2022 and remained posted into 2023 for the Port Authority and CCP. After completion of the RFP and ongoing staff discussions with potential new audit firms, the Port Authority and CCP entered into Master Services Agreements (“MSA”) with CLA for these services for up to a 5-year period, ending in January 2028. Annually, the Board has approved the engagement of CLA for each year’s audit under the MSA.

Recommendation:

We recommend approval of the re-engagement of CLA as the external auditor for the Port Authority, including the execution of any related statement of work for the fiscal year ending December 31, 2026.

Attachment: Resolution

**RESOLUTION OF
PORT AUTHORITY OF THE CITY OF SAINT PAUL**

[APPROVAL OF RE-ENGAGEMENT OF EXTERNAL AUDITOR FOR FY2026 AUDIT]

WHEREAS, staff has presented to the Board of Commissioners of the Port Authority of the City of Saint Paul (the “Port Authority”) a proposal to re-engage CliftonLarsonAllen LLP (“CLA”) as the external auditor under the existing Master Services Agreement, including the execution of a related statement of work for the fiscal year ending December 31, 2026.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL that the proposal to re-engage CLA to act as external auditor for the Port Authority for the year ending December 31, 2026 is hereby accepted, and the President or the Chief Financial Officer of the Port Authority is hereby authorized to re-engage CLA under the existing Master Services Agreement and execute any related statement of work, in a form approved by counsel.

Adopted: October 29, 2026

PORT AUTHORITY OF THE CITY OF SAINT PAUL

By _____
Its _____

ATTEST:

By _____
Its _____

MEMORANDUM

To: ADMINISTRATIVE COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Michael Solomon 

Subject: APPROVAL OF SAINT PAUL PORT AUTHORITY'S INVESTMENT POLICY
STATEMENT AND DEPOSITORIES
RESOLUTION NO. 4863

Action Requested:

Approve the Investment Policy Statement (the "IPS") for the Saint Paul Port Authority (the "Port Authority"), including the list of current depositories and delegation of authority for future changes to the list of depositories.

Background:

The Port Authority has previously adopted policies related to investment of funds in various resolutions pertaining to individual portfolios, types of investments, or objectives, most recently in August of 2012 ("Investment Policy for Internally Managed Funds") and in January of 2014 ("Investment Policy for Actively Managed Funds").

Staff is bringing a new IPS forward at this time for a few reasons. Minnesota Statutes Chapter 118A, governing deposit and investment of public funds, has been amended since the Board's last review, and changes as recently as the 2026 legislative session impact the Port Authority's investment strategies. Additionally, it is a best practice in government investment programs to review and update these policies regularly. Finally, having a single comprehensive policy for all funds with specific investment strategies for different fund types delegated to staff is recommended.

Recommendation:

We recommend approval of the IPS, including the list of current depositories and delegation of authority for future changes to the list of depositories.

Attachments: Resolution
Policy

**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL**

**[APPROVAL OF SAINT PAUL PORT AUTHORITY'S
INVESTMENT POLICY STATEMENT AND DEPOSITORIES]**

WHEREAS, the Port Authority of the City of Saint Paul (the "Port Authority") is a public body corporate and politic and governmental subdivision organized pursuant to Chapter 469 of Minnesota Statutes;

WHEREAS, it is the policy of the Port Authority that the administration and investment of public funds require the public's highest trust and that it intends to establish a framework for ensuring effective and judicious investment of the Port Authority's funds and compliance with all applicable laws, including Chapter 118A of Minnesota Statutes;

WHEREAS, the Port Authority seeks approval to implement an Investment Policy (the "Policy"), which is attached hereto as Exhibit A, and approval of the depositories in which Port Authority funds are held (the "Depositories"), as list of which is attached hereto as Exhibit B.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL: That the Policy, in substantially the form attached hereto, is approved, and the Port Authority is authorized to implement the Policy, which shall supersede and replace any previously adopted investment policies.

BE IT FURTHER RESOLVED, that the list of Depositories attached hereto is approved and that the authority to approve future changes to the Depositories is hereby delegated to the Chief Financial Officer of the Port Authority in accordance with Minn. Stat. 118A.02.

BE IT FURTHER RESOLVED, that the President or anyone acting under their direction is hereby authorized to execute any and all necessary documents in accordance with said Policy.

I certify that the above resolution was adopted by the Board of Commissioners of the Port Authority of the City of Saint Paul on October 29, 2026.

PORT AUTHORITY OF THE
CITY OF SAINT PAUL

By _____
Its Chair

ATTEST:

By _____
Its Secretary

Attachments:

Investment Policy
List of Depositories

EXHIBIT A

Investment Policy

[ATTACHED]

Investment Policy Statement



**Port Authority of the
City of Saint Paul, Minnesota
Revised October 2026**

Investment Policy Statement

Port Authority Board of Commissioners adopted October 29, 2026

I. Introduction and Objective

It is the policy of the Port Authority of the City of Saint Paul (the "Port Authority") that the administration and investment of public funds require the public's highest trust. The Investment Policy Statement (this "Policy") of the Port Authority defines the parameters under which funds are invested. This Policy establishes the framework for the Port Authority's administrative duties related to the investment program to ensure effective and judicious investment of the Port Authority's funds. This Policy is intended to be broad enough to allow investment officer(s) to function properly within the parameters of the responsibility and authority granted under the IPS, flexible enough to address changing market and financial conditions, and specific enough to safeguard the Port Authority's cash and investable assets. The earnings from investments will be used in a manner that best serves the interests of the Port Authority and its various specialized funds.

The Investment Policy Statement will be reviewed by the Port Authority's Chief Financial Officer (the "CFO") at least annually, and any recommended changes shall be taken to the Port Authority Board of Commissioners (the "Board") for review and adoption. No changes may be made until the Policy is reviewed and amended by the Board.

II. Governing Authority

The Policy and investment program shall be administered in conformance with applicable state and federal statutes, including the Port Authority's enabling statutes, Minn. Stat. §§ 469.048-.068 and 469.084, the Port Authority's Bylaws, and specifically Minn. Stat. Chapter 118A (and any other statutory references herein). The Port Authority's internal controls and procedures for deposits and investments support all requirements of this Policy.

III. Scope

This Policy shall cover all funds, regardless of source, that are under the direct purview of the Port Authority's CFO, assets held by trustees, fiscal agents, or other designated third parties for specifically designated programs may be regulated by other policies or governing guidelines.

Unless specifically required by Minn. Stat. Chapter 118A this Policy excludes funds maintained under trust or escrow agreements, pension or retirement funds, employee health savings accounts (held by third party administrators) and programmatic funds including loans and direct investment in development projects.

IV. Portfolio Objectives and Strategy

The primary objectives in priority order of the Port Authority's investment activities will be:

1. Safety of Principal

Safety of principal is the foremost objective of the investment program.

Investments shall be undertaken in a manner that seeks to ensure safety of the Port Authority's investable funds that fall under purview of this Policy.

The portfolio shall be diversified to eliminate the risk of overconcentration of assets in a specific maturity, issuer or market sector to reduce credit risk.

2. Liquidity

The investment portfolio shall remain sufficiently liquid to meet all cash flow requirements that may be reasonably anticipated. Ensuring liquidity reduces interest rate risk by matching maturities with forecasted cash flow requirements and maintaining a portion of the investable assets in cash or cash-like instruments for immediate liquidity.

3. Yield

The investment portfolio shall be designed with the objective of attaining a reasonable market rate of return throughout budgetary and economic cycles, taking into account the nature of funds being invested and the previously stated priorities of safety and liquidity.

4. Mission Alignment

Wherever consistent with this Policy, investment decisions shall take into account environmental, social and governance ("ESG") factors that align with the mission of the Port Authority that seeks to achieve positive outcomes in addition to a market rate investment return.

Local Considerations

Subject to the above portfolio objectives, the Port Authority will encourage qualified local financial institutions within the City of Saint Paul to participate in any request for proposals ("RFP") process to provide professional services and investments necessary for the administration of the investment program.

Portfolio Strategy

The Port Authority shall pursue a prudent portfolio management strategy that takes into consideration the source of funds and the established prioritization parameters. The Port Authority's total portfolio is generally segmented into four sub-portfolios described as follows:

- (1) Operational Portfolio: This portfolio provides liquidity for operating expenses and other expenditures throughout the fiscal year, and longer if conditions warrant. Portfolio managers must adhere to maturity and duration parameters established, and revised periodically, by the Port Authority's CFO. To monitor performance and risk in the portfolio, appropriate benchmarks will be assigned by the Port Authority's CFO.
- (2) Bond Proceeds Portfolio(s): The strategy for the Port Authority's bond proceeds portfolios is to invest the funds in a manner that matches the anticipated expenditure schedule for the specific project(s) the proceeds are funding. Portfolio managers must adhere to maturity and duration parameters established for each project, which may be revised periodically, and also any parameters dictated by the Port Authority's CFO.

Proceeds of any bonds issued under Minn. Stat., Chapter 475, for the express purpose of refunding prior debt obligations where such proceeds are held by an escrow agent under an escrow agreement shall be invested in accordance with Section 475.67, subd. 8.

- (3) Core Portfolio: The strategy for the core portfolio is to proactively manage the Port Authority's funds with a longer maturity schedule than other portfolios. The longer time horizon may result in unrealized losses noted on the Port Authority's annual financial statements. However, realized losses are allowed if they will provide a net gain to the portfolio over a reasonable period of time. Portfolio managers must adhere to maturity and duration parameters established to monitor performance and risk in the portfolio. Appropriate benchmarks will be assigned by the Port Authority's CFO.
- (4) Debt Service Reserve Funds: Investment of borrowed proceeds funding a Debt Service Reserve Fund will take into account anticipated needs. Portfolio managers must adhere to maturity and duration parameters established, and revised periodically, by the applicable bond documents and the Port Authority's CFO.

The strategy for each of these segments incorporates the specific uses and the unique characteristics of the funds in each sub-portfolio. For all Port Authority portfolios under this section of this Policy, the strategy is designed to safeguard principal and maximize earnings within designated risk and term parameters.

V. Authorized Investments and Diversification

The Port Authority will be permitted by this policy to invest funds in security types that are permitted by Minnesota Statute, Chapter 118A.

VI. Additional Investment Authority

The Port Authority is not a qualifying government pursuant to Minn. Stat. § 118A.09, subd. 1. The Port Authority and may not exercise additional investment authority per this Policy and Minn. Stat. § 118A.09.

VII. Mission Based and ESG Investment Authority

The Port Authority may incorporate mission based and/or ESG investing as a component of its investment strategy where such investments are consistent with the Port Authority's financial objectives. Mission based investing refers to investments made with the intention of generating positive and measurable social and environmental impact that coincides with a financial return. ESG investing incorporates analysis of non-financial environmental, social, and governance factors into investment decisions alongside more traditional financial criteria.

Both types of investments will be evaluated based on their alignment with the Port Authority's key strategic objectives and their demands on the Port Authority's administrative resources.

VIII. Standards of Care

The standard of care to be used by all Port Authority investment officials, or their agents, shall be as established in the Minnesota Prudent Investor Act, Minn. Stat. § 501C.0901, and shall be applied in the context of managing an overall portfolio.

Specifically, investments shall be made with judgment and care under circumstances existing at the time the investment is made. The standard of prudence to be used by investment officials shall be the "prudent person" standard and shall be applied in the context of managing an overall portfolio. The prudent person standard requires that a fiduciary exercise discretion and average intelligence in making investments that would be generally acceptable as sound. Investment officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal

liability for an individual security's credit risk or market price changes provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse situations. Investment procedures developed for the Finance Department must be complied with by those with access to and management responsibilities for Port Authority investments.

External investment managers contracted by the Port Authority are held to the "Prudent Expert Standard" which considers an expected level of required expertise and experience.

IX. Conflicts of Interest

The CFO and staff involved in the investment process shall refrain from conducting personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. Investment staff shall promptly disclose to the Port Authority President any material financial interests of which they become aware. Investment staff shall subordinate their personal investment transactions to those of the Port Authority, particularly with regard to the time of purchases and sales and shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the Port Authority.

X. Delegation of Authority and Responsibility

Chief Financial Officer

Authority to manage the investment program is granted to the CFO under this Policy, separate Board actions electing officers, and the Port Authority Bylaws. The CFO serves as the primary Investment Officer and further delegates staff to manage the investment program as defined below. The CFO, Vice President of Finance, and Controller shall retain fiduciary responsibility for the Port Authority's investment portfolio(s).

Vice President of Finance and Controller

The Vice President of Finance and Controller shall assume the duties of primary Investment Officer ("IO") in the absence of, or as directed by, the CFO. They shall at all times act in accordance with this Policy and the established controls and procedures for the deposit and investment of Port Authority funds. The Vice President of Finance and Controller may further delegate certain investment responsibilities to their designees as needed to support day to day investment activities and operations.

Additional Designees

The Port Authority's IO's may choose to appoint designee(s), to provide daily oversight of the Port Authority's investment program and assume the primary responsibility of transferring funds between investments, portfolios and accounts only at the direction of a primary IO.

All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer or designee may engage in an investment transaction except as provided under the terms of this Policy and any other supporting Procedures established by the Port Authority.

Port Authority Board of Commissioners

The Board retains overall fiduciary responsibility for the Port Authority's investment portfolio(s). Upon request, the Board will receive and review investment reports and review and adopt the Investment Policy, as amended from time-to-time.

Investment Managers

The Port Authority may utilize SEC-registered investment advisory firms to invest all or some of the portfolio. These firms shall be selected through a competitive RFP process in accordance with the Port Authority's procurement policies. The selected advisory firms will operate within the constraints of this Policy and an executed Investment Advisory Agreement ("IAA"). The Port Authority's external investment advisory firms shall purchase and sell investment securities on a best execution basis and in accordance with Minnesota Statute 118A and any other applicable legal or statutory requirements, this Policy, and the IAA. The external advisors may be assigned differing strategies, constraints, and assets to manage at the discretion of the CFO. These advisors must be registered under the Investment Advisers Act of 1940 and be licensed and registered to do business in Minnesota and registered as an investment advisor through IARD¹ in Minnesota. All external investment advisory firms must be provided a copy of this Policy and certify to a review of the Policy¹ via a "Notification to Broker and Certification by Broker Pursuant to Minn. Stat. § 118A.04".

¹ All institutional investment advisers are registered and regulated by the Securities and Exchange Commission ("SEC"). The IARD ("Investment Adviser Registration Depository") is an online system for advisers and investors who want to check the registrations and history on advisers. All advisory information is updated annually.

XI. Financial Counterparties

A. Authorized Broker/Dealers

The Port Authority may purchase securities directly through Financial Industry Regulatory Authority ("FINRA") registered broker/dealers or purchase time and demand deposits through Federal Deposit Insurance Corporation ("FDIC") or National Credit Union Administration ("NCUA") financial institutions. Each authorized broker/dealer must be provided this Policy annually and certify receipt and review in accordance with Minnesota law via a "Notification to Broker and Certification by Broker Pursuant to Minn. Stat. § 118A.04. Such firms shall be authorized to provide investment services in the State of Minnesota. All authorized broker/dealers must provide the Port Authority's CFO with their FINRA certification and CRD number. The list of all authorized firms/broker/dealers will be reviewed at least annually by the Port Authority's CFO and Designee(s).

Qualified external investment advisors assisting the Port Authority in the management of its overall portfolio may purchase and sell investment securities in accordance with this Policy and are delegated authority to utilize their own approved list of broker/dealers and security issuers; however, the list shall fully comply with the criteria maintained in this Policy.

B. Eligible Depositories

Pursuant to Minn. Stat. § 118A.02, the Board shall designate one or more depositories eligible to receive and maintain deposit of Port Authority funds. A depository must be a member of the FDIC or the NCUA and shall collateralize all time and demand deposits daily in excess of FDIC/NCUA-insurance coverage to 110% in accordance with Minn. Stat. § 118A.03 and Section XIII of this Policy.

XII. Safekeeping and Custody

A. Custodial Bank

The Port Authority will hold all eligible securities with an independent, third-party custodial bank (custodian) selected by the Port Authority through a competitive RFP in accordance with the Port Authority's procurement policies and practices. By utilizing a third-party custodial bank, the Port Authority is engaging a provider that will act as a fiduciary on behalf of the Port Authority. The custodial bank will keep the Port Authority's assets separate from its own assets, protecting the Port Authority's assets from the claims of creditors.

The custodian may be the Port Authority's designated banking services depository. Securities purchased by the Port Authority's external investment advisors or by the Port Authority shall be held and designated for the Port Authority with the custodian.

In addition to the Port Authority's selected custodial bank(s), eligible investments may also be custodied at the Federal Reserve Bank.

B. Delivery vs. Payment (DVP)

All trades of marketable securities will be executed by delivery vs. payment to ensure that securities are deposited in an eligible custody account prior to the release of funds, ensuring that the Port Authority retains control of its funds at all times. The Port Authority may also invest funds with qualified investment providers, who hold securities in custody on behalf of the Port Authority.

The designated safekeeping agent (custodian) will provide a safekeeping receipt for each Port Authority-owned security as well as a monthly report of all Port Authority holdings under its custody for the stated period. The safekeeping institution shall annually provide a copy of their most recent report on internal controls (Statement of Auditing Standards No. 70, or SAS 70).

XIII. Collateralization

To the extent funds deposited with the Port Authority's custodian or any depository institution exceed available federal deposit insurance, the Port Authority will require the financial institution to furnish collateral security or a corporate surety bond executed by a company authorized to do business in the State of Minnesota.

In lieu of a surety bond, the following are allowable forms of collateral:

1. U.S. government treasury bills, treasury notes, treasury bonds.
2. Issues of U.S. government agencies and instrumentalities chartered by an act of Congress.
3. General obligation securities of any state or local government with taxing powers which is rated "A" or better by a national bond rating service, or revenue obligation securities of any state or local government with taxing powers which is rated "AA" or better by a national bond rating service.
4. Irrevocable standby letters of credit issued by Federal Home Loan Banks for the benefit of the Port Authority accompanied by written evidence that the bank's public debt is rated "AA" or better by a national bond rating service.
5. Time deposits that are fully insured by any federal agency.

The amount of collateral on hand must be margined to 110% of deposited funds plus accrued interest and valued at least weekly and reviewed monthly.

Acceptable collateral which is pledged to the Port Authority under a repurchase agreement shall meet the requirements of Minn. Stat. § 118A.05:

1. Be margined at 102% and marked-to-market daily by the custodian
2. Be held by an independent financial institution outside the holding company of the counterparty and approved by the Port Authority
3. Include only the acceptable forms of collateral for time and demand deposits.

XIV. Internal Controls

The CFO or Designee shall establish a system of internal controls, (the "Internal Controls"). The Internal Controls shall be reviewed annually by the CFO, the VP of Finance/Controller, and with the Port Authority's independent auditor. The Internal Controls shall be designed to prevent the loss of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of the Port Authority.

The Internal Controls shall address the following points at a minimum:

- Control of collusion by independent account reconciliations
- Separation of transaction authority and transactions processing
- Custody and safekeeping
- Clear delegation of authority
- Documentation of all transactions
- Dual authorizations of wire transactions and transfers
- Staff training
- Review, maintenance, and monitoring of security procedures

XV. Downgrades / Credit Impairment

If the credit rating of a security owned by the Port Authority is downgraded below the minimum rating level required by state statute or this Policy, the Port Authority's external investment advisor(s) should inform the Port Authority's Investment Officer of the downgrade action and within three business days provide an evaluation of action to be taken based on the conditions affecting the rating, possible loss of principal, and liquidation options available. The external investment advisor(s), with the Port Authority's Investment Officer, will apply the general objectives of safety, liquidity, yield, and legality to make a decision on liquidation alternatives. In the absence of an external investment advisor, the Port Authority CFO shall provide a recommendation to the President within three business days of the original rating action.

XVI. Monitoring FDIC & NCUA Insurance Status

The Port Authority and its external investment managers holding FDIC or NCUA-insured Certificates of Deposit (CDs) shall monitor the status and ownership of all banks and credit unions issuing brokered and negotiated CDs owned by the Port Authority based upon information from the FDIC and NCUA. If any bank or credit union has been acquired or merged with another bank in which brokered CDs are also owned, the Port Authority or its investment advisor shall immediately liquidate any brokered CD which places the Port Authority above the FDIC or NCUA insurance level. CDs may be held in amounts in excess of FDIC insurance if the CDs are collateralized by eligible collateral or irrevocable standby letters of credit issued by Federal Home Loan Banks to the Port Authority.

XVII. Reporting

The Port Authority's external investment advisors shall provide the Port Authority monthly reports on their managed portfolios. The reports are prepared in accordance with the Port Authority's specifications and are available in the month following the reporting period, no later than a date agreed to by the Port Authority and its external investment advisor.

EXHIBIT B

Depositories

U.S. Bank, N.A.
Blaze Credit Union
EntreBank
Magnifi Financial
PTMA Financial
Minnesota Municipal Money Market (4M) Fund
Sunrise Bank
Tradition Capital Bank

**CREDIT COMMITTEE MEETING
SEPTEMBER 22, 2026**

The regular meeting of the Port Authority Credit Committee was held on September 22, 2026, at 1:45 p.m. in the Board Room of the Saint Paul Port Authority, 400 Wabasha Street, Suite 240, Saint Paul, Minnesota, 55102.

The following Committee Members were present:

Amy Brendmoen
Matt Slaven

John Marshall
Trinidad Uribe

Don Mullin
Mindy Utesch

Also present were the following:

Ashely Aram
Jasper Kenyon
Emily Lawrence
Nikki Tix
Linda Williams

Phil Branson
Annamarie Kosel
David Monterrosa
Annie Watson

Todd Hurley
Dana Krueger
Louie Tuccitto
Kristine Williams

Jessica Coyle, Habitat for Humanity
Cheniqua Johnson, City of Saint Paul
Emily Kirkevold, Habitat for Humanity
Tyra Reed, City of Saint Paul
Nelsie Yang, City of Saint Paul

APPROVAL OF MINUTES

Committee Member Brendmoen made a motion to approve the minutes of the August 25, 2026 regular Credit Committee meeting. The motion was seconded by Committee Member Marshall and carried unanimously.

CONFLICTS OF INTEREST

There were no conflicts of interest with any items on the agenda.

AGENDA ITEMS**AUTHORIZATION TO APPLY FOR AND ACCEPT METROPOLITAN
COUNCIL LIVABLE COMMUNITIES DEMONSTRATION ACCOUNT
GRANT FUNDING FOR THE HEIGHTS ON BEHALF OF HABITAT HEIGHTS, LLC**

Mr. Monterrosa reviewed his memorandum with the Committee, requesting Authorization for the Port Authority of the City of Saint Paul (the "Port Authority") to apply for and accept Metropolitan Council Livable Communities Demonstration Account ("LCDA") funding of up to approximately \$2.5 million (the "Grant") on behalf of Habitat Heights, LLC ("Habitat"), which is a subsidiary of Twin Cities Habitat for Humanity, Inc., for residential development activities at The Heights and, if awarded, to accept and administer the Grant in accordance with Metropolitan Council requirements.

Committee Member Johnson asked if representatives from Habitat were present at the meeting, and Mr. Hurley confirmed they would be in attendance. Mr. Hurley also mentioned that Committee Member Johnson had some questions about the project but asked if that discussion could take place at the Board meeting. Committee Member Johnson agreed.

Committee Member Slaven asked whether matching funds are required for the Grant and whether the LCDA program is competitive. Mr. Monterrosa confirmed that no matching funds are required and that the project will compete against other applicants.

Committee Member Slaven also inquired about the project's viability and likelihood of receiving funding. Mr. Monterrosa explained that the application includes both pre-development and infrastructure funding components, which align with the housing priorities of the program. He also noted that the project is well-positioned because it supports the goals of the LCDA program as a mixed-use development and expressed confidence in submitting the application despite the competitive nature of the process.

Committee Member Marshall made a motion to approve the request. The motion was seconded by Committee Member Utesch and carried unanimously.

AUTHORIZATION TO APPLY FOR AND ACCEPT FUNDING FROM THE FEDERAL HIGHWAY ADMINISTRATION PROTECT COMPETITIVE GRANT PROGRAM FOR THE SOUTHPORT TERMINAL MULTIMODAL FREIGHT RESILIENCE AND MARINE INFRASTRUCTURE IMPROVEMENT PROJECT

Mr. Monterrosa reviewed his memorandum with the Committee, requesting authorization to apply for and accept grant funding of up to \$12 million from the Federal Highway Administration's Fiscal Year 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Competitive Grant Program for the Southport Terminal Multimodal Freight Resilience and Marine Infrastructure Improvement Project and authorization to accept any awarded funding. Committee Member Uribe made a motion to approve the request. The motion was seconded by Committee Member Marshall and carried unanimously.

There being no further business, the meeting was adjourned at 1:53 p.m.

By: _____

Its: _____

MEMORANDUM

To: CREDIT COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Kristine M. Williams



**Subject: APPROVAL OF LEASE AMENDMENT FOR DISTRICT ENERGY ST. PAUL, INC.
– SOUTHPORT TERMINAL
RESOLUTION NO. 4864**

Action Requested:

Approval of a Lease Amendment (“Lease Amendment”) for the Port Authority of the City of Saint Paul (the “Port Authority”) to extend the lease term for land leased to District Energy St. Paul, Inc. (“Tenant”) located in the Southport Terminal at 571 Barge Channel Road in Saint Paul, Minnesota (the “Leased Premises”).

Background:

The Port Authority entered into a Lease with the Tenant, dated January 1, 2015, as amended January 1, 2020, January 1, 2022, and January 1, 2024 (collectively, and as amended, the “Lease”) for 112,707 square feet of land at the Leased Premises.

The term of the Lease is currently scheduled to expire December 31, 2026, and Tenant has exercised its right under the Lease to extend the term of the Lease through December 31, 2028 (the “Renewal Term”). Tenant has no remaining opportunities to renew the Lease Term.

Negotiated Annual Rental Rate for Renewal Term:

<u>Base Rent</u>	<u>Period Total</u>	<u>Monthly</u>
1/1/2027-12/31/2027	\$42,466.24	\$3,538.85
1/1/2028-12/31/2028	\$45,014.21	\$3,751.18

Recommendation:

Approval of the Lease Amendment for the Port Authority to extend the term of the Lease for the Leased Premises.

Attachment: Resolution

**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL
[APPROVAL OF LEASE AMENDMENT FOR
DISTRICT ENERGY ST. PAUL, INC. – SOUTHPORT TERMINAL]**

WHEREAS, the Port Authority of the City of Saint Paul (the “Port Authority”) is a public body corporate and politic and governmental subdivision organized pursuant to Chapter 469 of Minnesota Statutes;

WHEREAS, the Port Authority has negotiated terms to be incorporated into a Lease Amendment (“Lease Amendment”) to continue leasing 112,707 square feet of land in the Southport Terminal at 571 Barge Channel Road in Saint Paul, Minnesota (the “Leased Premises”) to District Energy St. Paul, Inc. (the “Tenant”) pursuant to the Lease between the Port Authority and Tenant, dated January 1, 2015, as amended January 1, 2020, January 1, 2022, and January 1, 2024 (collectively, the “Lease”);

WHEREAS, the Port Authority has agreed to extend the term of the Lease for two (2) years, so that the Lease will now expire December 31, 2028, and Tenant has no remaining renewal options under the Lease;

WHEREAS, rental rates for the next two years of the Lease have been agreed upon as part of a negotiation between the Port Authority and Tenant as follows:

<u>Base Rent</u>	<u>Period Total</u>	<u>Monthly</u>
1/1/2027-12/31/2027	\$42,466.24	\$3,538.85
1/1/2028-12/31/2028	\$45,014.21	\$3,751.18

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL that the terms of Lease Amendment as contained in the Memorandum to the Board are hereby approved.

BE IT FURTHER RESOLVED that the President of the Port Authority, or anyone acting under his direction, is hereby authorized and directed to execute on behalf of the Port Authority the Lease Amendment in accordance with the above-referenced terms in a form as approved by counsel.

Adopted: October 29, 2026

PORT AUTHORITY OF THE CITY OF SAINT PAUL

By _____
Its Chair

ATTEST:

By _____
Its Secretary

MEMORANDUM

To: CREDIT COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Phillip Branson **PB**

Subject: Credit Committee
LEASE OF LAND AND PURCHASE OPTION WITH MCROB AUTOMOTIVE, INC. –
220 FILLMORE AVE. EAST, SAINT PAUL / PID NO. 05-28-22-23-0015

Board of Commissioners
PUBLIC HEARING - LEASE OF LAND AND PURCHASE OPTION WITH MCROB
AUTOMOTIVE, INC. – 220 FILLMORE AVE. EAST, SAINT PAUL / PID NO. 05-28-22-
23-0015

RESOLUTION NO. 4865

Action Requested:

Approval of a lease (“Lease”), including an option to purchase, of a 1.69-acre parcel of land and a 10,093 square foot building located at 220 Fillmore Ave. East, Saint Paul, Minnesota (the “Property”) to McRob Automotive, Inc. (“Tenant”).

Background:

The Property has been owned by the Port Authority of the City of Saint Paul (the “Port Authority”) and leased to Northwest Publications, Inc., dba The Pioneer Press (the “Pioneer Press”), since 1970. The Pioneer Press vacated the Property in June 2026. The Pioneer Press used the building primarily for storage and did not have any permanent jobs at this location. Since that time, the Property has remained vacant. The building requires extensive capital improvements (roof, parking lot, HVAC) to become marketable. As part of the Lease proposal, Tenant has agreed to take on the responsibility of these capital improvements.

The Port Authority advertised the Property for lease on Costar and MNCAR to attract new tenants. We received interest from several parties and selected the opportunity most aligned with our mission.

Tenant is affiliated with the McDaniels Automotive Group, an automotive dealership business who has dealerships in Forest Lake, Maplewood, and Inver Grove Heights, MN. Tenant has been searching for property centrally located to its Maplewood and Inver Grove Heights dealerships from which to operate a reconditioning center to service those dealerships. A reconditioning center focuses on light servicing of automobiles but is not an auto-body or maintenance facility with long-term storage or inoperable vehicles on site. The Property, with its 10,093 square foot building and 43,000 square foot parking lot, is the optimal space for a reconditioning center and would likely bring approximately 25 quality jobs to the West Side community of Saint Paul. These

MEMORANDUM

jobs are entry-level positions with a conduit to higher-skilled positions throughout the dealership group.

The Port Authority and Tenant have engaged the West Side Community Organization and conducted an on-site meeting to solicit feedback and gather ideas aimed at making this transaction an enhancement to the local community. The parties engaged on a positive and productive discussion on the impact this project will have on employment in the West Side community of Saint Paul.

Attached is a memorandum outlining the terms for a lease transaction with Tenant for the Property.

Recommendation:

We recommend approval of a Lease of the Property to Tenant.

Attachments: Memorandum
 Aerial Photograph
 Resolution

SAINT PAUL PORT AUTHORITY**LEASE AND LAND CONVEYANCE TRANSACTION**

Action Requested:

To approve a lease (the “Lease”), including an option to purchase, of real property located at 220 Fillmore Ave. East, Saint Paul, Minnesota (the “Property”) from the Port Authority of the City of Saint Paul (the “Port Authority” or “Landlord”), to McRob Automotive, Inc. (“Tenant”), who proposes to use the Property as a reconditioning center.

Development Officer:

Phillip Branson

Tenant:

McRob Automotive, Inc.

Tenant Address:

4605 Robert Trail
Inver Grove Heights, MN 55077

Location of the Subject Property:

220 Fillmore Ave. East
Saint Paul, MN 55107

Lease Structure:

Lease of real property. Terms of the transaction include:

- **Term:** 10 years, with the right to extend the Lease for two, five-year renewal options.
- **Rent:** \$7.15/sf or \$70,800/year. Rent increases 2% per year during the initial term and all renewal terms. The proposed rental rate reflects current market conditions.
- **Expenses:** Absolute NNN Lease – Tenant is responsible for all expenses related to the Property, including capital improvements.
- **Acceptance:** Tenant agrees to accept the Property as-is.
- **Option to Purchase:** Commencing on January 1, 2033, and expiring sixty (60) days thereafter, Tenant shall have a one-time option to purchase the Property.
- **Purchase Price:** The fair market value of the Property as of the date Tenant exercises the option to purchase, less any Landlord approved capital improvements performed by Tenant during the term of the Lease.

The effectiveness of the Lease is contingent upon the Tenant obtaining a conditional use permit from the City of Saint Paul for its anticipated use at the Property. Reconditioning centers are currently a permitted use, subject to approval of a conditional use permit. The Lease shall terminate if Tenant is unable to obtain such conditional use permit within one hundred and twenty (120) days following the Lease Effective Date. The Port Authority and Tenant have proactively engaged Saint Paul Planning and Economic Development, as well as the West Side Community Organization, to ensure this project aligns with their collective mission. Initial feedback is that this project aligns with the West Side Community Organization's land use commitment, and the Tenant has a high likelihood of obtaining a conditional use permit.

MEMORANDUM

Nature of Intended Use:

A 10,093 square feet automotive reconditioning center focused on light servicing of automotive vehicles. The use will result in approximately 25 quality jobs in the West Side community of Saint Paul. The jobs represent an entry into the automotive technician trade and a path to high paying dealership service employment.

Business Subsidy Agreement:

This is a market rate transaction. There is no Business Subsidy Agreement required for this transaction.

Exception from Port's Covenants:

None.

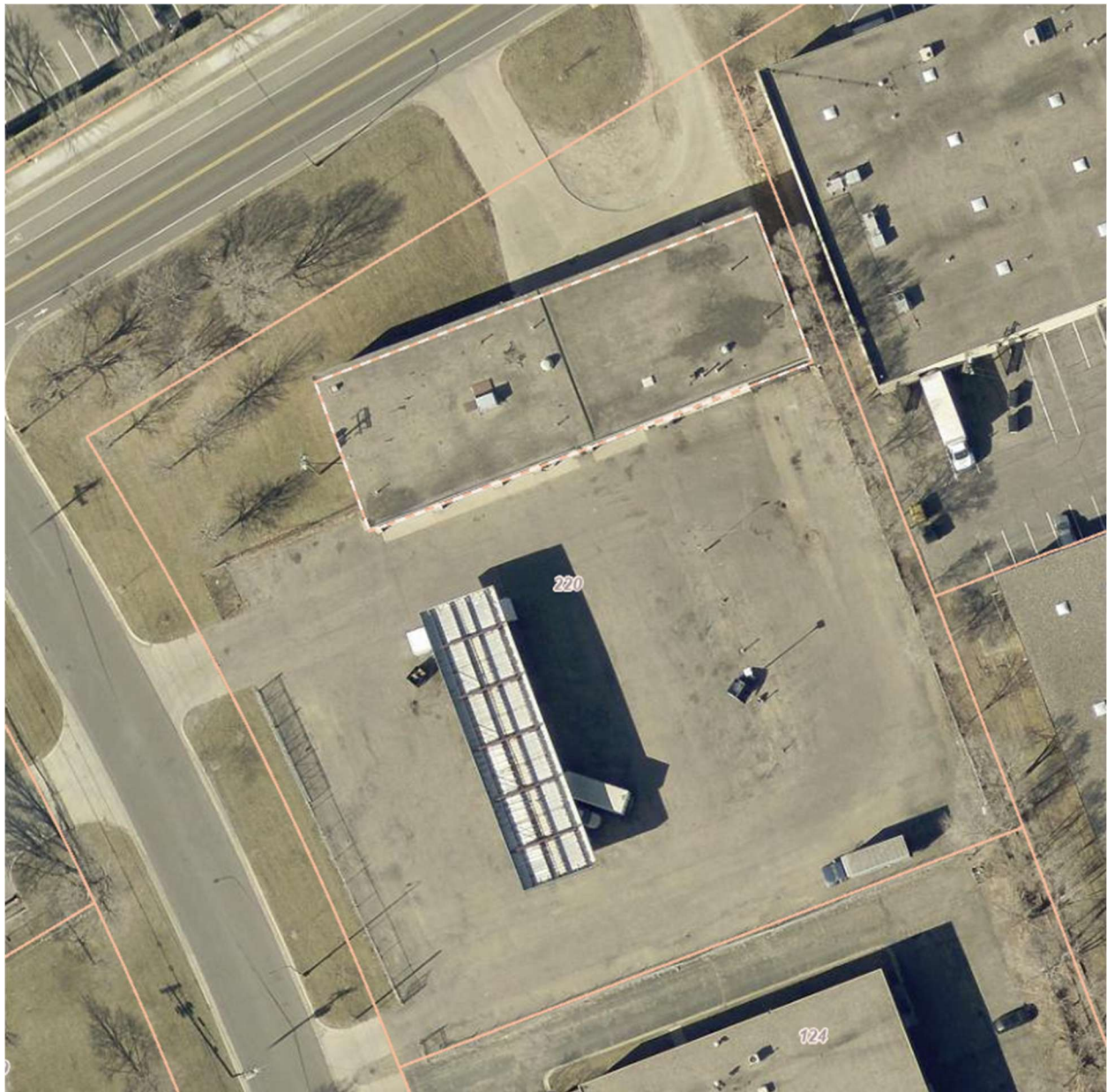
Development Officer's Comments:

Tenant's occupancy would bring several economic benefits to the area, including the creation of quality jobs, workforce development opportunities, and ongoing capital investment. The proposed facility would function as a training and career-development hub where technicians can begin their careers and advance into higher-skilled positions across Tenant's local dealership operations. The Tenant's commitment to investing in its facilities further enhances the long-term value of the Property and community.

SAINT PAUL PORT AUTHORITY

LEASE TRANSACTION

Aerial



**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL
[PUBLIC HEARING - LEASE OF LAND AND PURCHASE OPTION WITH
MCROB AUTOMOTIVE, INC. –
220 FILLMORE AVE. EAST, SAINT PAUL / PID NO. 05-28-22-23-0015]**

WHEREAS, the Port Authority of the City of Saint Paul (the “Port Authority”) is a public body corporate and politic and governmental subdivision organized pursuant to Chapter 469 of Minnesota Statutes;

WHEREAS, the district of the Port Authority is the City of Saint Paul;

WHEREAS, under Minn. Stat. § 469.055, the Port Authority shall (1) promote the general welfare of the port district, and of the port as a whole; (2) try to increase the volume of the port's commerce; (3) promote the efficient, safe, and economical handling of the commerce; and (4) provide or promote adequate docks, railroad and terminal facilities open to all on reasonable and equal terms for the handling, storage, care, and shipment of freight and passengers to, from, and through the port;

WHEREAS, the Port Authority has negotiated terms to be incorporated into a Lease (the “Lease”) with McRob Automotive, Inc. (the “Tenant”), to lease property owned by the Port Authority located at 220 Fillmore Avenue East, Saint Paul, Minnesota, consisting of approximately 1.69 acres (the “Leased Premises”), as further described in the memorandum presented to the Board;

WHEREAS, the Lease grants Tenant an option to purchase the Leased Premises (the “Purchase Option”), as further described in the memorandum presented to the Board;

WHEREAS, the Port Authority, pursuant to Minnesota Statutes, Section 469.065, did place a notice, a copy of which with proof of publication is on file in the office of the Port Authority, of a public hearing on the proposed sale of property owned by the Port Authority in a legal newspaper, said hearing to be held to determine whether it is in the best interests of the port district of Saint Paul and the people thereof and in furtherance of the general plan of port improvement and industrial development to grant the Tenant the Purchase Option for the Leased Premises, and to approve the Lease of the same property;

WHEREAS, the Port Authority did conduct a public hearing pursuant to said notice on October 29, 2026, at which hearing all taxpayers in the port district, both for and against the sale, were allowed to state their views;

WHEREAS, it is in the best interests of the port district and the people thereof, and in furtherance of the general plan of port improvement and industrial development, to approve the Lease and Purchase Option therein;

WHEREAS, the Port Authority has investigated the terms of the Lease and Purchase Option therein, the proposed use of the Leased Premises, and the relationship thereof to the port district of Saint Paul and the business facilities of the Port Authority in general; and

WHEREAS, the Lease and Purchase Option therein are in the best interests of the Port Authority, the port district, and the people thereof and in furtherance of the Port Authority's redevelopment efforts in the area and fits within the Port Authority's mission.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL:

1. That the Board of Commissioners of the Port Authority hereby finds, determines and declares that it is in the best interests of the port district and the people thereof, and in furtherance of the general plan of industrial development, to enter into the Lease and grant the Purchase Option to the Tenant.

2. That the actions of the President of the Port Authority in causing public notice of the proposed sale, and in describing the terms and conditions of such sale, which have been available for inspection by the public at the office of the Port Authority from and after the publication of notice of hearing, are in all respects ratified and confirmed.

3. That the President of the Port Authority, or anyone acting under his direction, is hereby authorized and directed to complete and execute on behalf of the Port Authority: (1) the Lease in accordance with the above referenced terms and in a form as approved by counsel; and (2) to complete and execute all documents necessary to effectuate the conveyance contemplated by the Purchase Option, if exercised by Tenant, including but not limited to a purchase agreement therefor, and to convey title, in form as approved by counsel.

Adopted: October 29, 2026

PORT AUTHORITY OF THE
CITY OF SAINT PAUL

By _____
Its Chair

Attest:

By _____
Its Secretary

To: CREDIT COMMITTEE**Meeting Date:** October 29, 2026**From:** Holly Huston **Subject: RIVERBEND VENTURE I, LLC
APPROVAL OF A \$1,436,485 PACE TRILLION BTU LOAN****Action Requested:**

Provide approval for the Port Authority of the City of Saint Paul (the "Port Authority") to initiate a PACE Trillion BTU loan for approximately \$1,436,485 (the "Loan") to River Bend Venture I, LLC (the "Borrower") to install energy efficient rooftop HVAC equipment on the property owned by the Borrower located in Saint Paul, Minnesota (the "Project").

Background:

Borrower owns and manages office space located at 355 Randolph Avenue, Saint Paul, MN (the "Property"). The Property was developed through a joint venture between Wellington Management, Inc. ("Wellington") and Capital City Properties ("CCP"), the Port Authority's 501(c)(3) subsidiary. CCP remains a joint venture partner with Wellington serving as the managing member. The Property is a 22-acre business park and includes three buildings, totaling 155,063 square feet of office, warehouse, and flex space along the river.

The Project will improve building efficiency through the replacement of ten original rooftop HVAC units serving three buildings. The Borrower has established capital reserves available to support repayment of the PACE assessment, supplemented by projected annual energy savings of approximately \$30,550 resulting from the installation of the new high-efficiency units. This combination of available capital and anticipated operating cost savings strengthens the Borrower's ability to repay the assessment.

Proposed Project:

The Project will include labor and materials to replace ten roof top units, four exhaust fans, and the energy management system with new energy efficient machinery. The Project will be fully funded by the PACE assessment.

Financial Analysis:

The assessed Property value on the tax bill is \$9.4 million, with one outstanding mortgage totaling \$10.2 million. The Property's appraised value would likely be higher today, and the HVAC replacement is a value-generating capital improvement. The Borrower's reported negative equity is primarily the result of accumulated depreciation, which has reduced the book value of the asset faster than the mortgage balance. Adjusting accumulated depreciation results in positive equity and a debt-to-equity ratio of 1.62 that meets underwriting standards.

Ratios:

Debt Service Coverage:	1.77	Trillion Standard of at Least:	1.15
Debt-to-Equity:	-5.8	Trillion Standard of less Than:	4.00
Loan to Value:	124%	Industry Standard of less Than:	80%

Loan Terms:

Source of Funds:	Trillion BTU – Xcel Territory Fund
Xcel Rebates:	\$51,296
Collateral:	PACE Assessment
Use of Funds:	HVAC
Amount of Loan:	\$1,436,485
Rate:	5.5%
Term:	10 years
Assessment Start:	2028

Trillion BTU and PACE Criteria Compliance:

- ☒ Loan amount is less than or equal to 30% of the Property's assessed or appraised value.
30%
- ☒ Energy Audit provided, estimated annual savings is \$30,551, 97,969 kWh
 - ☒ Davis Bacon applies.
- ☒ Licensed Contractor.
- ☒ Lender Acknowledgment.

Workforce Implications:

15 FTE for construction jobs.

Policy Exceptions:

Yes. LTV appears elevated due to a conservative property valuation that may not fully reflect the Property's long-term value.

Reported owner equity is negative due to distributions recorded on the financial statements but not taken in cash. Ownership has retained cash within the Property to support operations and repayment obligations.

Recommendation:

We recommend approval for the Port Authority to initiate the Loan for approximately \$1,436,485 to the Borrower for the Project.

To: CREDIT COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Holly Huston
David Monterrosa



**Subject: AUTHORIZATION AND APPROVAL TO ESTABLISH AND IMPLEMENT
BROWNFIELDS CLEANUP REVOLVING LOAN FUND AND ADOPT ASSOCIATED
PROGRAM GUIDELINES
RESOLUTION NO. 4866**

Action Requested:

Authorization and approval for the Port Authority of the City of Saint Paul (the "Port Authority") to establish and implement the Brownfields Cleanup Revolving Loan Fund (the "Program") and to adopt the associated Program Guidelines.

Background:

The Port Authority has been a multiple-time recipient of The United States Environmental Protection Agency (the "EPA") Brownfields Revolving Loan Fund ("RLF") funding and has traditionally utilized these resources through interfund loans to finance environmental remediation activities associated with Port Authority redevelopment projects. Specifically with respect to this request, the EPA previously awarded the Port Authority certain grant funds (collectively, the "Grant"), documented by the (a) Cooperative Agreement for Grant Number 00E04402, awarded September 27, 2012; and (b) Cooperative Agreement for Grant Number 4B00E03584, awarded September 29, 2023 (collectively, the "Grant Agreements"). The Grant Agreements, and EPA rules, allow the Port Authority to use the Grant proceeds to operate a revolving loan fund to provide loans to borrowers to fund eligible project costs associated with brownfield redevelopment.

The Port Authority has active EPA Brownfields RLF grant funds available under the Grant Agreements along with program income from past awards totaling \$3,250,000. To maximize the impact of these resources and expand access to brownfield cleanup financing, staff proposes establishing a formal Brownfields Cleanup Revolving Loan Program.

Proposal:

The Program would provide financing through interfund loans, bridge loans, and direct loans to qualified external borrowers undertaking eligible environmental remediation projects. The Program would offer financing to facilitate and encourage EPA-eligible cleanup activities, with loan proceeds generally disbursed on a reimbursement basis. Eligible borrowers would include qualified public and private entities that have ownership, site control, or legal access to a brownfield site and meet EPA eligibility requirements. Projects would be evaluated based on financial strength, redevelopment feasibility, and public benefit, including job retention, job

creation, tax base expansion, and leveraging of private investment. Upon loan repayment, the grant funds are intended to revolve and continue to support the goals of the program and Port Authority's mission.

Port Authority management recommends adoption of the Brownfields Cleanup Revolving Loan Fund Guidelines included as Exhibit A (the "Guidelines") to govern administration of the Program. The Finance Department would administer the Program consistent with the Port Authority's existing lending practices. The Program will be exempt from business subsidy requirements, as it will provide assistance for pollution control or abatement, per Minn. Stat. § 116J.993, subd. 8. All loan requests would undergo underwriting review by staff and the Internal Credit Committee, with final approval provided by the Board's Credit Committee.

Recommendation:

Authorize and approve the Port Authority to establish and implement the Program and adopt the Program Guidelines.

Attachments: Exhibit A – Brownfields Cleanup RLF Loan Program Guidelines
 Resolution



Guidelines

Brownfields Cleanup Revolving Loan Fund (RLF) Program

Purpose

The Brownfields EPA Revolving Loan Fund (RLF) Program (the “Program”) provides financing to support the cleanup and redevelopment of contaminated properties. The Program is intended to encourage the remediation of brownfield sites, return sites to productive use, support redevelopment, and advance economic development goals. Consistent with the Port Authority’s mission, the Program seeks to create and retain quality jobs, expand the tax base, and advance sustainable economic development.

Program Structure

The Program will provide financing to facilitate and encourage EPA eligible brownfield cleanup activities. The Program is structured to offer an interfund loan, a bridge loan, or external loan to address different market needs. The Program parameters will be mirrored across the different loan options where applicable. Loan funds are paid on a reimbursement basis (exceptions may be available). Applicants are required to demonstrate up to a 20% match on eligible loan expenses. The Program is exempt from business subsidy requirements as it will provide assistance for pollution control or abatement, per Minn. Stat. § 116J.993, subd. 8.

These Program Guidelines are based on current U.S. Environmental Protection Agency (“EPA”) eligibility requirements and applicable federal regulations. Any future changes, updates, or revisions to EPA eligibility criteria, program requirements, or regulatory guidance will automatically be incorporated into these Program Guidelines.

Any exceptions from the Program's loan terms or underwriting requirements may be considered on a case-by-case basis. Any requested exception shall be documented by staff and presented to the Board’s Credit Committee for review, consideration, and approval prior to implementation.

Eligible Borrowers

Eligible borrowers must be qualified public or private entities with ownership, site control, or legal access to an eligible brownfield site; not be prohibited from receiving federal funds; demonstrate the ability to carry out the cleanup and redevelopment project; and comply with all EPA eligibility requirements.

Applicants must maintain compliance with all applicable EPA cooperative agreement requirements and provide documentation necessary for EPA approval prior to loan closing and cleanup implementation.



Eligible Sites

Applications will be accepted statewide, with priority given to commercial, industrial, and mixed-use redevelopment projects that create jobs, increase tax base, or support community revitalization. Residential projects may be eligible when they include an affordable housing component or demonstrate significant public benefit. Priority will be given to projects located in Saint Paul. Projects outside of Saint Paul may require additional documentation from the local authority with jurisdiction over the project.

An applicant must demonstrate that the property qualifies as a brownfield under CERCLA Section 101(39) and satisfies all EPA site eligibility requirements. Under CERCLA Section 101(39), a brownfield site is generally defined as real property where redevelopment, reuse, or expansion may be complicated by the presence or potential presence of hazardous substances, pollutants, contaminants, petroleum, or controlled substances. Certain properties may be excluded, such as facilities subject to specific federal enforcement actions or ongoing cleanup requirements.

Eligible Cleanup Activities & Costs

Eligible costs shall be those permitted by EPA Brownfields program requirements and applicable federal regulations, as amended from time to time. Examples include environmental investigation, remediation, hazardous materials abatement, engineering, regulatory compliance, demolition necessary to facilitate cleanup, and other EPA-approved cleanup activities. Program funds may not be used for activities prohibited by EPA regulations or Program policies.

Loan Terms

	Interfund Loan	Bridge Loan	External Loan
Purpose	Cleanup financing for publicly supported SPPA Development projects	Short-term cleanup financing pending permanent financing or reimbursement	Traditional brownfield cleanup financing
Eligible Borrowers	SPPA	Developers, nonprofits, public entities	Developers, nonprofits, public entities
Minimum Loan Amount *	Minimum \$100,000	Minimum \$150,000	Minimum \$200,000
Maximum Loan Amount	Total eligible cleanup costs less the required match		
Interest Rate	Fixed rate to be capped at the U.S. Treasury Yield matching loan term +100 basis points.		
Term	Up to 15 years – to align with redevelopment and site ownership	Up to 3 years	Up to 15 years – to align with redevelopment and site ownership
Origination Fee	1.5%		
Security	Revenue repayment source (TIF, land sale proceeds, etc.)	Lead bank participation, repayment source, or other security as determined	Mortgage, reserve account, or other security as determined, possible joint powers agreement for projects outside of Saint Paul
Repayment	Negotiated payback based on project timeline. (6 mo. interest deferral)	Principal and interest amortized over 3 years (3 mo. interest deferral)	Principal and interest based on project timeline. (6 mo. interest deferral)



Underwriting

SPPA staff will review loan applications and conduct underwriting following EPA approval. The underwriting process will evaluate the borrower's financial strength, redevelopment feasibility, public benefit, and other factors necessary to determine appropriate loan terms and conditions.

Financial Strength

Repayment capacity
Minimum 20% match on eligible cleanup expenses
Financial statement review
Property taxes are current

Redevelopment Feasibility

Project readiness
Experience to complete the clean up
Viable reuse strategy
Realistic development schedule

Public Benefit

Eliminate environmental contamination
Create or retain jobs
Increase tax base
Leverage private capital
Catalyze redevelopment of vacant or underutilized sites
Advance equitable economic development

Environmental and Loan Compliance

- Be in good standing with federal and state requirements and not be suspended, debarred, or otherwise ineligible to receive federal assistance
- Demonstrate financial capacity to repay the loan
- Meet CERCLA brownfield eligibility requirements
- Have completed appropriate environmental assessment
- Have an approved cleanup plan
- Have all required environmental permits
- Federal and State compliance, including Davis Bacon, Endangered Species Act, National Historic Preservation Act, Build America Buy America if applicable.
- Demonstrate that cleanup activities are eligible under EPA RLF guidelines

Required EPA Documentation

- Phase I ESA
- Phase II ESA (if applicable)
- CERCLA liability protection
- Analysis of Brownfields Cleanup Alternatives (ABCA).
- MPCA approval of the Response Action Plan
- Community Relations Plan
- Verification demonstrating cleanups are complete
- EPA required reporting



- Complete all required federal environmental reviews and consultations, including those related to the National Historic Preservation Act (NHPA), Endangered Species Act (ESA), and other applicable federal requirements, before invasive sampling or cleanup activities begin.

**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL**

**[AUTHORIZATION AND APPROVAL TO ESTABLISH AND IMPLEMENT
BROWNFIELD CLEANUP REVOLVING LOAN FUND AND
ADOPT ASSOCIATED PROGRAM GUIDELINES]**

WHEREAS, the Port Authority of the City of Saint Paul (the “Port Authority”) is a public body corporate and politic and governmental subdivision organized pursuant to Chapter 469 of Minnesota Statutes;

WHEREAS, under Minn. Stat. §§ 469.048 to 469.061, the Port Authority has the powers and duties conferred upon all port authorities;

WHEREAS, under Minn. Stat. § 469.084, Subds. 1 to 15, the Port Authority of the City of Saint Paul has additional statutory duties and powers including powers related to recreational facilities and small business capital;

WHEREAS, under Minn. Stat. § 469.084, Subd. 8, the Port Authority of the City of Saint Paul, furthermore, has the power of and is authorized to do what a redevelopment agency may do or must do under sections 469.152 to 469.165 (Municipal Industrial Development);

WHEREAS, under Minn. Stat. § 469.055, the Port Authority shall: (1) promote the general welfare of the port district, and of the port as a whole; (2) try to increase the volume of the port's commerce; (3) promote the efficient, safe, and economical handling of the commerce; and (4) provide or promote adequate docks, railroad and terminal facilities open to all on reasonable and equal terms for the handling, storage, care, and shipment of freight and passengers to, from, and through the port;

WHEREAS, the United States Environmental Protection Association (the “EPA”) has awarded the Port Authority certain grant funds (collectively, the “Grant”), documented by that certain (a) Cooperative Agreement for Grant Number 00E04402, awarded September 27, 2012; and (b) Cooperative Agreement for Grant Number 4B00E03584, awarded September 29, 2023 (collectively, the “Grant Agreement”), that may be used by the Port Authority for the purpose of establishing a revolving loan fund to provide loans to borrowers to fund eligible project costs associated with brownfield redevelopment (the “RLF Program”), as permitted under the Grant Agreement;

WHEREAS, Grant proceeds in the amount of \$3,250,000 are currently available to fund the RLF Program, which will be used to provide loans to eligible borrowers to support the cleanup and redevelopment of contaminated brownfield properties;

WHEREAS, the RLF Program advances the Port Authority’s mission to serve as an

economic development agency that expands the City of Saint Paul's tax base, serves as a conduit to quality job opportunities, advances sustainable and equitable development, and advocates for river commerce;

WHEREAS, the implementation of the RLF Program is in the best interest of the residents of the City of Saint Paul; and

WHEREAS, Port Authority management has recommended that the guidelines attached as Exhibit A (the "Guidelines") be adopted for use in connection with the RLF Program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Port Authority of the City of Saint Paul, as follows:

1. The Port Authority is authorized to undertake the creation and implementation of the RLF Program as described in the materials provided to the Board.

2. The attached Guidelines are the Guidelines to be used by Port Authority staff and its Internal Credit Committee for purposes of providing loans under the RLF Program. The Credit Committee of the Port Authority Board is hereby authorized to consider future amendments to the Guidelines.

3. The Credit Committee of the Port Authority Board is further authorized to review and provide approval for the use of the RLF Program funds under the RLF Program.

4. The President of the Port Authority is hereby authorized to work with management of and counsel to the Port Authority to negotiate and finalize all documents reasonably required for the creation and implementation of the RLF Program. The President, or anyone acting under his direction, is hereby authorized to execute any and all such documents once finalized to the satisfaction of the President, or anyone acting under his direction.

5. Once executed, the authority to approve execute, and deliver future amendments to any documents entered into by the Port Authority in connection with the RLF Program is hereby delegated to the President of the Port Authority, or anyone acting under his direction, subject to the following conditions:

- a. if such amendments require the consent of any other parties to the RLF Program, such consent is obtained;
- b. such amendments do not materially adversely affect the interests of the Port Authority;
- c. such amendments do not contravene or violate any policy of the Port Authority; and
- d. such amendments are acceptable in form and substance to counsel to the Port Authority.

6. The authorization hereby given shall be further construed as an authorization for the execution and delivery of such certificates and related items as may be required to demonstrate compliance with the agreements entered into in connection with the RLF Program. The execution of any instrument by the President of the Port

Authority, or anyone acting under his direction, shall be conclusive evidence of the approval of such instrument in accordance with the terms hereof.

7. Any agreements entered into by the Port Authority in connection with the RLF Program shall not constitute an indebtedness of the Port Authority, the City of Saint Paul, or the State of Minnesota within the meaning of any constitutional or statutory debt limitation and shall not constitute or give rise to a pecuniary liability of the Port Authority, the City of Saint Paul, the State of Minnesota or a charge against their general taxing powers.

Adopted: October 29, 2026

PORT AUTHORITY OF THE CITY OF SAINT PAUL

By

Its Chair

ATTEST:

By

Its Secretary

EXHIBIT A

RLF Program Guidelines Adopted:
October 29, 2026

MEMORANDUM

To: CREDIT COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Michael Solomon 

**Subject: DECERTIFICATION OF THE GREAT NORTHERN BUSINESS CENTER – PHASE 1
REDEVELOPMENT TAX INCREMENT FINANCING DISTRICT AND HAZARDOUS
SUBSTANCE SUBDISTRICT
RESOLUTION NO. 4867**

Action Requested:

Approval to decertify the Great Northern Business Center – Phase 1 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict therein (collectively, the “TIF District”) and to authorize staff to submit the required documents to Ramsey County.

Background:

The TIF District is roughly 21 acres located 2 miles northwest of downtown Saint Paul between Dale Street North and Como Avenue. The area was previously an underutilized industrial area occupied by older, obsolete industrial buildings and outdoor storage facilities. The Great Northern Corridor Vision Plan, completed by the North End and Frogtown neighborhoods, described the desire for industrial redevelopment to create new jobs for area residents. The Saint Paul Port Authority (the “Port Authority”) completed land assembly, demolition of blighted properties, soil remediation and public improvements including roadways and utilities to support roughly 19 acres of developable area. The vision included development of a light manufacturing business center and a recruitment and training program in partnership with the Port Authority.

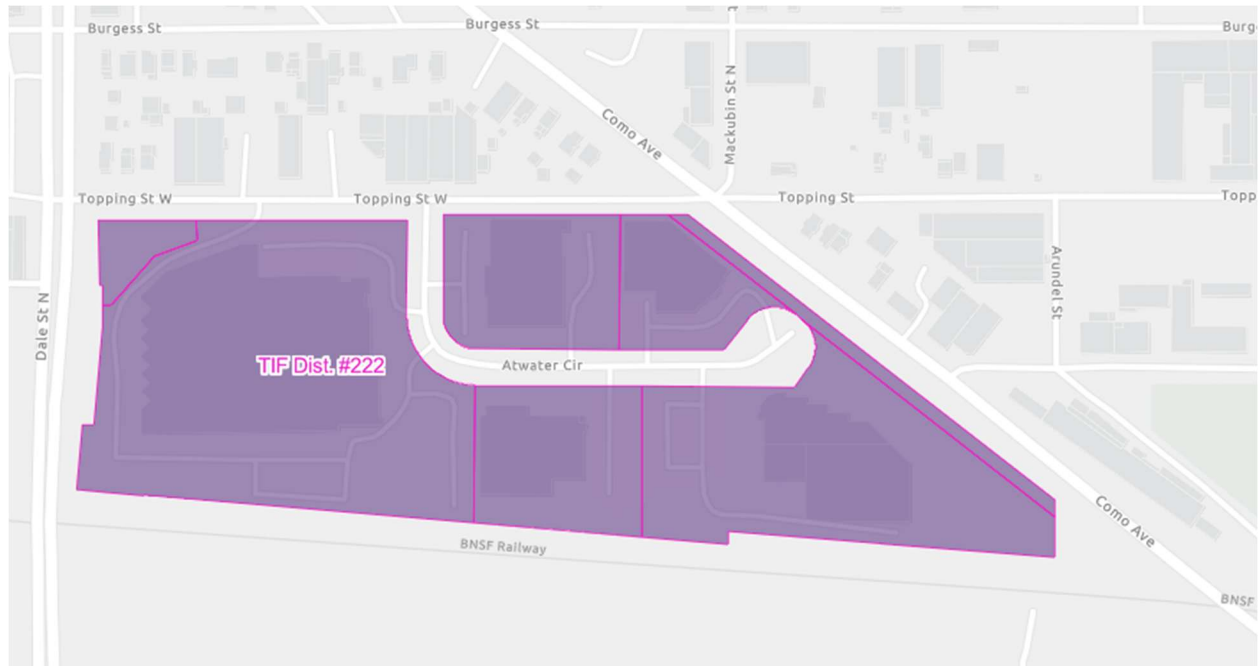
Prior to the redevelopment of the TIF District, the area was home to roughly 70 jobs and generated approximately \$55,000 of property taxes annually. The Port Authority established the TIF District with final Board approval in March 2000 and certified the TIF District in December 2004. After the investment of Tax Increment Financing in the remediation and improvement of the area, today more than \$1,057,237 of property taxes are being generated with approximately 4 companies operating and providing over 580 jobs. Given this success, the TIF District has performed better than the original financial projections, resulting in sufficient resources to repay all remaining obligations of the district and return funds to Ramsey County for distribution to taxing jurisdictions in 2026, earlier than the required decertification date of December 31, 2029.

Recommendation:

We recommend approval of the decertification of the TIF District and authorization for Port Authority staff to finalize and submit any necessary documentation to Ramsey County.

Attachments: Resolution

TIF DISTRICT



**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL**

**[DECERTIFICATION OF THE GREAT NORTHERN BUSINESS CENTER – PHASE 1
REDEVELOPMENT TAX INCREMENT FINANCING DISTRICT AND
HAZARDOUS SUBSTANCE SUBDISTRICT]**

WHEREAS, The Port Authority of the City of Saint Paul (the "Port Authority"), created the Great Northern Business Center – Phase 1 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict therein (the "Great Northern – Phase 1 TIF District") in 2000 in accordance with Minnesota Statutes;

WHEREAS, the Great Northern – Phase I TIF District has performed better than originally projected; and

WHEREAS, the Great Northern – Phase I TIF District has funds on hand sufficient to decertify the TIF District's remaining obligations, and it has been proposed that the Port Authority decertify the TIF District no later than December 31, 2026.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL:

1. That the Board of Commissioners of the Port Authority hereby finds, determines, and declares that it is in the best interests of the City of Saint Paul and the people thereof, to decertify the Great Northern – Phase I TIF District no later than December 31, 2026; and

2. That the staff of the Port Authority is hereby authorized and directed to determine the amount of tax increments to be retained in the Great Northern – Phase I TIF District account for use in accordance with the Tax Increment Financing Plan therefor and the amount of tax increments to be returned to Ramsey County for redistribution and to transmit a copy of this resolution with a request to decertify the Great Northern – Phase I TIF District. Staff is also authorized to complete and execute any and all other documents and take such other action as may be necessary to decertify the Great Northern – Phase I TIF District.

Adopted: October 29, 2026

PORT AUTHORITY OF THE
CITY OF SAINT PAUL

By _____
Its Chair

Attest:

By _____
Its Secretary

MEMORANDUM

To: CREDIT COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Michael Solomon 

**Subject: DECERTIFICATION OF THE ENERGY LANE BUSINESS CENTER REDEVELOPMENT
TAX INCREMENT FINANCING DISTRICT AND HAZARDOUS SUBSTANCE
SUBDISTRICT
RESOLUTION NO. 4868**

Action Requested:

Approval to decertify the Energy Lane Business Center Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict therein (collectively, the “TIF District”) and to authorize staff to submit the required documents to Ramsey County.

Background:

The TIF District is roughly 9 acres located at the southwest corner of the intersection of Energy Lane and Norris Circle in the Energy Park area of Saint Paul, west of Lexington Parkway. The TIF District is part of the larger Energy Park Industrial Development District which was formerly the Koppers Company Coke Plant property and was placed on the United States Environmental Pollution Control Agency (USEPA) Superfund Site National Priorities list and the Minnesota Pollution Control Agency’s Permanent List of Priorities. This area was the subject of multiple environmental investigations and cleanup activities and was redeveloped into residential, commercial, and light industrial parcels by the Saint Paul Port Authority (the “Port Authority”). Due to the cost of cleanup, some parcels were utilized for parking, and in September 2002 the Port Authority Board acted and removed three remaining undeveloped parcels from the Energy Park TIF District and established the Energy Lane TIF District which was certified in December 2004.

The TIF District and Hazardous Substance Subdistrict were created to remediate contaminated soils, undertake and install site improvements and utilities with the goal of developing the Energy Lane Business Center including private construction of an approximately 108,000 square foot office building.

Prior to creation of the TIF District and redevelopment of the site, the area was home to roughly 0 jobs generating approximately \$44,000 of property taxes annually. After the investment of TIF and the remediation and improvement of the area, today more than \$402,234 of property taxes are being generated with approximately 2 companies operating and providing over 300 jobs. Given this success, the TIF District has performed better than the original financial projections, resulting in sufficient resources to repay all remaining obligations of the district and return funds to Ramsey County at year end for distribution to taxing jurisdictions in 2027, earlier than the required decertification date of December 31, 2030.

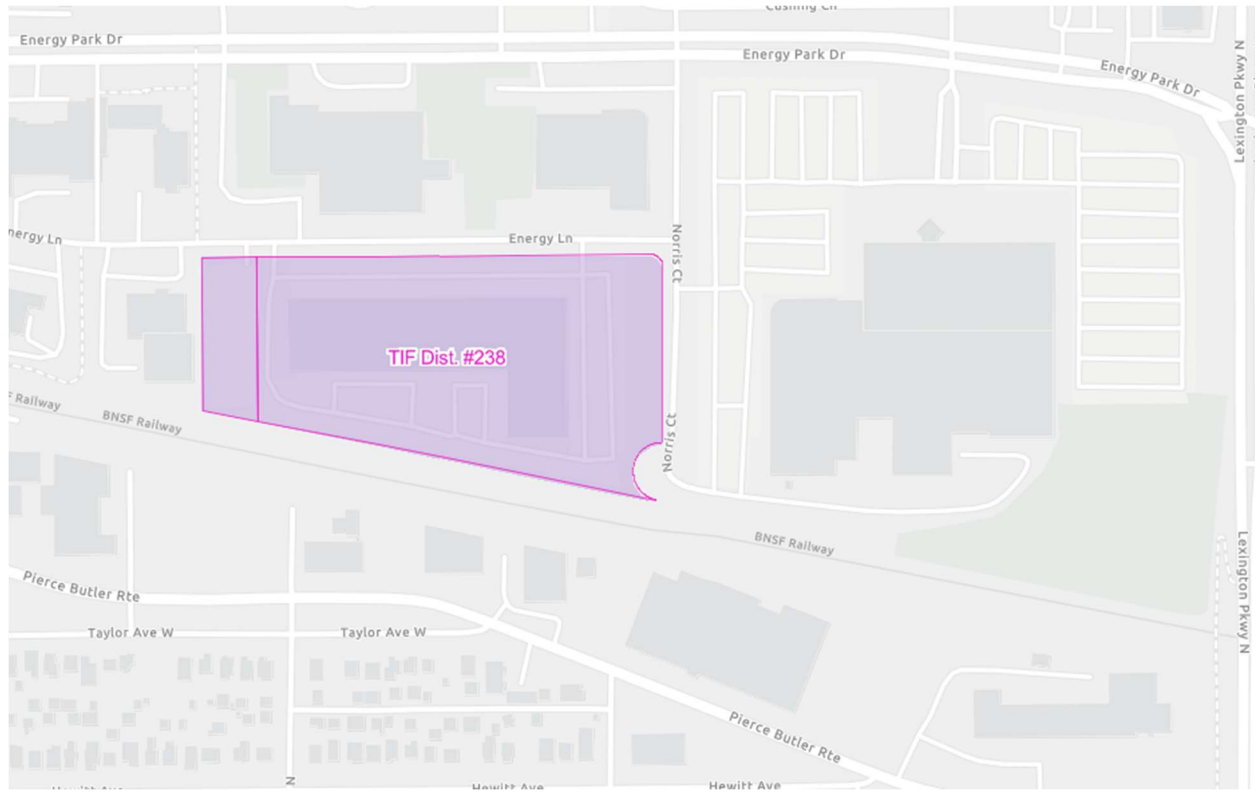
MEMORANDUM

Recommendation:

We recommend approval of the decertification of the TIF District and authorization for Port Authority staff to finalize and submit any necessary documentation to Ramsey County.

Attachments: Resolution

TIF DISTRICT



**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL**

**[DECERTIFICATION OF THE ENERGY LANE BUSINESS CENTER
REDEVELOPMENT TAX INCREMENT FINANCING DISTRICT AND
HAZARDOUS SUBSTANCE SUBDISTRICT]**

WHEREAS, The Port Authority of the City of Saint Paul (the "Port Authority"), created the Energy Lane Business Center Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict therein (the "Energy Lane TIF District") in 2002 in accordance with Minnesota Statutes;

WHEREAS, the Energy Lane TIF District has performed better than originally projected; and

WHEREAS, the Energy Lane TIF District has funds on hand sufficient to decertify the TIF District's remaining obligations, and it has been proposed that the Port Authority decertify the TIF District no later than December 31, 2026.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL:

1. That the Board of Commissioners of the Port Authority hereby finds, determines, and declares that it is in the best interests of the City of Saint Paul and the people thereof, to decertify the Energy Lane TIF District no later than December 31, 2026; and

2. That the staff of the Port Authority is hereby authorized and directed to determine the amount of tax increments to be retained in the Energy Lane TIF District account for use in accordance with the Tax Increment Financing Plan therefor and the amount of tax increments to be returned to Ramsey County for redistribution and to transmit a copy of this resolution with a request to decertify the Energy Lane TIF District. Staff is also authorized to complete and execute any and all other documents and take such other action as may be necessary to decertify the Energy Lane TIF District.

Adopted: October 29, 2026

PORT AUTHORITY OF THE
CITY OF SAINT PAUL

By _____
Its Chair

Attest:

By _____
Its Secretary

MEMORANDUM

To: CREDIT COMMITTEE
BOARD OF COMMISSIONERS

Meeting Date: October 29, 2026

From: Michael Solomon 

**Subject: DECERTIFICATION OF THE GREAT NORTHERN BUSINESS CENTER – PHASE 2
REDEVELOPMENT TAX INCREMENT FINANCING DISTRICT AND HAZARDOUS
SUBSTANCE SUBDISTRICT
RESOLUTION NO. 4869**

Action Requested:

Approval to decertify the Great Northern Business Center – Phase 2 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict therein (collectively, the “TIF District”) and to authorize staff to submit the required documents to Ramsey County.

Background:

The Saint Paul Port Authority (the “Port Authority”) acquired approximately 13 acres of a 37-acre parcel from Burlington Northern and Santa Fe Railway Company northeast of the intersection of Dale Street North and Minnehaha Avenue West in the Thomas-Dale neighborhood of Saint Paul. Prior to the acquisition of the parcel, the area was vacant after being used as a railroad repair and storage facility from the late 1800s until the 1980s. With some remaining railroad container storage use at the property, the area produced little property taxes and no direct jobs.

The Port Authority had established the Great Northern Business Center – Phase 1 TIF District nearby on the north side of the railroad tracks in early 2000, and the Phase 2 TIF District was identified as a continuation of the neighborhood vision to bring jobs and taxbase to the southern area. The TIF District was established to provide more than 550,000 square feet of land for approximately 200,000 square feet of commercial or industrial facilities. The Port Authority Board of Commissioners approved the creation of the TIF District in October 2004, and the TIF District was certified in September 2005.

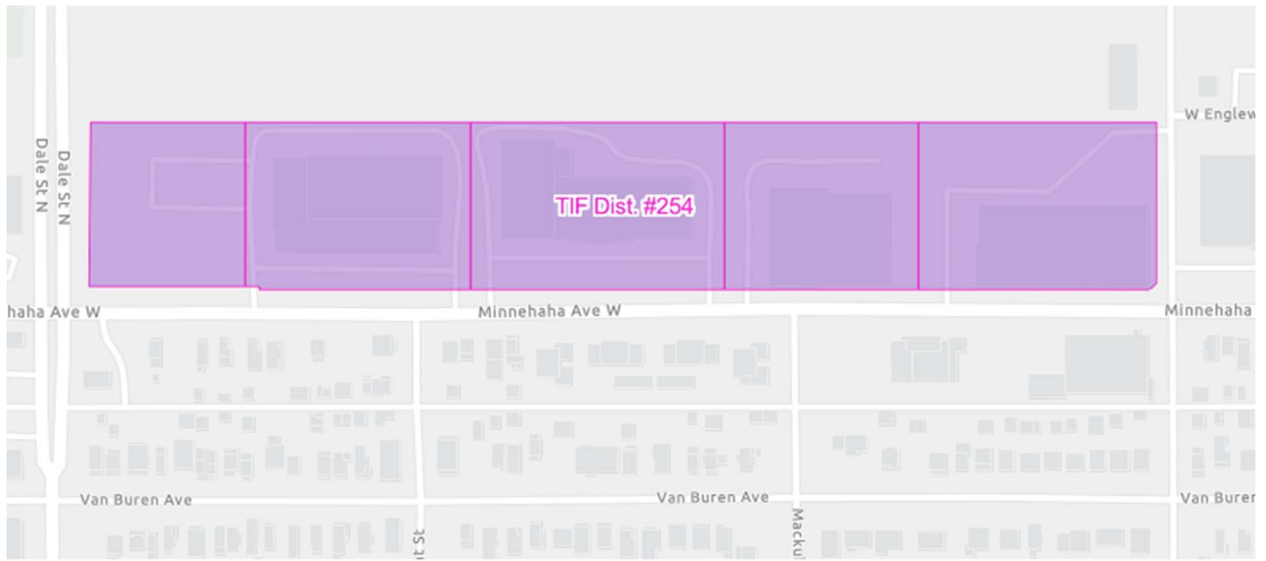
After the investment of Tax Increment Financing in the remediation and improvement of the area, today more than \$881,154 of property taxes are being generated with approximately 5 companies operating and providing over 295 jobs. Given this success, the TIF District has performed better than the original financial projections, resulting in sufficient resources to repay all remaining obligations of the district and return funds to Ramsey County at year end for distribution to taxing jurisdictions in 2026, earlier than the required decertification date of December 31, 2032.

Recommendation:

We recommend approval of the decertification of the TIF District and authorization for Port Authority staff to finalize and submit any necessary documentation to Ramsey County.

Attachments: Resolution

TIF DISTRICT



**RESOLUTION OF THE
PORT AUTHORITY OF THE CITY OF SAINT PAUL**

**[DECERTIFICATION OF THE GREAT NORTHERN BUSINESS CENTER – PHASE 2
REDEVELOPMENT TAX INCREMENT FINANCING DISTRICT AND
HAZARDOUS SUBSTANCE SUBDISTRICT]**

WHEREAS, The Port Authority of the City of Saint Paul (the "Port Authority"), created the Great Northern Business Center – Phase 2 Redevelopment Tax Increment Financing District and Hazardous Substance Subdistrict therein (the "Great Northern – Phase 2 TIF District") in 2004 in accordance with Minnesota Statutes;

WHEREAS, the Great Northern – Phase 2 TIF District has performed better than originally projected; and

WHEREAS, the Great Northern – Phase 2 TIF District has funds on hand sufficient to decertify the TIF District's remaining obligations, and it has been proposed that the Port Authority decertify the TIF District no later than December 31, 2026.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE PORT AUTHORITY OF THE CITY OF SAINT PAUL:

1. That the Board of Commissioners of the Port Authority hereby finds, determines, and declares that it is in the best interests of the City of Saint Paul and the people thereof, to decertify the Great Northern – Phase 2 TIF District no later than December 31, 2026; and

2. That the staff of the Port Authority is hereby authorized and directed to determine the amount of tax increments to be retained in the Great Northern – Phase 2 TIF District account for use in accordance with the Tax Increment Financing Plan therefor and the amount of tax increments to be returned to Ramsey County for redistribution and to transmit a copy of this resolution with a request to decertify the Great Northern – Phase 2 TIF District. Staff is also authorized to complete and execute any and all other documents and take such other action as may be necessary to decertify the Great Northern – Phase 2 TIF District.

Adopted: October 29, 2026

PORT AUTHORITY OF THE
CITY OF SAINT PAUL

By _____
Its Chair

Attest:

By _____
Its Secretary

To: CREDIT COMMITTEE

Meeting Date: October 29, 2026

From: Holly Huston 

Subject: QUARTERLY REPORT ON EXTERNAL PACE LENDING – 3Q 2026

Q3 Portfolio Performance Summary

MinnPACE closed five Q3 projects, bringing year-to-date originations to 12 loans totaling \$27.5 million, and completed its first assessment in Crow Wing County.

Key Metrics

- **Total loans:** 5 loans
- **Total loan amount:** \$4,875,731
- **Total annual energy savings:** \$62,038
- **Annual energy savings (kWh):** 249,127 kWh

Externally Funded PACE Loans — Q3 2026

Borrower	Loan Amount	Lender	City	County	Annual Energy Savings (\$)	Annual Energy Savings (kWh)	Savings Type
Faith Evangelical Lutheran Church of Winona	\$93,000	Blaze Credit Union	Winona	Winona	\$8,619	31,237 kWh	Solar
Lafayette Enterprises, LLC 3	\$93,000	Blaze Credit Union	West St. Paul	Dakota	\$7,651	54,583 kWh	Lighting
Lafayette Enterprises, LLC 2	\$170,000	Blaze Credit Union	West St. Paul	Dakota	\$6,262	65,884 kWh	Solar
The Geode LLC	\$1,104,731	PACE Equity	Minnetonka	Hennepin	\$6,782	55,935 kWh	HVAC, lighting, water
Brainerd River Oaks LLC	\$108,000	Blaze Credit Union	Brainerd	Crow Wing	\$6,863	41,488 kWh	Solar

Market and Operational Trends

- We continue to monitor the impact of higher interest rates on development activity. However, PACE remains an attractive financing tool as a lower-cost alternative to mezzanine debt that reduces operating expenses and preserves capital.
- 13 refinancings and early payoffs occurred year-to-date.

Outlook

- A strong pipeline and continued demand are expected to push 2026 investment above 2025's \$35.4 million.

**REGULAR BOARD MEETING
SEPTEMBER 22, 2026**

The regular meeting of the Port Authority Board was held on September 22, 2026, at 2:00 p.m. in the Board Room of the Saint Paul Port Authority, 400 Wabasha Street, Suite 240, Saint Paul, Minnesota, 55102.

The following Board Members were present:

Amy Brendmoen	Cheniqua Johnson	John Marshall
Don Mullin	Matt Slaven	Nelsie Yang

Also present were the following:

Ashely Aram	Phil Branson	Todd Hurley
Jasper Kenyon	Annamarie Kosel	Dana Krueger
Emily Lawrence	David Monterrosa	Louie Tuccitto
Nikki Tix	Annie Watson	Kristine Williams

Linda Williams
Jessica Coyle, Habitat for Humanity
Emily Kirkevold, Habitat for Humanity
Tyra Reed, City of Saint Paul
Trinidad Uribe, Sprinkler Fitters Local 417
Mindy Utesch, Old National Bank

APPROVAL OF MINUTES

Commissioner Yang made a motion to approve the minutes of the August 25, 2026 regular Board meeting. The motion was seconded by Commissioner Slaven and carried unanimously.

CONFLICTS OF INTEREST

There were no conflicts of interest with any items on the agenda.

NEW BUSINESS**CREDIT COMMITTEE****RESOLUTION NO. 4860****AUTHORIZATION TO APPLY FOR AND ACCEPT METROPOLITAN
COUNCIL LIVABLE COMMUNITIES DEMONSTRATION ACCOUNT
GRANT FUNDING FOR THE HEIGHTS ON BEHALF OF HABITAT HEIGHTS, LLC**

Motion was made by Commissioner Slaven to approve Resolution No. 4860, which was reviewed by the Credit Committee and recommended for approval by the Board. The motion was seconded by Commissioner Yang.

Commissioner Johnson asked Ms. Coyle and Ms. Kirkevold to provide an update on Habitat for Humanity's ("Habitat") progress on its residential development activities at The Heights, including its construction progress, financing, future development phases, and the purpose of the funding request.

Ms. Coyle reported that Phase I, consisting of 74 units, is nearing completion and that sales have progressed well, with approximately half of the homes sold or under contract. She explained that the current funding request would support site preparation and infrastructure work for Phase II, including development of Block 5, where up to 28 additional homes are planned.

Commissioner Johnson asked about project costs, funding secured to date, and the project's capital stack. Ms. Kirkevold noted that private funding has been secured and that several public funding requests remain pending. Commissioner Johnson acknowledged the competitive nature of the funding process, expressed support for the project, and emphasized the importance of providing financing information to the Board when considering future funding requests. She also commended Habitat for its ongoing work at The Heights and its recent community open house.

The motion was submitted to a vote and carried unanimously.

RESOLUTION NO. 4861

AUTHORIZATION TO APPLY FOR AND ACCEPT FUNDING FROM THE FEDERAL HIGHWAY ADMINISTRATION PROTECT COMPETITIVE GRANT PROGRAM FOR THE SOUTHPORT TERMINAL MULTIMODAL FREIGHT RESILIENCE AND MARINE INFRASTRUCTURE IMPROVEMENT PROJECT

Motion was made by Commissioner Slaven to approve Resolution No. 4861, which was reviewed by the Credit Committee and recommended for approval by the Board. The motion was seconded by Commissioner Marshall and carried unanimously.

SUCH OTHER BUSINESS THAT MAY COME BEFORE THE BOARD

Mr. Hurley reminded the Board that the Annual Board Meeting will be held in October, at which time the Election of Officers will take place. He also informed the Board that Commissioner Yang will be out on parental leave beginning in October 2026 through January 2027. Saint Paul City Council President Noecker has been appointed to be her proxy and will be attending Board meetings on her behalf during this time.

SAINT PAUL PORT AUTHORITY 2026 WORK PLAN UPDATE

Mr. Hurley provided the Board with a comprehensive mid-year update on the 2026 Work Plan, highlighting the Port Authority's significant accomplishments and progress on major initiatives. He reported continued momentum at The Heights, including completion of most public infrastructure, ongoing housing development, and upcoming industrial and multifamily housing projects. Mr. Hurley also highlighted the completion of demolition at the 245 Maryland Avenue site, approval of the St. Joseph's Hospital TIF District, substantial investments in river infrastructure, and

continued efforts related to Treasure Island Center, MinnPACE, TrillionBTU, and the Capital Area Grant Program, noting several recent accomplishments and funding successes. Looking ahead, he discussed key priorities for the remainder of the year, including industrial land sales, community engagement efforts, grant administration, strategic planning initiatives, fulfillment of project obligations, and ongoing business development activities.

At the request of Commissioner Johnson, Mr. Hurley provided a detailed overview of tax increment financing (“TIF”), including the purpose and function of TIF districts, the process for early decertification, and the Port Authority’s practice of closing TIF districts once redevelopment objectives have been achieved and all eligible expenses have been paid. He explained that the proposed early decertification of several TIF districts would return approximately \$66 million in tax base to the City and other taxing jurisdictions while also allowing for the distribution of any excess tax increment revenues. Board members discussed the importance of TIF as an economic development tool, noting its role in facilitating redevelopment, transforming underutilized properties, and returning revitalized properties to the tax rolls. The Board also commended staff for their accomplishments and the substantial volume of work being advanced across the organization.

There being no further business, the meeting was adjourned at 3:01 p.m.

By: _____

Its: _____