

General Obligation Bonding Bills  
 Senate Transportation Committee Meeting  
 3/13/2006

<u>Bill No.</u>	<u>Author</u>	<u>Description</u>	<u>Amount requested</u>	<u>Notes</u>
2296	METZEN	Bonding for St Paul Robert Street corridor transit way environmental studies and design	2,000,000	Funds appropriated to Met Council
2338	GERLACH	Bonding for Cedar Avenue transit way corridor improvements, from Apple Valley/Lakeville to Mall of America	5,000,000	
2431	WERGIN	Bonding for state match of cost of Morrison County Soo Line Recreational Trail park and ride lot construction	101,000	
2537	DAY	Bonding for Faribault local road improvements	1,800,000	At least equal amount must be committed from nonstate sources.
2762	SAMS	Bonding for Staples highway overpass over US highway #10 and Burlington Northern Santa Fe Railroad tracks	700,000	At least equal amount must be committed from nonstate sources.
2783	CLARK	Bonding for St Cloud regional airport land acquisition	2,000,000	At least equal amount must be committed from nonstate sources.
2846	BETZOLD	Bonding for Northstar commuter rail line and extension construction	60,000,000	Contingent on full-finding grant agreement with FTA
2863	DILLE	Bonding for McLeod County railroad authority public improvements	700,000	Funds sufficient to complete project must be committed from nonstate sources
3034	METZEN	Bonding for Washington County Mississippi River bridge demolition	1,500,000	
XXXX	STUMPF	Bonding for Mn/DOT's Roseau radio tower		

\*All listed are appropriated to Commissioner of Transportation unless otherwise indicated.

\*\*\*Trunk Highway Bonds:

2395	REITER	Bonding for Anoka County highway interchange construction	2,860,000	Funds appropriated from trunk highway fund
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(A)

Senators Metzen, Marko, Pappas, Pariseau and Senjem introduced--  
S.F. No. 2296: Referred to the Committee on Finance.

1 A bill for an act

2 relating to transportation; appropriating money and  
3 authorizing bonds for the Robert Street Corridor  
4 Transit Way study and design.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

6 Section 1. [APPROPRIATION; ROBERT STREET CORRIDOR TRANSIT  
7 WAY.]

8 Subdivision 1. [APPROPRIATION.] \$2,000,000 is appropriated  
9 from the bond proceeds fund to the Metropolitan Council for  
10 environmental studies, predesign, and design for possible bus  
11 and light rail transit lanes and transit station locations on  
12 the Robert Street Corridor Transit Way along Robert Street from  
13 within the city of St. Paul to the intersection of Robert Street  
14 with marked Interstate Highway 494, continuing east on marked  
15 Interstate Highway 494 to U.S. 52, then south on U.S. 52 to the  
16 intersection of U.S. 52 with marked Trunk Highway 55, in the  
17 city of Inver Grove Heights.

18 Subd. 2. [BOND SALE.] To provide the money appropriated in  
19 this section from the bond proceeds fund, the commissioner of  
20 finance shall sell and issue bonds of the state in an amount up  
21 to \$2,000,000 in the manner, upon the terms, and with the effect  
22 prescribed by Minnesota Statutes, sections 16A.631 to 16A.675,  
23 and the Minnesota Constitution, article XI, sections 4 to 7.

1.1 Senator ..... moves to amend S.F. No. 2296 as follows:

1.2 Delete everything after the enacting clause and insert:

1.3 "Section 1. APPROPRIATION; ROBERT STREET CORRIDOR TRANSIT  
1.4 WAY.

1.5 Subdivision 1. Appropriation. \$2,000,000 is appropriated from the bond proceeds  
1.6 fund to the Metropolitan Council for a feasibility study and alternatives analysis for  
1.7 possible bus improvements, bus rapid transit, or light rail transit in the Robert Street  
1.8 Corridor Transit Way along a corridor on or parallel to U.S. Highway 52 and Robert Street  
1.9 from within the city of St. Paul to Dakota County Road 42 in Rosemount.

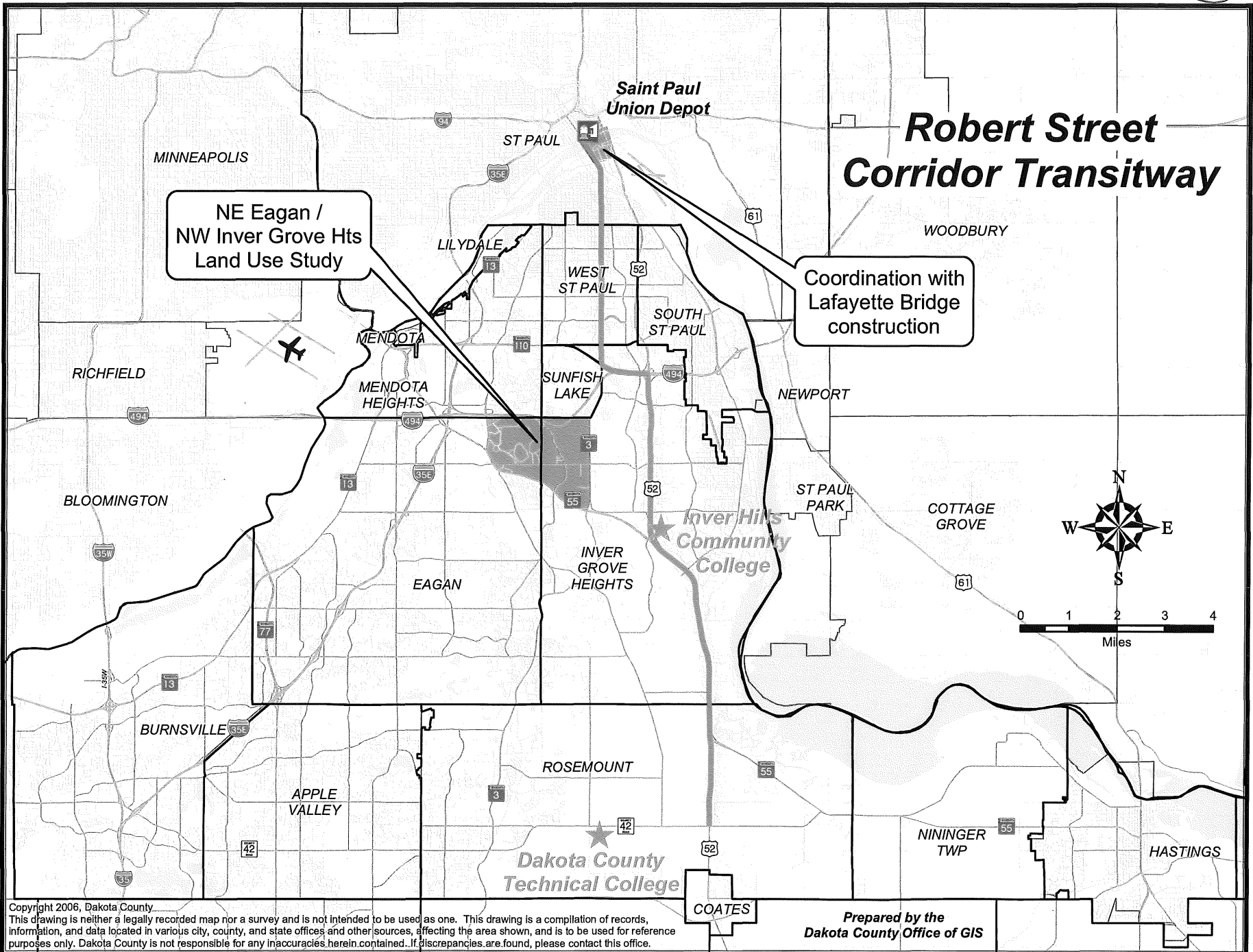
1.10 Subd. 2. Bond sale. To provide the money appropriated in this section from the  
1.11 bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in  
1.12 an amount up to \$2,000,000 in the manner, upon the terms, and with the effect prescribed  
1.13 by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution,  
1.14 article XI, sections 4 to 7."

8

# Robert Street Corridor Transitway

NE Egan / NW Inver Grove Hts Land Use Study

Coordination with Lafayette Bridge construction



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 This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices and other sources, affecting the area shown, and is to be used for reference purposes only. Dakota County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact this office.

COATES  
 Prepared by the  
 Dakota County Office of GIS



# Robert Street Corridor Transitway

## Study Area and Demographics

The Robert Street Corridor Transitway study area extends from the Union Station Multimodal Transit Hub in Saint Paul approximately 14 miles south to Dakota County Road 42 in Rosemount. The corridor includes the cities of Saint Paul, West Saint Paul, Lilydale, South Saint Paul, Mendota, Mendota Heights, Sunfish Lake, Inver Grove Heights, Rosemount, and Eagan.

- The population of the transitway corridor is slightly less than one-half that of Dakota County (109,700).
- The Met Council forecasts population in the area to grow by approximately 33 percent (35,870) by 2030.
- The Met Council projects employment to increase by approximately 42 percent (17,400) by 2030.

## Traffic Issues

The current average weekday corridor traffic flow at the Mississippi River is 129,000 ADT.

- Mn/DOT forecasts that congestion will increase in the corridor to the extent that it will be a **significant daily occurrence** on TH 52, TH 149, TH 3, and TH 55.
- MnDOT plans no expansion on these highways.

In February 1990, the Regional Transit Board adopted a Light Rail Transit Development and Financial Plan for the Metropolitan Area.

- The plan included a light rail transit line from downtown St. Paul to Trunk Highway 55 in Inver Grove Heights in Dakota County.
- It ranked sufficiently high to be included in Phase I of the Regional Transit Board Plan.

# Robert Street Corridor Transitway

## Planning and Study Elements

**Feasibility Study** - The purpose is to determine if there is sufficient feasibility to proceed with the next phase of project development in the corridor. The assessment will address travel and physical characteristics of the corridor including land use impacts, environmental impacts, and transitway market analysis and include a public participation process.

Outcome: Completed study will provide enough information to make a decision for inclusion in the Met Council's *2030 Transit System Plan*.

Study timeframe: 6-12 months

Estimated study cost: \$500,000 to \$1,000,000

**Alternatives Analysis – Scoping Study** - The purpose is to identify and evaluate the alternatives that will address the transportation problems, needs and opportunities in the Robert Street Corridor study area.

The alternatives analysis will identify corridor alignment issues and mass transit technology options that are appropriate for the area and include an extensive public involvement process.

Outcome: The work will meet the local, regional, state and federal planning requirements necessary for inclusion in system plans and/or subsequent project development.

Study timeframe: 12-18 months

Estimated study cost: \$750,000 - \$1,500,000

# **Robert Street Corridor Transitway**

## **Study Goals**

Improve transit service and maximize ridership by reducing travel time, and providing a high quality service.

Improve cost-effectiveness of transit with an appropriate type of service operating in the corridor.

Improve access to transit service for transit dependent persons and create access to jobs through reverse commute opportunities.

Lessen the demand for expansion of the road system by providing a sensible, coordinated public transit option.

## **Broad Based Support**

County and local governments, the business community, environmental and transit interests, and educational institutions along the corridor have identified their support for the proposed study. They include:

**Dakota County Regional Railroad Authority**  
**West Saint Paul**  
**Rosemount**  
**North Dakota County Chambers of Commerce**  
**Dakota Tech Faculty Shared Governance Council**  
**Transit For Livable Communities**

**Ramsey County Regional Railroad Authority**  
**Mendota Heights**  
**Sunfish Lake**  
**Inver Hills Community College**  
**University of Minnesota - UMore Park**  
**Sierra Club Northstar Chapter**



S.F. No. 3034, as introduced - 84th Legislative Session (2005-2006) Posted on Mar 13, 2006

- 1.1 A bill for an act
- 1.2 relating to capital improvements; appropriating money for demolition of a bridge
- 1.3 over the Mississippi River in Washington County; authorizing the sale and
- 1.4 issuance of state bonds.
- 1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 1.6 Section 1. **APPROPRIATION.**
- 1.7 \$1,500,000 is appropriated from the bond proceeds fund to the commissioner of
- 1.8 transportation for a grant to Washington County to demolish and remove the east approach
- 1.9 and swing span of the former JAR, Inc. toll bridge located over the Mississippi River
- 1.10 between Inver Grove Heights in Dakota County and St. Paul Park in Washington County.
- 1.11 Sec. 2. **BOND SALE.**
- 1.12 To provide the money appropriated in section 1 from the bond proceeds fund,
- 1.13 the commissioner of finance shall sell and issue bonds of the state in an amount up to
- 1.14 \$1,500,000 in the manner, upon the terms, and with the effect prescribed by Minnesota
- 1.15 Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI,
- 1.16 sections 4 to 7.
- 1.17 Sec. 3. **EFFECTIVE DATE.**
- 1.18 Sections 1 and 2 are effective the day following final enactment.

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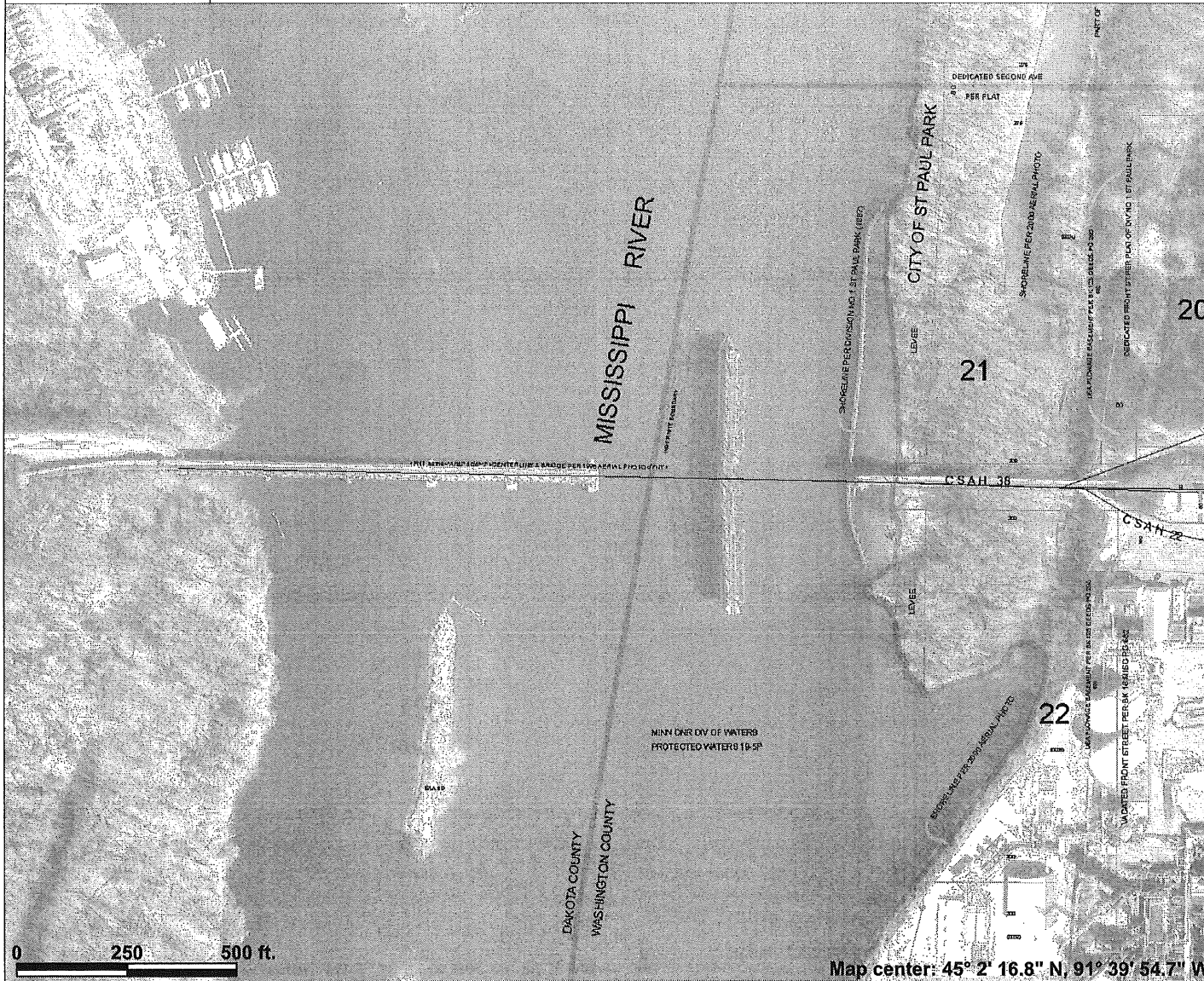
Please direct all comments concerning issues or legislation  
to your House Member or State Senator.

For Legislative Staff or for directions to the Capitol, visit the Contact Us page.

General questions or comments.

C

# JAR Bridge 2



## Legend

- Parcel Centers
- Easements
- Parcel Lines**
- <all other values>
- DXF\_LAYER**
- Building Lines
- Described Lot Line
- Described Lot Line Extension
- SURVEYLINE
- Taxable Lot Line
- Parcel Ties
- leader
- Road Centerlines
- Right of Ways
- Subdivision
- 2ft contours from 2000**
- ELEVATION**
- 633.273 - 768.266
- 768.266 - 858.397
- 858.399 - 922.499
- 922.700 - 982.321
- 982.322 - 1200.000
- Water**
- Layer**
- CODITCH
- CREEKLI
- LAKELI
- MEANDRLI
- OLDSHORE
- RIVERLI
- WATR
- WETLAND
- parcels
- lakes
- Quarter Quarter Sections
- Sections
- Municipal Boundaries

0 250 500 ft.

Map center: 45° 2' 16.8" N, 91° 39' 54.7" W



Scale: 1:4,211

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.



Senators Betzold; Johnson, D.E.; Foley; Jungbauer and Wergin introduced—  
S.F. No. 2846: Referred to the Committee on Finance.

1.1 A bill for an act  
1.2 relating to capital improvements; appropriating money for Northstar Commuter  
1.3 Rail and light rail transit; authorizing the sale and issuance of state bonds.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. APPROPRIATION.

1.6 \$60,000,000 is appropriated from the bond proceeds fund to construct, furnish, and  
1.7 equip the Northstar Commuter Rail line and to construct, furnish, and equip the extension  
1.8 of the light rail transit line.

1.9 This appropriation is contingent upon execution of the full-funding grant agreement  
1.10 with the Federal Transit Administration for the Northstar Commuter Rail Project.

1.11 Sec. 2. BOND SALE.

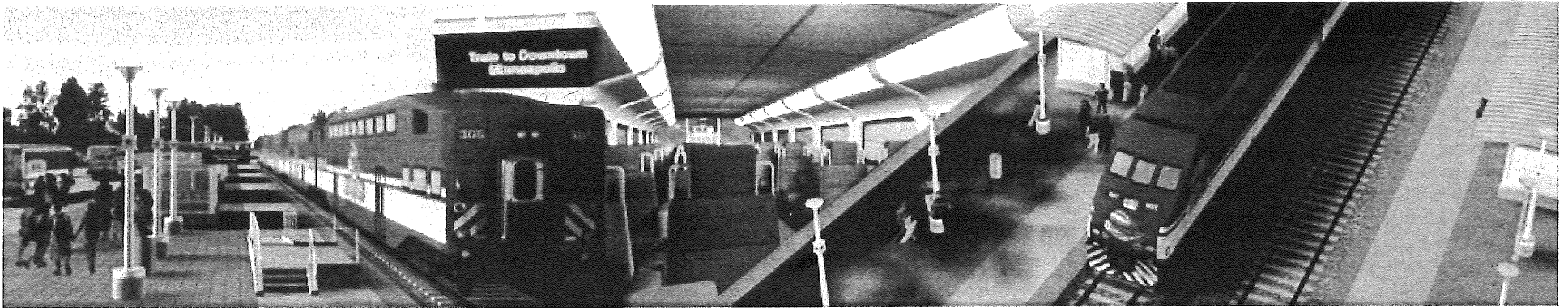
1.12 To provide the money appropriated in section 1 from the bond proceeds fund,  
1.13 the commissioner of finance shall sell and issue bonds of the state in an amount up to  
1.14 \$60,000,000 in the manner, upon the terms, and with the effect prescribed by Minnesota  
1.15 Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI,  
1.16 sections 4 to 7.

1.17 Sec. 3. EFFECTIVE DATE.

1.18 Sections 1 and 2 are effective the day following final enactment.



D



# Northstar Corridor Rail Project

Senate Transportation Division

March 13, 2006

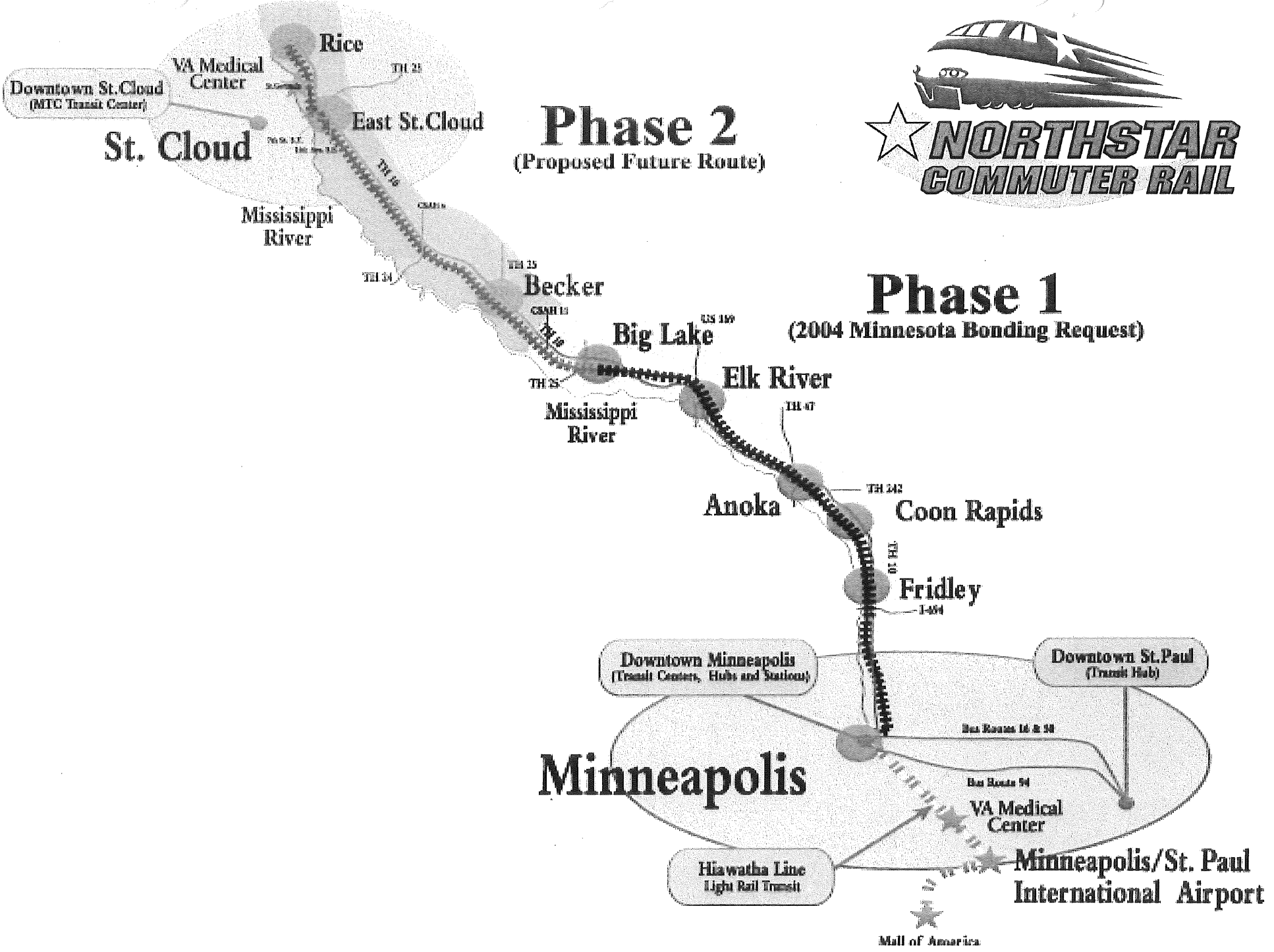


# Phase 2 (Proposed Future Route)



# Phase 1 (2004 Minnesota Bonding Request)

# Minneapolis



Downtown Minneapolis  
(Transit Centers, Hubs and Stations)

Downtown St. Paul  
(Transit Hub)

Hiawatha Line  
Light Rail Transit

Minneapolis/St. Paul  
International Airport

Mall of America

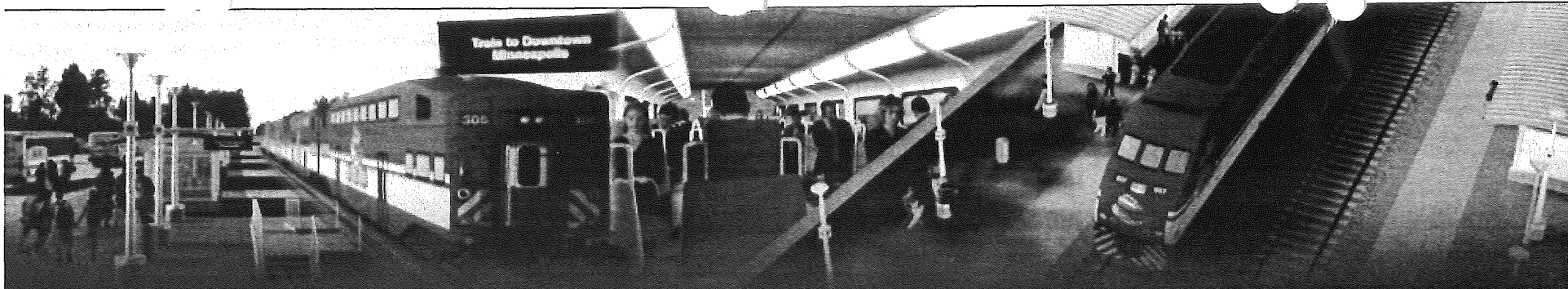




# 2005 Project Milestones

- Preliminary Engineering 60% design complete
- Preliminary Engineering validation complete
- Value Engineering complete
- Peer Review Complete
- Legislative approval of \$37.5M State bonds

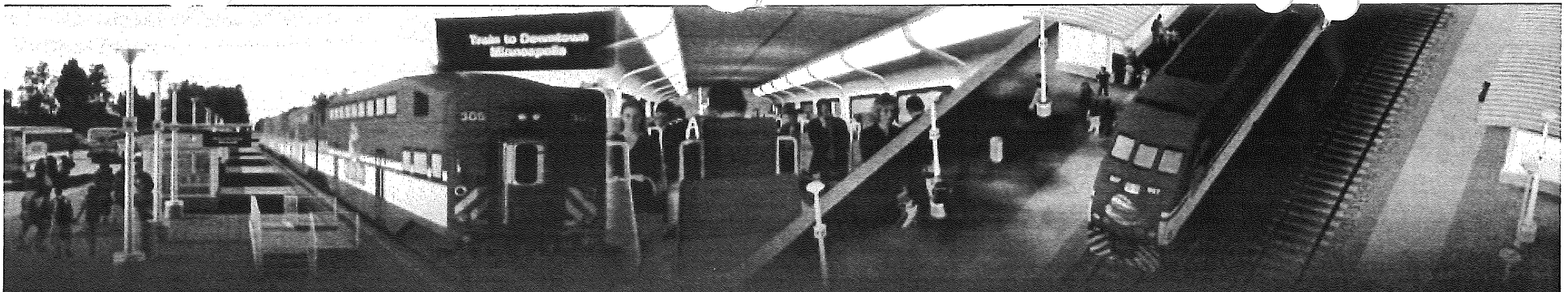




# 2006 FTA New Starts Report

- Medium Finance Rating
- Medium Project Justification Rating
- Medium Overall Rating
- Enter Final Design by Sept 30, 2006

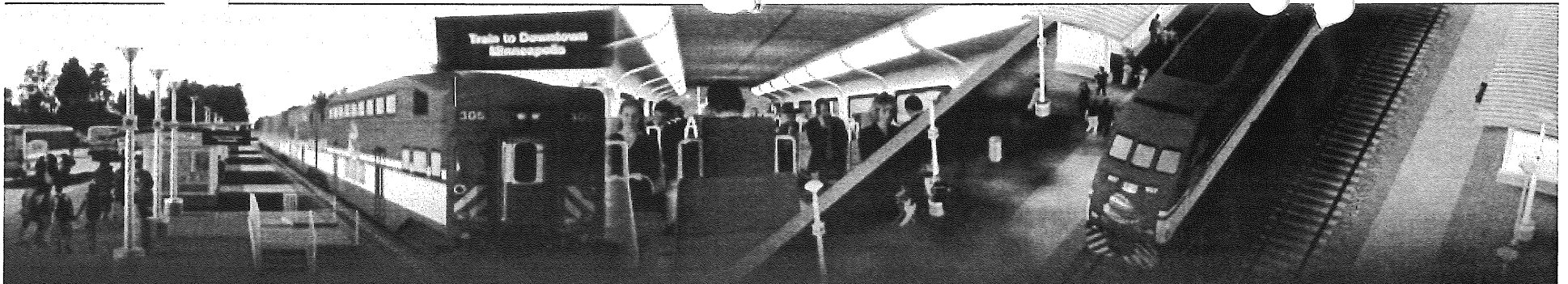




## 2006 Project Milestones

- FTA approval to enter Final Design
- Legislative approval of \$60M state bonds
- Complete Final Design of project
- FTA recommendation to Congress for construction funding agreement (Full Funding Grant Agreement)

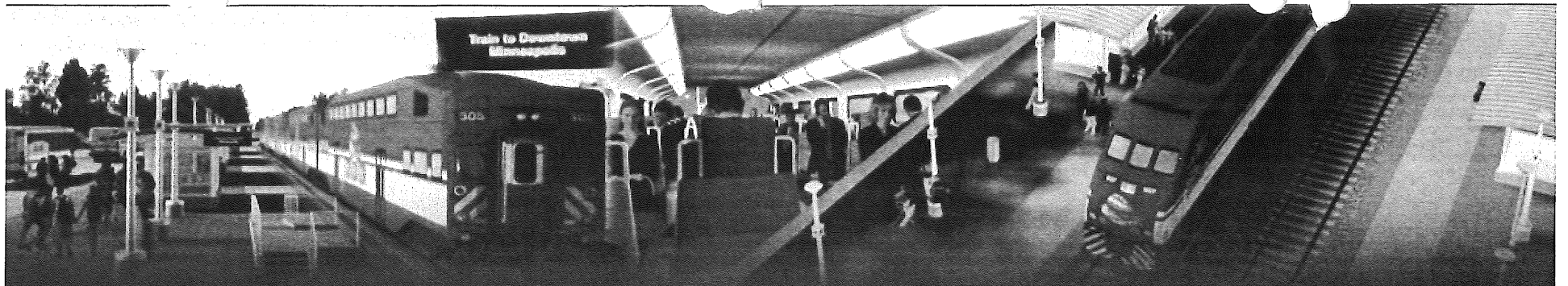




# 2006 Northstar Bonding Request

- FTA share now capped upon entry into Final Design
  - Added contingency, higher inflation rate
  - Maximize Federal share to project
- Request approval for \$60M bonds
  - Combined with 2005 bonding, provides all State funds needed to design, construct, and equip Northstar





# FTA Requirements for Full Funding Grant Agreement

- ADA Compliance
- Executed agreements with BNSF
- Maintain adequate New Starts rating

1.1 A bill for an act  
 1.2 relating to transportation; authorizing sale of trunk highway bonds for the  
 1.3 Department of Transportation radio tower in Roseau County; appropriating  
 1.4 money.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. DEPARTMENT OF TRANSPORTATION RADIO TOWER.

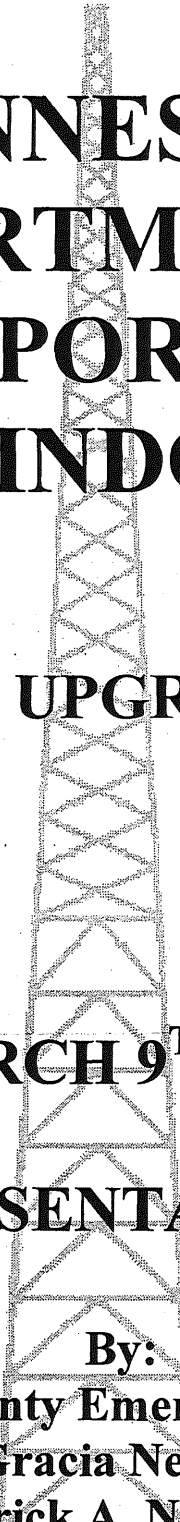
1.7 Subdivision 1. Appropriation. \$380,000 is appropriated to the commissioner of  
 1.8 transportation from the trunk highway bond proceeds account to design and construct a  
 1.9 new radio tower in Roseau County. This appropriation is available until expended.

1.10 Subd. 2. Bond sale. To provide the money appropriated by subdivision 1 from the  
 1.11 bond proceeds account in the trunk highway fund, the commissioner of finance shall sell  
 1.12 and issue bonds of the state in an amount up to \$380,000 in the manner, upon the terms,  
 1.13 and with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by  
 1.14 the Minnesota Constitution, article XIV, section 11.

1.15 Sec. 2. EFFECTIVE DATE.

1.16 Section 1 is effective the day following final enactment.

(E)



**MINNESOTA  
DEPARTMENT OF  
TRANSPORTATION  
MNDOT**

**6 GHZ TOWER UPGRADE PROPOSAL**

**MARCH 9<sup>TH</sup> 2006**

**PRESENTATION**

**By:**

**Roseau County Emergency Services  
Gracia Nelson  
Patrick A. Novacek**

## **Executive Summary**

### **Current State Actions**

State of Minnesota currently is in the process of upgrading the present 2 GHZ microwave links from Roosevelt to Thief River Falls with towers in between located at Middle River and Malung.

The upgrade is changing the frequency of the microwave from the 2 GHZ to 6 GHZ microwave. Because of the increased frequency, the state is required to add several links to the system to insure a reliable link. One tower was added in the Greenbush area, this tower is about 330 feet tall. A second tower is planned for the south of Warroad and is also planned at about 330 feet in height.

The current plan is to continue to use the Malung tower which is currently owned by Minnkota Power Cooperative. This current tower is has maximum loading at this point in time so no further antennas can be placed on the Minnkota tower. The new link would then go from Roosevelt to Warroad to Malung to Greenbush and then to both Middle River and Lake Bronson.

### **Current County Actions**

Currently Roseau County is in the progress of upgrading their present VHF radio system. There continues to be an issue with mobile and portable coverage's outside the City of Roseau area. All units are able to hear the talk-out from the dispatch but can not talk-in to the dispatch with portables and in some of the areas mobile units. One phase of the upgrade with funding permitting is to eliminate this issue by placing remote receivers on the four channels; EMS, Fire, Law Enforcement and state-wide emergency. Two remote sites are presently viewed as best practices which are about in the same area as the two new towers MNDOT is currently installing, the Greenbush Site and Warroad Site. The need exists also for the county to have microwave links to both of the towers from Roseau to transport the audio from each receiver back to the Dispatch to allow for best audio to be routed to the dispatcher. Further enhancements include upgrading transmitters in Greenbush and Warroad on other sites then the state towers.

### **Current National Weather Service**

Currently the national weather service is unable to provide a signal to meet minimum strengths in the central Roseau County. Emergency alerting both the EAS and SAME are unable to be usable to the county residents. The weather service has proposed an additional transmitter in the Roseau area if a tower location can be secured allowing for the antenna at 300 plus feet and a building to hold the electronics. All electronics, service and upkeep for their equipment will be done by them.

### **Proposed Change and Summary**

Roseau County has proposed to request the state to fund an additional tower with the height of 330 feet and locate it in the City of Roseau at the MNDOT truck garage. Further allow access for Roseau County to use two T1 microwave circuits from Roseau to Greenbush and two circuits to Warroad tower renting the same. Further to allow for a rack to house four Auxiliary receivers and associate equipment including T1 to analog unit. Along with this proposal is to allow the National Weather service access at or about the 300 foot level for a transmitter on the Weather/Same and EAS channels for broadcast. If the change of the tower site to Roseau is not feasible to construct the tower in the same area as the existing Malung Minnkota tower and allow space for a County provided microwave link from Roseau to the tower. All of the proposals are consistent with future communication plans of the state as well as local and provides for increased interoperability for all emergency responders in the Roseau area. There are costs savings along with interagency gains for all involved in this joint venture.



## State of Minnesota MNDOT Tower Upgrade Proposal

### **Project Overview & Background**

State of Minnesota has been upgrading the microwave links in NW Minnesota including links that are located in Roseau County. The current microwave links are in the 2 GHz band and has experienced increased interference on this band. Because of that an ongoing project is to upgrade all the links to a 6 GHz band. Because of the increase in frequency existing distances between towers do not work for the new band. This has required additional towers to be purchased and installed. The links involving Roseau County is the Roosevelt tower to Malung tower owned by Minnkota, and then one link goes to Lake Bronson Tower and the other to Middle River and on to Thief River Falls.

One new tower has been constructed east of Greenbush and had the height of 330 feet. This tower reduced the distance of the link from Malung to Middle River and Lake Bronson. The new link will travel from Malung to Greenbush and branch from the new tower to Lake Bronson and Middle River. A second new tower is planned to finish out the link from Malung to Roosevelt by placing the tower south of Warroad west of county road 5.

Roseau County is currently upgrading its current VHF radio system with additional needs to improve on talk in from each end of the county for all emergency services including EMS, Fire and law enforcement. The currently plan funding permitting is to add remote receivers at each end of the county to relay the transmissions from portables and mobiles back to the dispatch located in City of Roseau. To allow this to work there needs to have the receivers' antenna on each end of the county with the antenna placed on the towers 200 foot level or better. Because of the need for a minimum of four audio paths at any given time the need for microwave links and towers to each end of the county is needed. Further a voter that automatically selects the best quality audio from the mobile units and then sends it to the Dispatcher to hear.

Duplication of microwaves and towers is a waste to the Minnesota and Roseau County taxpayers. Availability of microwave increases the opportunities for the county to add county-wide intranet service between law enforcement agencies on all levels of government. Additional capabilities would include remote dispatch consoles connected to a central electronics bank in Roseau at each end of the county for redundancy. Currently on a microwave link it takes five circuits out of 24 circuits on 1 T1 line. The second T1 line to each end of the county would be for the intranet network.

To meet the counties requirements two T1 lines would be needed to each end of the county along with space for remote receivers and short hop microwave links to Greenbush and Warroad.

National Weather Service for several years have attempted to locate a tower to place a transmitter at for increase coverage of the weather SAME notification system along with the capabilities of sending out Emergency Alerting System (EAS) messages including AMBER alerts, local, state and federal emergency notifications such as flooding, evacuations, 911 outages to name a few. As of today, the National Weather Service has been unable to locate a tower in the Roseau area for the transmitter. Central Roseau County is one of the few populated areas with high risks that do not have any coverage by the weather or EAS systems. The national weather service would also need space for the electronics at the base of the tower.

### **Proposal by Roseau County**

History has shown that State of Minnesota does not normally use local government owned towers for their communication links. Reduce costs to the taxpayers of Minnesota and Roseau County, this proposal is to move the microwave link from the Malung site to the MNDOT truck garage located in the city of Roseau.

## State of Minnesota MNDOT Tower Upgrade Proposal

In communications with members from the state some concern in the past was issues raised by communities having towers placed within the city limits. City of Roseau zoning permits towers to be placed on land zoned public without any added use permits. Currently the MNDOT truck garage is owned by the state of Minnesota but was never rezoned to public. This would not be an issue at this point.

Gains could be had by all parties including the state of Minnesota with this proposal. The only current issue or obstruction is funding the actual tower and having the State of Minnesota to agree to change the links to Roseau. The other issue that may occur would be the obstructions due to the direct line of site between Roseau to Warroad and from Roseau to Greenbush. The only possible obstruction to Greenbush would be the Badger water tower with the link to Warroad being the elevators located in Roseau affecting the microwave. If this is the only issue, then as a second option is to place the tower at Malung in the same general area as the current Minnkota tower. Some of the gains would be lost due to increase cost of another link for the county and loss of the state not having the Truck garage directly tied into the microwave links.

### **Savings and benefits to the State:**

- State would gain by having a tower they own located at Roseau MNDOT garage.
- Communications and Data access onto the microwave for use by MNDOT and State Troopers in the Roseau MNDOT Truck garage
- Reduce changes of the 6 GHZ links down the road if funding to change would be needed by the state.
- Elimination of rework and reallocation of resources.
- Reduced cost of installing towers both Warroad and Roseau could use the same crane service by making the change now.
- Install tower consistent with ARMER and future radio communications under state plans

### **Savings and benefits to the County:**

- Gain access to microwave reducing costs of duplication of tower and microwave systems.
- Improved emergency communications for local, state and federal agencies
- Approved and installed towers to meet future needs of communication upgrades including ARMER and or Digital P25 systems.
- Shared resources eliminating duplication of ongoing maintenance cost and replacement of equipment.
- Make available data links to all of Roseau County
- Allow for remote operations of 911 Dispatch and radio communications from remote sites such as the Warroad EOC during time of natural or manmade disasters.
- Allow for County Access to sending out EAS emergency community warnings to all citizens of Roseau County.

### **Savings and benefits to the National Weather Service of Grand Forks**

- Eliminates the gap in central populated areas of Roseau County
- Allows for emergency broadcasts of Weather/SAME and EAS message to the community members
- Creates a stable backbone of EAS Transmitters along the whole international border with in the Grand Forks assigned area for Homeland Security.

## State of Minnesota MNDOT Tower Upgrade Proposal

### **Conclusion:**

This proposal would be a great improvement for all involved federal weather service Minnesota State agencies and the citizens in and around Roseau County. Best practices include the elimination of waste by duplication of equipment, elimination of delays in responses to natural, manmade or issues of Homeland Security.

Interoperability is always on the front burner when communications is involved. This proposal not only would meet current needs but put towers in place to meet the future needs under the ARMER and other State communications plans. Improved communications will reduce risks not only to emergency personnel but, reduce delays and loss of life and property within Roseau County.

Due to physical obstructions for the Microwave link to be placed into Roseau, there would be continued benefits in the increase tower capacity and height if it needs to be located in the Malung area.

Nothing in this plan causes a waste during upgrading the communications to the Minnesota State plan. Today we have a chance to improve critical communications in and around Roseau County at a greatly reduced costs overall.

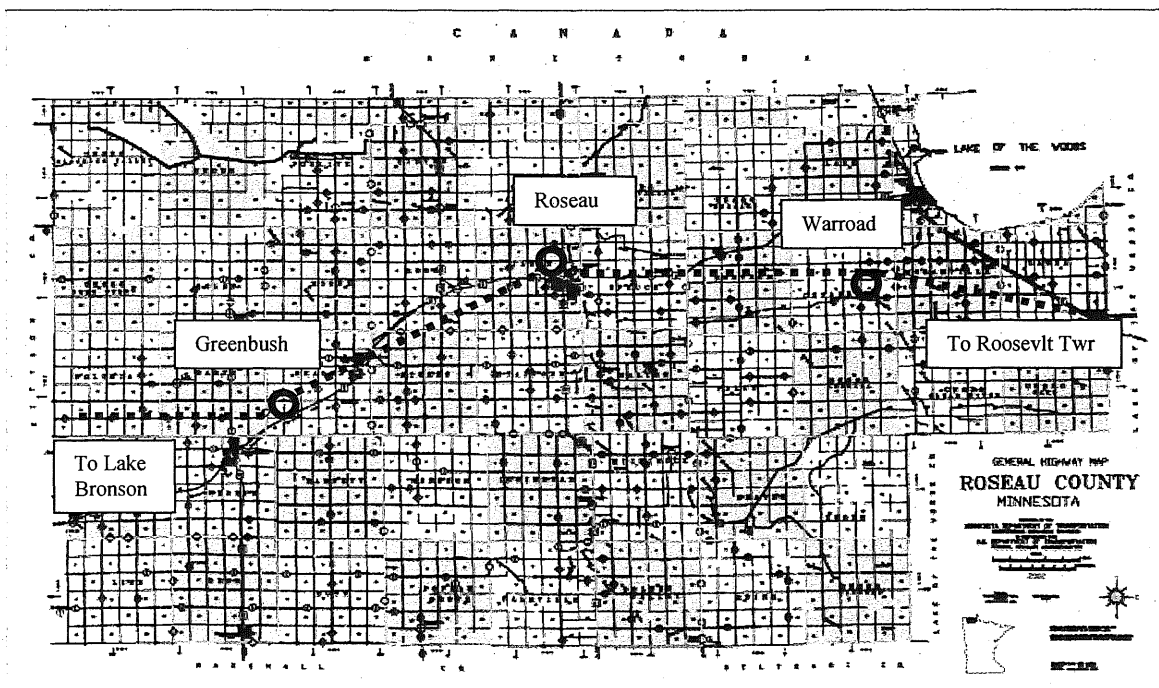
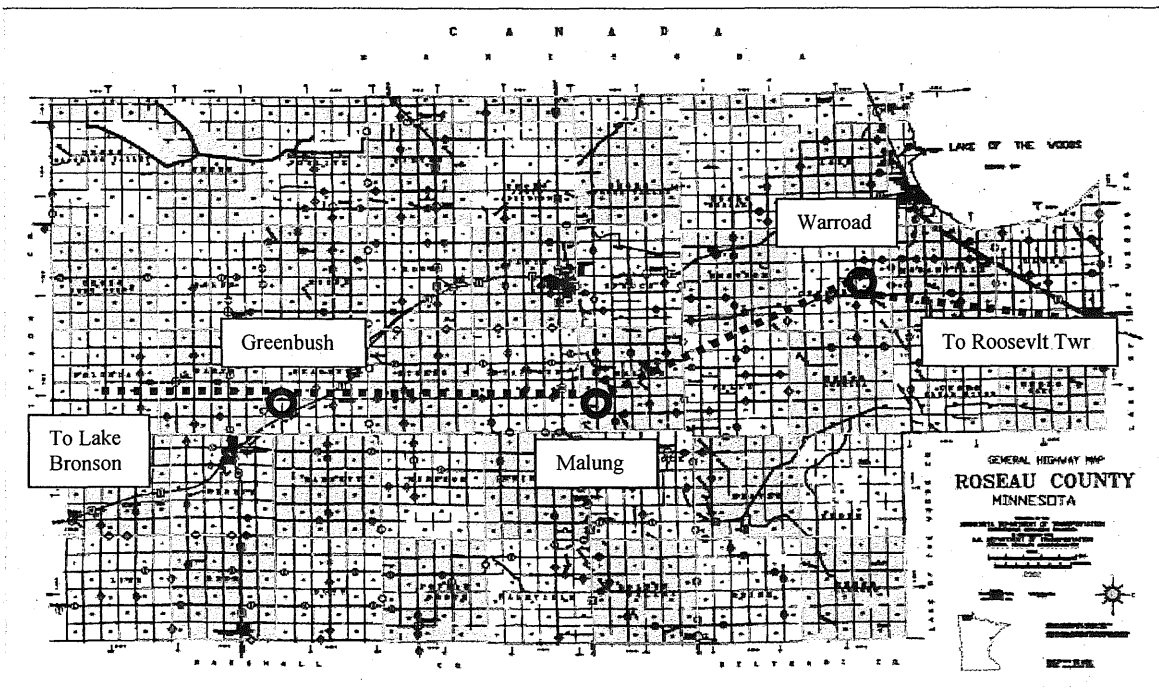
### **Appendices:**

First a page with two small maps showing the current plan for the State Microwave and the option of a tower located at Roseau. A second page shows the current coverage map of the weather service radio system with the second map showing the filled in coverage from a transmitter located either at Roseau or Malung areas.

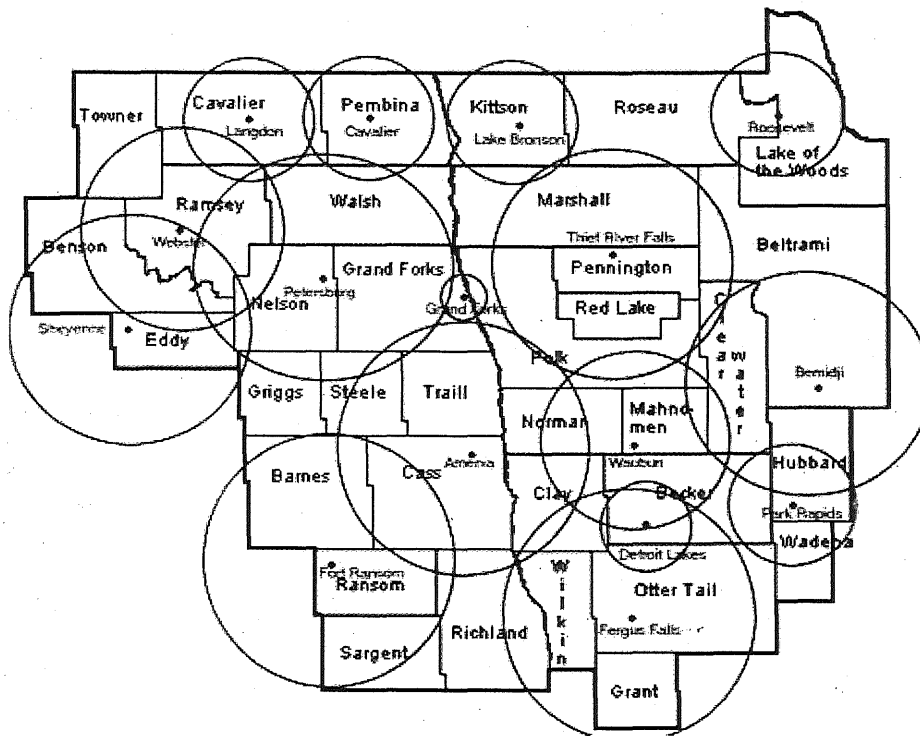
Several pages that show some of the equipment Roseau County will use to meet the greatly improve. Several items include, receivers, multicoupler for the receivers to one antenna Channel bank options for splitting of the T1 lines, the voter that would be located at Roseau county Dispatch.

A second page shows a TFT EAS encoder Decoder along with receivers for the unit. This would allow Roseau County to sent EAS emergency messages to citizens of Roseau County. Another picture shows an EAS receiver, hospitals, factories and schools would have to receive the emergency broadcasts. The last unit is a Character generator that works with the TFT EAS encoder to translate and put out the emergency broadcasts on all cable services as well as the county translator TV channels.

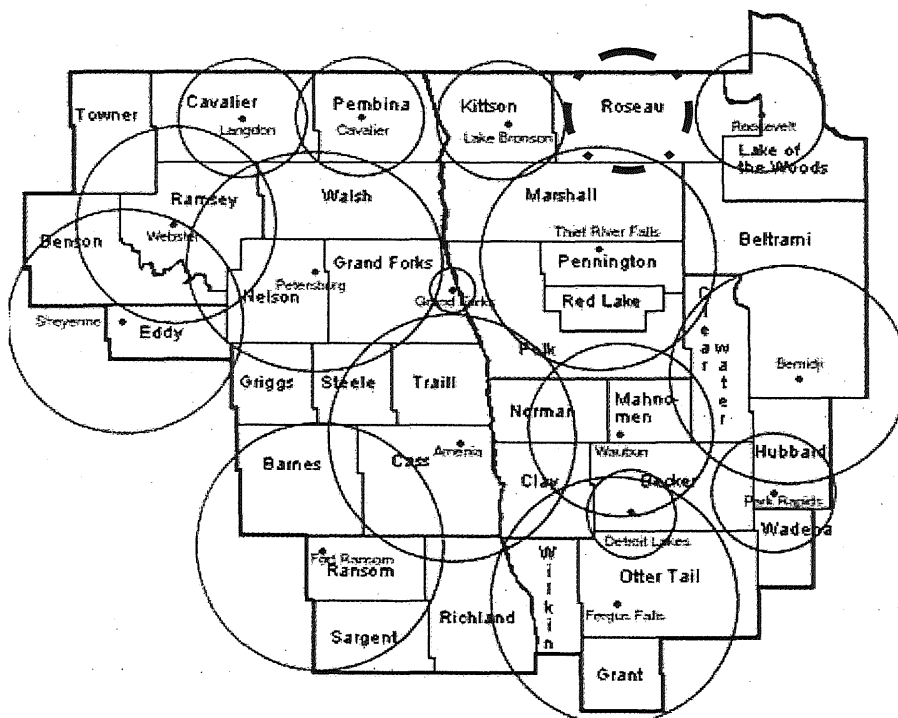
Below Shows the current proposed configuration for the new State 6 GHZ Microwave links located in Roseau County.



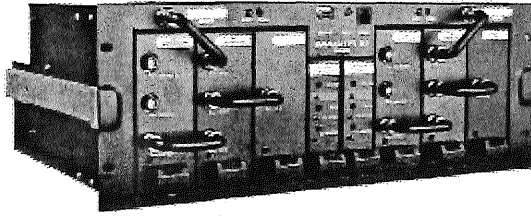
The above map shows the possible option change with an additional Tower located at the MDOT Truck Building located in the City of Roseau.



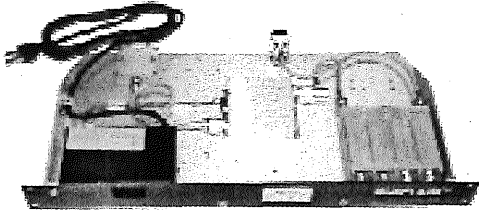
Above Map show current coverage and placement of National Weather Service Transmitters areas as they are today. (Copied from Grand Forks National Weather Service Web site.



Above map shows (In Blue with dot-Dash line) coverage with a new transmitter located in the City of Roseau on a three hundred foot tower. The signal from the Transmitter will go outside the blue primary coverage area at a reduced strength that may require an external antenna on EAS/SAME receivers.



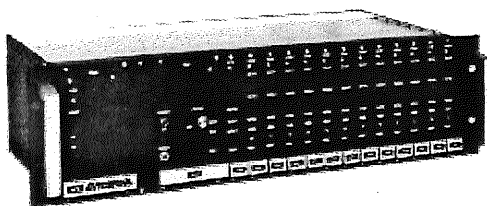
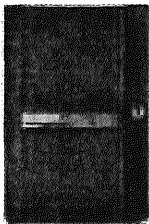
Two units pictured on the left would be installed at each remote site Greenbush and Warroad allowing for four (4) Receive channels with the audio and pilot tone to backhaul on the Microwave . All would be transported back to Roseau Dispatch to allowing the voting to take place giving clear talk back of EMS, Fire, Law Enforcement and State and federal units talking on the local channels.



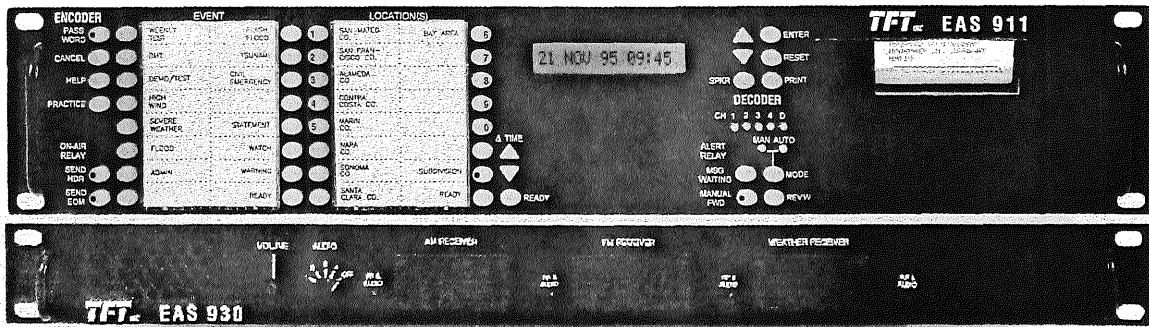
The unit a four channel Multicoupler and amp on the left. It is required to multicouple the four above receivers to the one antenna and coax to be located on the tower at about 200 feet.



The next two units are both channel banks that convert the T1 off of the microwave to 24 channels. Both the premisys and the Newbridge are capable of drop and adding channels on the microwave links.



The unit on the left is a Voter that will compare the audio quality of each receiver at three locations on the same channel and vote on the best quality receive of the unit that is attempting to talk back to the dispatch. The best audio will then be sent to the dispatch console.



Above unit is a encoder/decoder for Emergency Alert System (EAS) allowing a local unit of government such as Roseau County to send out emergency messages to the general public over the EAS National system.



The unit to the right is a EAS/ SAME receiver available to monitor the EAS system and in times of emergency to receive emergency alerts direct from Federal, National Weather Service, State or local government units. Such as notification of 911 outages, natural disasters, hazardous material responses or homeland security issues.



Above unit is a text generator that allows the local government to interrupt cable and local translator TV changes during an emergency alert. This works with the EAS encoder to automatically display any emergency notification test that is sent for Roseau County.



Senators Sams, Larson and Langseth introduced-  
S.F. No. 2762: Referred to the Committee on Finance.

A bill for an act

relating to capital improvements; authorizing the issuance of state bonds;  
appropriating money for a highway overpass in the city of Staples in Todd  
County.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. STAPLES HIGHWAY OVERPASS.

Subdivision 1. Appropriation. \$700,000 is appropriated from the bond proceeds fund to the commissioner of transportation for a grant to the city of Staples in Todd County to predesign, design, and construct a highway overpass over U.S. Highway 10 and the Burlington Northern Santa Fe Railroad tracks in Staples.

This appropriation is not available until the commissioner has determined that at least an equal amount has been committed to the project from nonstate sources.

Subd. 2. Bond sale. To provide the money appropriated in this act from the bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$700,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

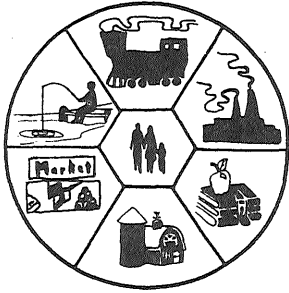
Sec. 2. EFFECTIVE DATE.

This act is effective the day following final enactment.



**City of Staples  
Transportation Funding Request**

Wheel of Progress



# City of Staples

611 Iowa Avenue North East  
Staples, Minnesota 56479

Phone: (218) 894-2550  
Fax: (218) 894-2552

TO: Senator Steve Murphy, Chair  
Minnesota Senate Transportation Committee

DATE: March 13, 2006

RE: City of Staples – Bonding Request

First of all, I would like to thank you for the opportunity to present information about the potential North-South Corridor with Railroad Overpass in the City of Staples.

The City of Staples was successful in securing authorization for \$7 Million and an appropriation of \$1.2 Million for the overpass and north/south corridor as part of the Federal Transportation Bill. As you know, this appropriation requires a 20% local match (\$1.4 Million) and we are requesting your assistance to obtain funding for this important infrastructure project. This funding will be used to construct a roadway and bridge that will create a true North/South corridor through the City of Staples with an overpass that will span the railroad tracks and HWY 10. This roadway will connect with either HWY 210 or Todd County State Aid Highway #21 on the south and to Wadena County State Aid Highway #30 on the north, creating a new regional corridor with no obstacles.

The City of Staples has been divided by the railroad tracks since the track was laid. Recently, the number of trains and the length of those trains have been increasing. Burlington Northern/Sante Fe Railroad indicates that there are 50-65 trains per day that average 6,000 feet in length. Due to configuration of the tracks and switches (rated at a maximum of 25 mph) the trains move very slowly through Staples, blocking the crossing between 4 and 7 hours per day. This creates a severe public safety issue.

The City of Staples Police Department cited BNSF 8 times during 2005 for blocking the crossings illegally. They simply pay the fines. The Police responded to over 500 calls on the south side but don't track the number of times they waited for trains. The Staples Ambulance had to wait for 40 trains in 2005 and 36 in 2004. The wait time was anywhere from 1-10 minutes. The Staples Fire Department responded to 36 calls on the south side in 2004 and 12 in 2005. As you can see, it is only a matter of time before the delays at the crossings result in serious consequences.

In summary, this project provides the following primary benefits: 1) Improved access to medical and law enforcement services; 2) Creation of a true regional transportation corridor; and 3) Leveraging of significant Federal funding.

Representatives from the City of Staples would be happy to meet with you or other Legislators to discuss this project.

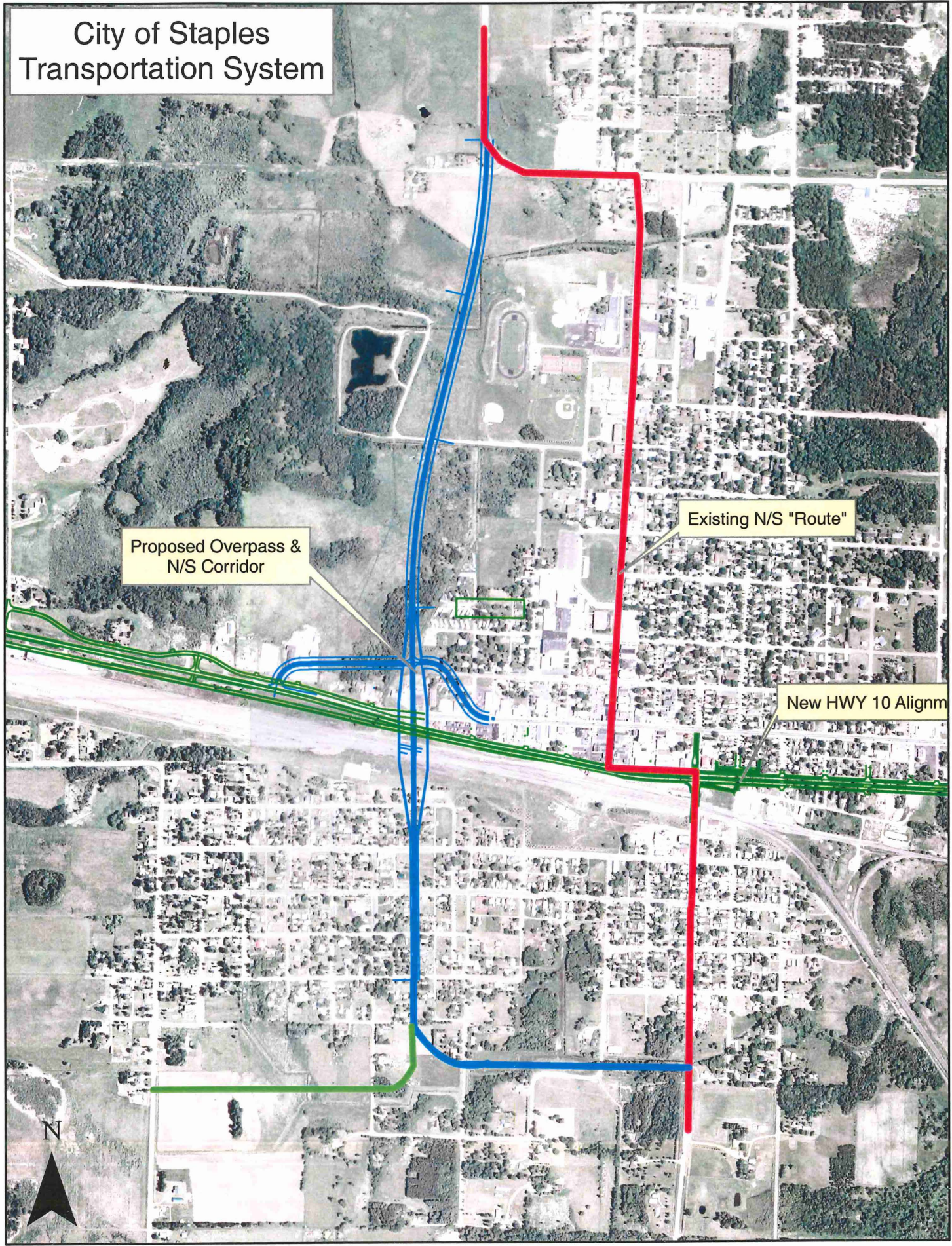
Sincerely,

A handwritten signature in cursive script that reads "Bruce Nelsen".

Bruce Nelsen  
Mayor



# City of Staples Transportation System



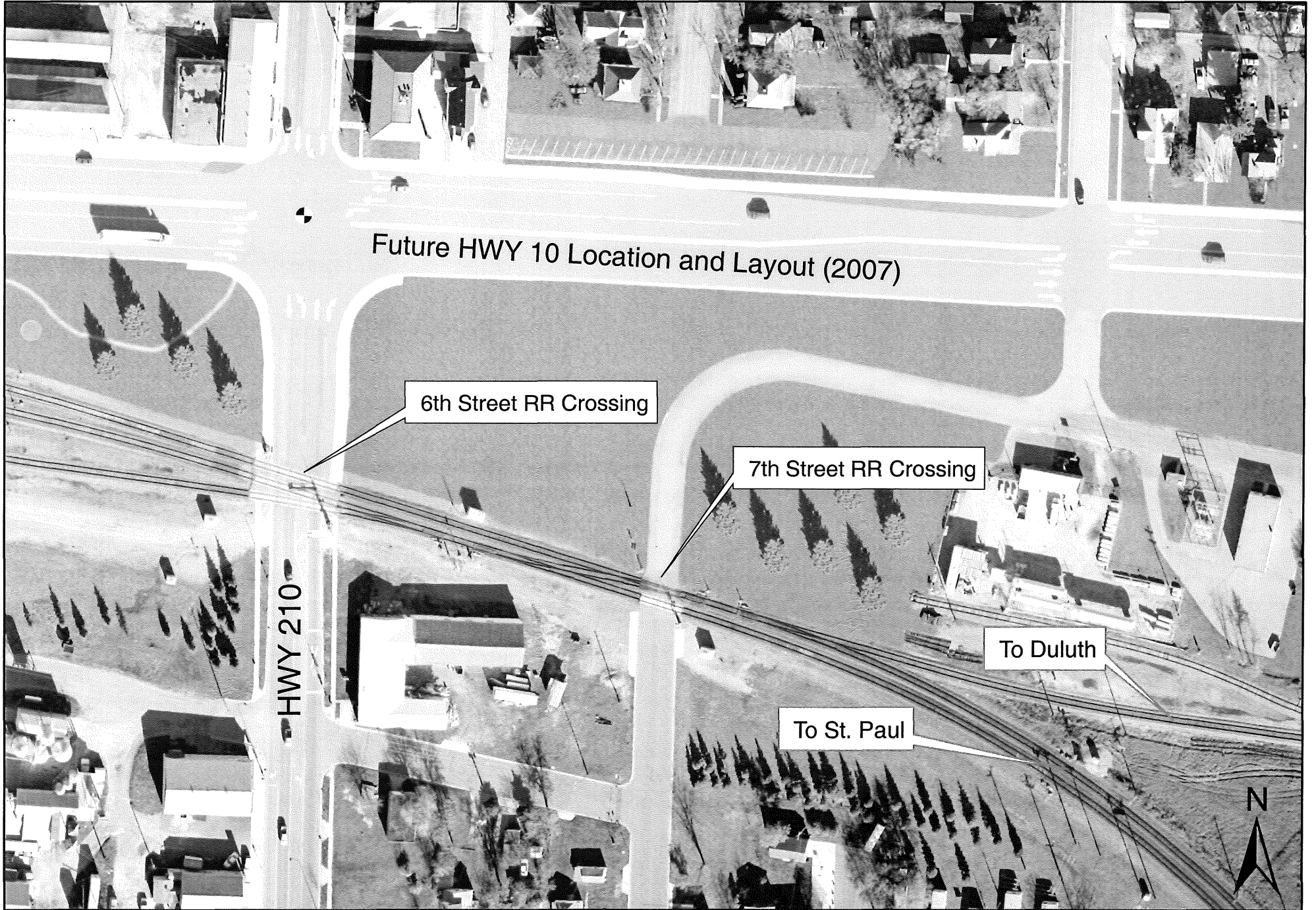
Proposed Overpass &  
N/S Corridor

Existing N/S "Route"

New HWY 10 Alignm







Future HWY 10 Location and Layout (2007)

HWY 210

6th Street RR Crossing

7th Street RR Crossing

To Duluth

To St. Paul







Senators Sams, McGinn, Murphy, Wiger and Chaudhary introduced—  
S.F. No. 2752: Referred to the Committee on Finance.

A bill for an act  
relating to public safety; appropriating money from the trunk highway fund for  
automated external defibrillators for State Patrol vehicles.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. APPROPRIATION.

\$785,000 is appropriated from the trunk highway fund to the commissioner of public  
safety in fiscal year 2007 for purchase of automated external defibrillators for State Patrol  
vehicles.

Senators Clark, Jungbauer, Chaudhary, Wergin and Koering introduced—  
S.F. No. 2783: Referred to the Committee on Finance.

A bill for an act  
relating to capital improvements; authorizing the issuance of state bonds;  
appropriating money to acquire land for the St. Cloud Regional Airport.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

**Section 1. ST. CLOUD REGIONAL AIRPORT PROPERTY ACQUISITION.**

**Subdivision 1. Appropriation.** \$2,000,000 is appropriated from the bond proceeds fund to the commissioner of transportation for a grant to the city of St. Cloud to acquire land for the St. Cloud Regional Airport.

This appropriation is not available until the commissioner has determined that at least an equal amount has been committed to the project from nonstate sources.

**Subd. 2. Bond sale.** To provide the money appropriated in this act from the bond proceeds fund, the commissioner of finance shall sell and issue bonds of the state in an amount up to \$2,000,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

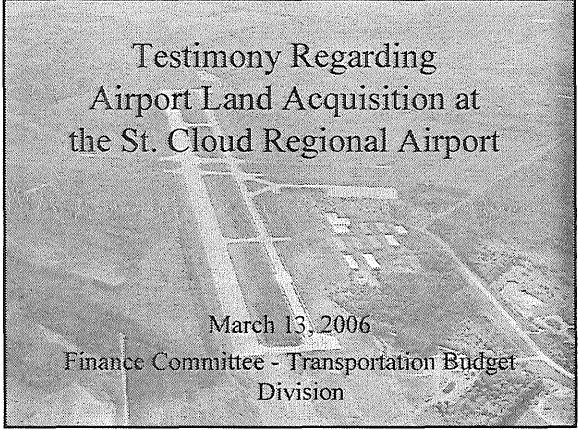
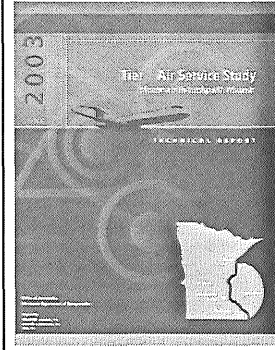
**Sec. 2. EFFECTIVE DATE.**

This act is effective the day following final enactment.

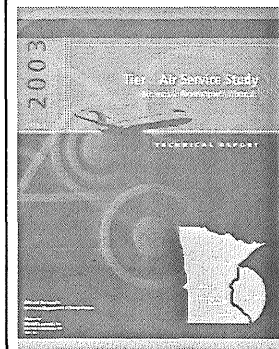
6

## Testimony Regarding Airport Land Acquisition at the St. Cloud Regional Airport

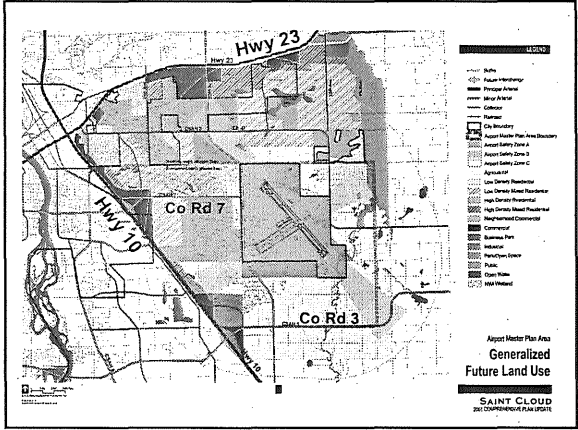
March 13, 2006  
Finance Committee - Transportation Budget  
Division

- St. Cloud Regional Airport is the newest Tier 2 airport and the closest to MSP at 72 driving miles. Commercial air service began in 1994 and supports a population base of 383,000 people.
- Despite its proximity to the Metro area, St. Cloud has the highest potential future as a Tier 2 airport. The airport is located in the second fastest growing corridor in the metropolitan area.
- The City is taking effective action to acquire or reserve land for expansion. Recently, the airport extended its runway and taxiway to 7,000 feet. In 2004, construction was completed on an air traffic control tower.

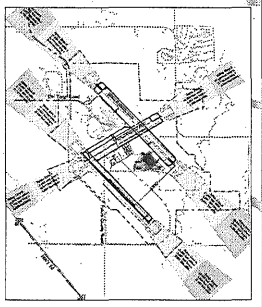


- In all cases, the synergy between MSP and Tier 2 airports is very important from a planning, timing, and investment standpoint. Typically alternate airports are located within 75 miles of the major airport.
- This would indicate St. Cloud as an attractive candidate should the right conditions develop. However, given the resources required to build out this airport, it will be important to reserve the option for development, but not over invest until the need becomes more apparent.
- An alternate airport will require major capital investment and cooperation amongst airport sponsors and all levels of government.



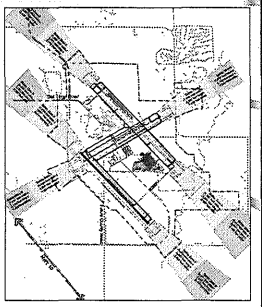
### STC Future Configuration

- Parallel Runway
- New GA Development
- New Terminal Development
- Crosswind Extension
- Main Rwy Extension
- Guard Facility



### STC Future Configuration

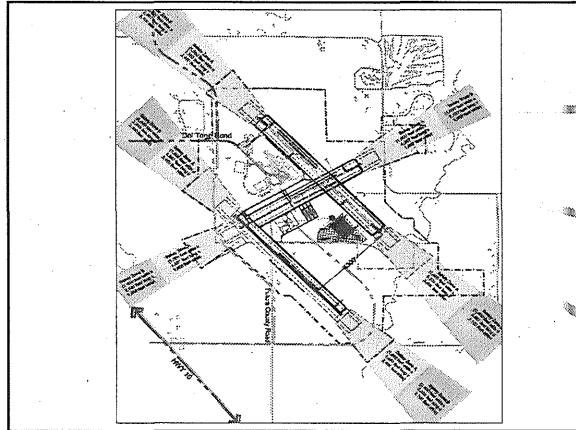
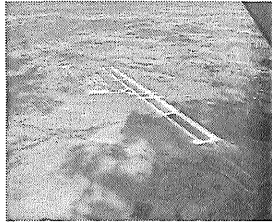
- Need to establish footprint of airport now to allow for future development
- Window closing fast





## Land Cost Estimate

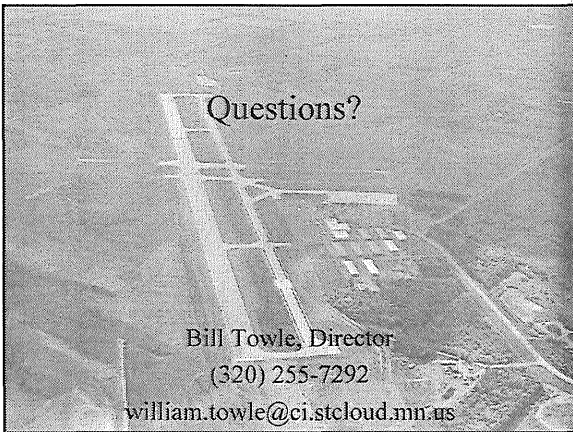
- 960 @ \$10,000 - \$15,000/acre
- Estimated Cost \$15 - \$20M



Questions?

Bill Towle, Director  
(320) 255-7292

[william.towle@ci.stcloud.mn.us](mailto:william.towle@ci.stcloud.mn.us)



**Senators Wergin, Ruud and Lourey introduced—  
S.F. No. 2431: Referred to the Committee on Finance.**

1.2 A bill for an act  
1.3 relating to capital improvements; authorizing the issuance of state bonds;  
1.4 appropriating money for a park and ride lot in Morrison County.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. **APPROPRIATION.**

1.6 \$101,000 is appropriated from the bond proceeds fund to the commissioner of  
1.7 transportation to provide the state’s match of the cost for a park and ride lot to be located  
1.8 adjacent to the Soo Line Recreational Trail at U.S. Highway 10, south of Little Falls in  
1.9 Morrison County.

1.10 Sec. 2. **BOND SALE.**

1.11 To provide the money appropriated in this act from the bond proceeds fund, the  
1.12 commissioner of finance shall sell and issue bonds of the state in an amount up to  
1.13 \$101,000 in the manner, upon the terms, and with the effect prescribed by Minnesota  
1.14 Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI,  
1.15 sections 4 to 7.

1.16 Sec. 3. **EFFECTIVE DATE.**

1.17 Sections 1 and 2 are effective the day following final enactment.

Senators Dille, Kelley and Bonoff introduced—

S.F. No. 2863: Referred to the Committee on Finance.

1.2 A bill for an act  
 1.3 relating to capital investment; authorizing spending to acquire and better  
 1.4 public land and buildings and other public improvements of a capital nature;  
 1.5 appropriating money for a railroad switching yard in McLeod County;  
 1.6 authorizing the issuance of general obligation bonds.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. APPROPRIATION; MCLEOD COUNTY RAILROAD AUTHORITY.

1.8 \$700,000 is appropriated from the bond proceeds fund to the commissioner of  
 1.9 transportation for a grant to the McLeod County Railroad Authority to acquire land for and  
 1.10 to design and construct a railroad switching yard facility in Glencoe. This appropriation  
 1.11 is not available until the commissioner of finance determines that funds sufficient to  
 1.12 complete the project are committed to it from nonstate sources.

1.13 Sec. 2. BOND SALE.

1.14 To provide the money appropriated in section 1 from the bond proceeds fund, the  
 1.15 commissioner of finance shall sell and issue bonds of the state in an amount up to \$700,000  
 1.16 in the manner, on the terms, and with the effect prescribed by Minnesota Statutes, sections  
 1.17 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

1.18 Sec. 3. EFFECTIVE DATE.

1.19 Sections 1 and 2 are effective the day following final enactment.

Senator Day introduced-

S.F. No. 2537: Referred to the Committee on Finance.

1. A bill for an act  
 1.2 relating to capital improvements; authorizing spending to acquire and better  
 1.3 public land and buildings and other public improvements of a capital nature;  
 1.4 authorizing the issuance of general obligation bonds; appropriating money for a  
 1.5 grant to the city of Faribault for local road improvements.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. APPROPRIATION; FARIBAULT; LOCAL ROAD IMPROVEMENTS.

1.8 \$1,800,000 is appropriated from the bond proceeds fund to the commissioner of  
 1.9 transportation for the local road improvement program under Minnesota Statutes, section  
 1.10 174.52, for a grant to the city of Faribault to make safety and capacity improvements to  
 1.11 the local roads adjacent to marked Trunk Highway 60 between 30th Avenue NW and  
 1 Canby Avenue in Faribault. This appropriation is not available until the commissioner  
 1.13 of finance has determined that at least an equal amount is committed to the project from  
 1.14 nonstate sources.

1.15 Sec. 2. BOND SALE.

1.16 To provide the money appropriated by section 1 from the bond proceeds fund,  
 1.17 the commissioner of finance shall sell and issue bonds of the state in an amount up to  
 1.18 \$1,800,000 in the manner, on the terms, and with the effect prescribed by Minnesota  
 1.19 Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI,  
 1.20 sections 4 to 7.

1.21 Sec. 3. EFFECTIVE DATE.

1.22 Sections 1 and 2 are effective the day following final enactment.



# Local Road Improvement Program 2006-2007 Project List Solicitation Routes of Regional Significance Account

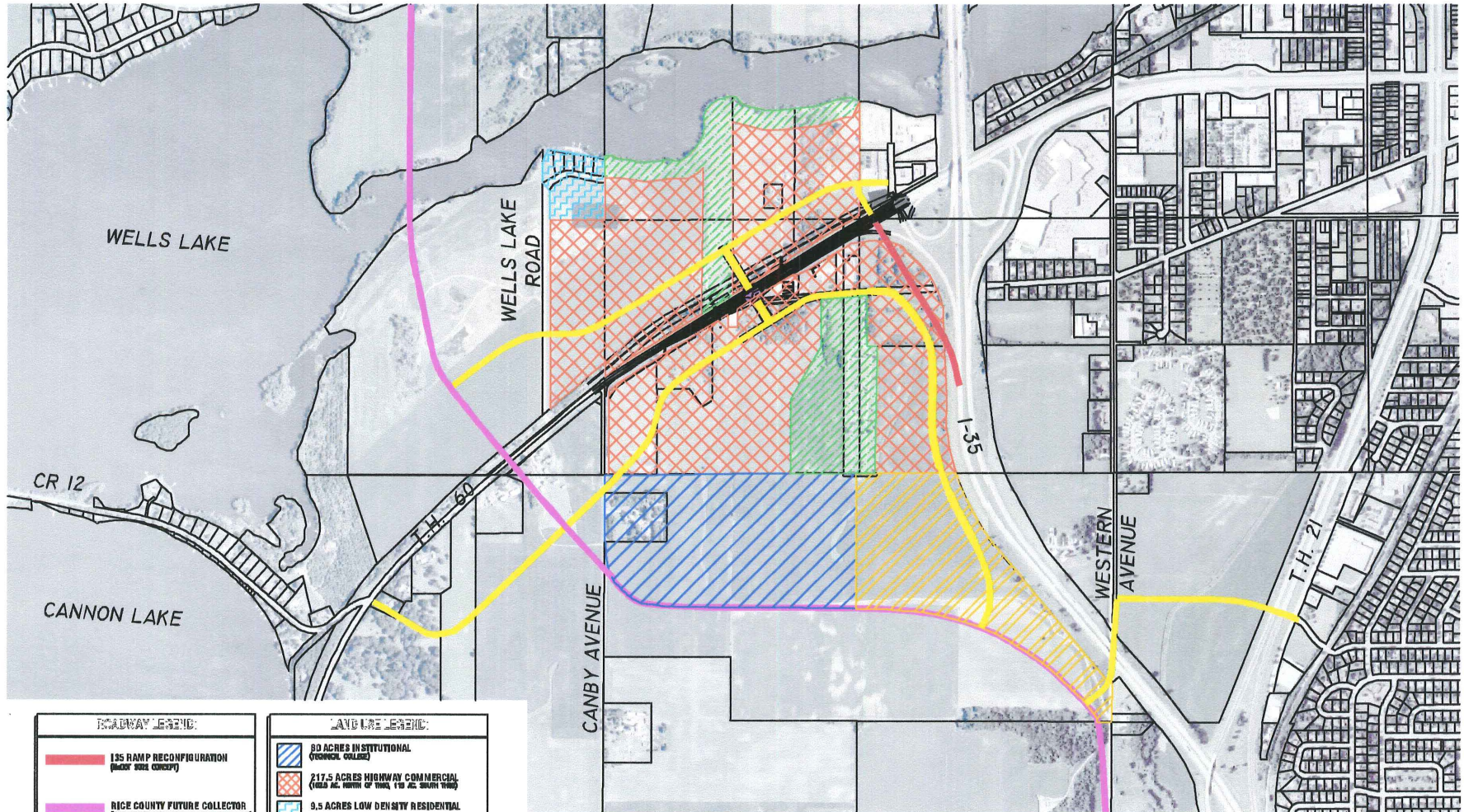
①

<b>Identification</b>	Contact Information:	Agency : City of Faribault
		Name : Tom Drake, City Engineer
		Address : 208 NW 1 <sup>st</sup> Avenue
		Phone Number: 507-333-0365
		Email ( if you have one): Tdrake@ci.faribault.mn.us
	Route Number or Name :	CSAH <span style="float: right;">CR</span>
		MSAS CITY 206 <sup>th</sup> Street & TH 60 Service Drives
	Location :	County of: Rice
		Municipality of : Faribault
		Township of :
<b>Description</b>	1. Project limits (if known)    Beginning Mile Point                      Ending Mile Point	
	2. Brief Description of Location ( include a small map) : Faribault West Improvements is located along TH 60 just west of the interchange with I-35 on the West side of Faribault.	
	Description of Project Worktype : Faribault West Improvements includes construction of parallel Service Roads both north and south of TH 60, construction of a new signalized intersection at 206 <sup>th</sup> Street and TH 60 as well as implementation of an access control strategy on TH 60 just west of the I-35 Interchange. Project also includes extension of the four lane section as well as turn lanes on TH 60 at said intersection.	
<b>Eligibility</b>	Regional Significance Route Category:	
	<input type="checkbox"/> Farm to market artery	<input type="checkbox"/> Part of 10-ton route system
	<input checked="" type="checkbox"/> Part of an economic development plan	<input checked="" type="checkbox"/> Serves as a regional tourist destination
<input checked="" type="checkbox"/> Provides capacity or congestion relief to a parallel trunk highway system or county road	<input checked="" type="checkbox"/> Is a connection to the IRC system, trunk highway or a county road	
	Effectiveness of the project in eliminating a transportation system deficiency: Completion of Service Drives and Intersection Improvements will eliminate uncontrolled access to TH 60 as the area develops commercially eliminating safety hazards and bottle necks for regional traffic approaching I-35 and Faribault from the western lakes region and Mankato. The area also provides needed rest stops, restaurants, motels and service stations for travelers on I-35 prior to entering Twin Cities metro area.	
	Project's contribution to other local regional, or state economic developments or redevelopment efforts: The area provides needed rest stops, restaurants, motels and service stations to support travelers on I-35 prior to entering the Twin Cities metro area. The project will also open the area up for both commercial and institutional growth including a proposed relocation of the South Central Technical College and is in the consideration for consolidation of three Catholic Parishes and parochial schools serving the Faribault Area.	
<b>Cost Estimate</b>	Project estimated costs and funding sources:	
	Federal	
	State Aid	\$ 600,000
	Local/Other	\$1,200,000
	Local Road Improvement Funds	\$1,800,000
	Total Project Cost	\$3,600,000
	Year of Construction <input checked="" type="checkbox"/> 2006 <input type="checkbox"/> 2007	



# TH60 COMMERCIAL DEVELOPMENT AREA

FARIBAULT, MINNESOTA



ROADWAY LEGEND:	
	I-35 RAMP RECONFIGURATION (BEST CASE CONCEPT)
	RICE COUNTY FUTURE COLLECTOR (RICE COUNTY TRANSPORTATION PLAN NOV. 2004)
	COMMERCIAL ROAD NETWORK (CITY OF FARIBAULT 2004 STUDY)

LAND USE LEGEND:	
	80 ACRES INSTITUTIONAL (FERRIS COLLEGE)
	217.5 ACRES HIGHWAY COMMERCIAL (100.0 AC. NORTH OF T.H. 170 AC. SOUTH THERE)
	9.5 ACRES LOW DENSITY RESIDENTIAL
	62 ACRES MEDIUM DENSITY RESIDENTIAL
	59 ACRES PARK/OPEN SPACE (20 AC NORTH OF T.H. 30 AC SOUTH OF T.H. 60)

PREPARED BY:



I&S Engineers & Architects, Inc.  
One firm - start to finish



Scale:  
PLOT DATE:  
3/02/06



Senators Gerlach, McGinn, Metzen and Belanger introduced--  
S.F. No. 2338: Referred to the Committee on Finance.

1                                   A bill for an act  
2           relating to capital improvements; authorizing issuance  
3           of state bonds and appropriating money for Cedar  
4           Avenue transit way.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

6           Section 1. [CEDAR AVENUE TRANSIT WAY; APPROPRIATION.]

7           \$1,600,000 is appropriated from the bond proceeds fund to  
8 the commissioner of transportation for planning, environmental  
9 studies, engineering, real property acquisition, and  
10 construction of corridor improvements for the Cedar Avenue  
11 transit way from the Apple Valley/Lakeville area in Dakota  
12 County to the Mall of America in the city of Bloomington.

13           Sec. 2. [BOND SALE.]

14           To provide the amount appropriated in section 1 from the  
15 bond proceeds fund, the commissioner of finance shall sell and  
16 issue bonds of the state in an amount up to \$1,600,000 in the  
17 manner, on the terms, and with the effect prescribed by  
18 Minnesota Statutes, sections 16A.631 to 16A.675, and by the  
19 Minnesota Constitution, article XI, sections 4 to 7.

20           Sec. 3. [EFFECTIVE DATE.]

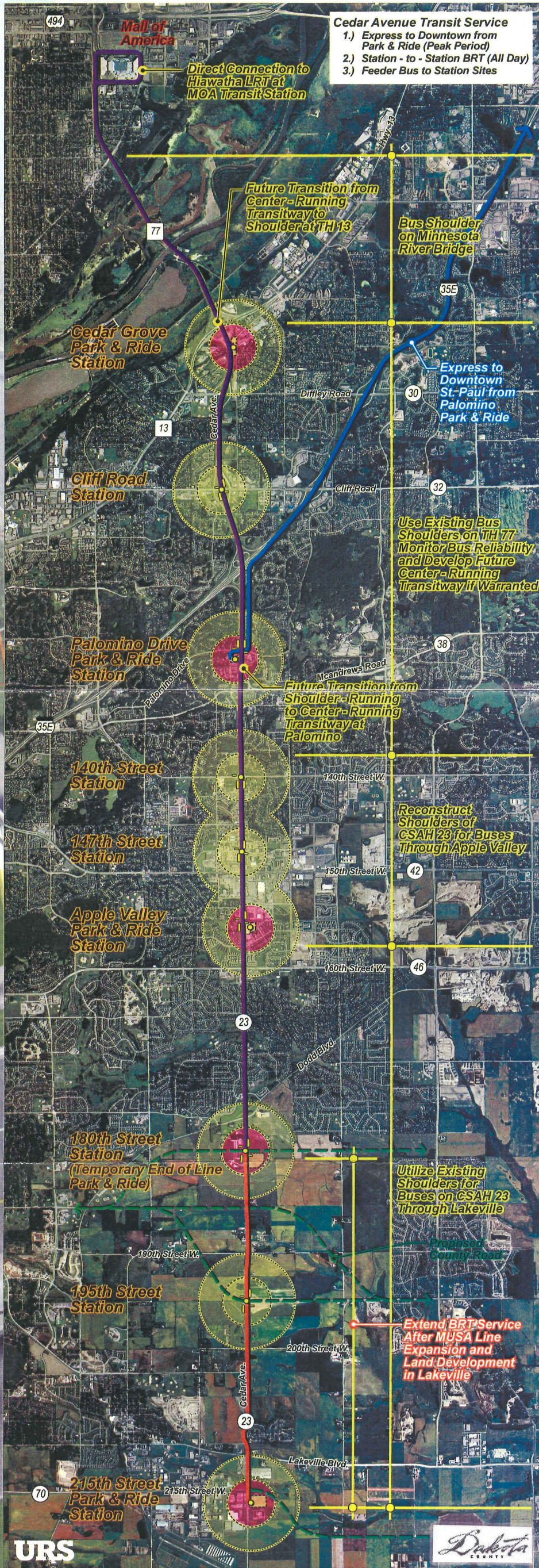
21           Section 1 is effective the day following final enactment.



# Cedar Avenue Corridor Transitway

# Preferred Plan for Cedar Avenue

## Elements of the Locally Preferred Alternative and Implementation Plan



### Phase 1. Strengthen Core Bus Rapid Transit (BRT) Service and Enhance BRT Facilities (within 5 years)

- Maintain existing express bus service from Park and Rides (P&R) in the corridor
- Continue to use shoulders for buses on Highway 77 (Cedar Avenue)
- Improve shoulders of County Road 23 (Cedar Avenue) through Apple Valley to allow for bus use
- Develop Cedar Grove transit station and reorient existing MVTA service to the station
- Proceed with Cedar Grove Station and Access preliminary engineering
- Contingent on addition of Lakeville to Metropolitan Transit Service District, develop a park and ride transit station and extend express bus service to the vicinity of 180th Street in Lakeville
- Monitor P&R utilization and, if necessary, expand P&R capacity at Apple Valley Transit Center

### Phase 2. Add Station-to-Station Service and On-Line Stations (5 to 10 years)

- Construct station-stops at 140th Street and 147th Street
- Construct Palomino access improvements and, contingent on demand, increase P&R capacity at Palomino
- Establish all-day, station-to-station BRT service and add feeder service to station stops
- Develop an on-line station at the Apple Valley Transit Center
- Establish express service to downtown St. Paul originating at Palomino

### Phase 3. Extend BRT (5 to 15 years)

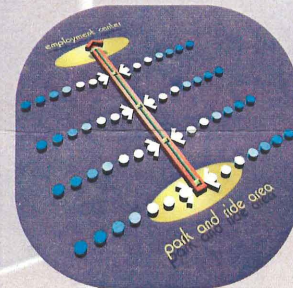
Contingent on timing of Metropolitan Urban Service Area (MUSA) expansion and land development in Lakeville:

- Extend BRT and express service south to County Road 70
- Develop P&R station at County Road 70
- Develop intermediate station stops consistent with county roadway and community development plans

### Phase 4. Expand and Improve BRT Service and Facilities (Long Term)

Monitor bus travel times and schedule reliability. If warranted:

- Develop center-running transitway between Highway 13 and Palomino
- Construct Cliff Road station stop
- Provide dedicated bus access to/from Highway 77 at Cedar Grove



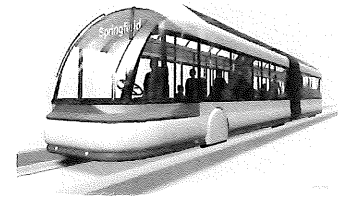
## Proposed Transit Service

- Maintain and expand direct express service to downtown Minneapolis from park & ride lots
- Establish Local station-to-station service
  - All day, two-way service
  - Serve all stations between the Mall of America and the end of the line
- Expand Feeder routes
  - Neighborhood circulators
  - Connections between neighborhoods and BRT
- Seamless transfers provide timed connections between buses, BRT and LRT vehicles



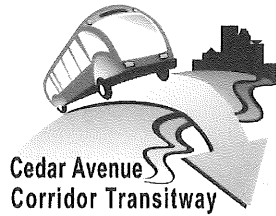


# Cedar Avenue Corridor Transitway Bus Rapid Transit

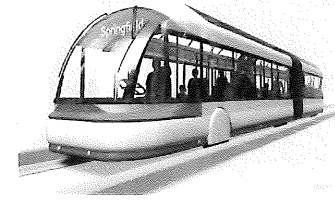


## ***Background***

- **The Cedar Avenue Transitway is a key to maintaining north-south mobility in Dakota County and maintaining commuting times at acceptable levels. Traffic volumes currently reach 100,000 vehicles a day at the Minnesota River bridge.**
- **Population and employment are growing at twice regional average. By 2025 the cities of Lakeville and Farmington in the corridor will double in population and the City of Apple Valley will gain half again its current population.**
- **The Cedar Transitway selected alternative includes development of Bus Rapid Transit in the Cedar Avenue Corridor. The line will extend south from the Hiawatha Light Rail Transit Station at the Mall of America to County Highway 70 in Lakeville, a distance of 16 miles.**



# Initial Steps and Funding Commitments

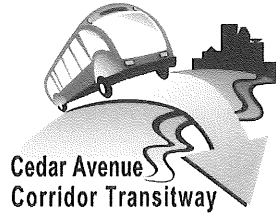


## ***Actions to Date:***

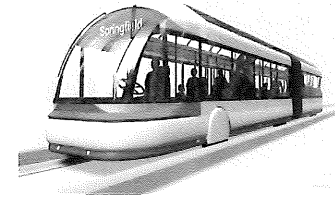
- **Completed 2001 Cedar Avenue Corridor Transitway Study (feasibility study).**
- **Completed 2004 Phase II feasibility study, scoping study and alternatives analysis.**
- **Completed extensions analyses, environmental study needs analysis, alternatives analysis and short term transit improvement opportunities.**
- **Selected Locally Preferred Alternative and Implementation.**
- **Began preliminary design and final environmental documentation work necessary for Phase I Implementation in January 2006.**

## ***Recent Funding Commitments:***

- **\$10 million in state bonding in 2005**
- **\$9.8 million SAFETEA-LU Authorization in 2005**
- **Federal transportation appropriation of \$750,000 in 2005**
- **Dakota County Regional Railroad Authority commitment of \$2.5 million over five years**



# Project Status



## ***2006 Project Activities:***

- **Conduct preliminary engineering to improve shoulders on CSAH 23 through Apple Valley and prepare environmental documentation, scheduled to be completed by July, 2007.**
- **Develop location options for the Cedar Grove station.**
- **Identify and secure land for the park and ride station at 180<sup>th</sup> Street in Lakeville.**
- **Finalize conceptual designs and engineering to expand park and ride capacity at the Apple Valley station.**
- **Continue overall project outreach and communications with residents, business community, elected officials, local governments and study partners.**
- **Request additional funding to complete Phase I implementation by 2009:**
  - **\$5 million in state bonding during the 2006 legislative session**
  - **\$6 million in federal funding for the 2007 federal transportation appropriation request**

# Cedar Avenue Bus Rapid Transit – Financial Plan

**\*All costs in 2006 dollars**

## Current Needs

### Phase I - Strengthen Core BRT Service & Enhance BRT Facilities (2005-2010)

Improve shoulders on CSAH 23 through Apple Valley to allow for bus use	}	\$11.02 M
Develop Cedar Grove transit station & reorient MVTA service to station, land acquisition and design and construct Lakeville station		
Monitor and/or expand P&R capacity at Apple Valley Transit Center		16.20 M
Develop P&R station & extend to 180 <sup>th</sup> St (Contingent on Lakeville joining Metro Transit Service Dist)		4.10 M
<b>Total Phase I Cost</b>		<b>\$31.32 M *</b>

## Phase I Funding Available 1/06

\$ 4.3 M Federal (1)  
 \$ 9.5 M State  
 \$ 1.3 M Local  


---

**\$15.1 M Total Available**

## Phase I - 2006 Requested Funding

\$ 5 M State Bonding  
 \$ 6 M Federal Appropriations  
 (Bus and Bus Facilities Program)

## 2006-2007 Project Implementation - Estimate Capital Expenses

Station concept planning, design and construction, Apple Valley Transit Center, Palomino Park and Ride, Eagan Cedar Grove	}	\$20.55 M
Station siting and land acquisition, Lakeville		\$ 1.00 M
		<hr/> \$21.55 M

## Future Needs: Phases II, III, IV

**Phase II - Add Station-to-Station Service & On-Line Stations (2010-2015)..... \$17.33 M \***

**Phase III - Extend BRT (2010-2020)..... \$12.74 M \***

**Phase IV - Expand & Improve BRT Service & Facilities (Long Term) \$73.99 M \***

(1) Includes 2003 & 2005 Transportation Appropriations and 2/5ths of SAFETEA-LU Authorization

**Total Cost \$135.4 M\***

1.1 Senator ..... moves to amend S.F. No. 2338 as follows:

1.2 Page 1, lines 7 and 16, delete "\$1,600,000" and insert "\$5,000,000"

Senators Reiter and Bachmann introduced—  
S.F. No. 2395: Referred to the Committee on Finance.

1 A bill for an act  
1.2 relating to highways; appropriating money and authorizing issuance of trunk  
1.3 highway bonds for an interchange at I-35 and County State-Aid Highway 23.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. **ANOKA COUNTY HIGHWAY INTERCHANGE.**

1.6 Subdivision 1. Appropriation. \$2,860,000 is appropriated from the bond proceeds  
1.7 account in the trunk highway fund to the commissioner of transportation for constructing  
1.8 an interchange improvement at marked Interstate Highway 35 and County State-Aid  
1.9 Highway 23 in the city of Lino Lakes in Anoka County.

1.10 Subd. 2. Bond sale. To provide the money appropriated in this section from the  
1.11 trunk highway fund, the commissioner of finance shall sell and issue bonds of the state in  
1.12 an amount up to \$2,860,000 in the manner, upon the terms, and with the effect prescribed  
1.13 in Minnesota Statutes, sections 167.50 and 167.51, and by the Minnesota Constitution,  
1.14 article XIV, section 11. The proceeds of the bonds, except accrued interest and any  
1.15 premium received on the sales of the bonds, must be credited to a bond proceeds account  
1.16 in the trunk highway fund.

1.17 Sec. 2. **EFFECTIVE DATE.**

1.18 Section 1 is effective the day following final enactment.

# I-35W and CSAH 23 (Lake Drive) Interchange

An opportunity to connect and grow

March 2006



CITY OF  
**LINO LAKES**



**ANOKA  
COUNTY**



VADNAIS  
HEIGHTS  
MINNESOTA  
DEPARTMENT OF TRANSPORTATION



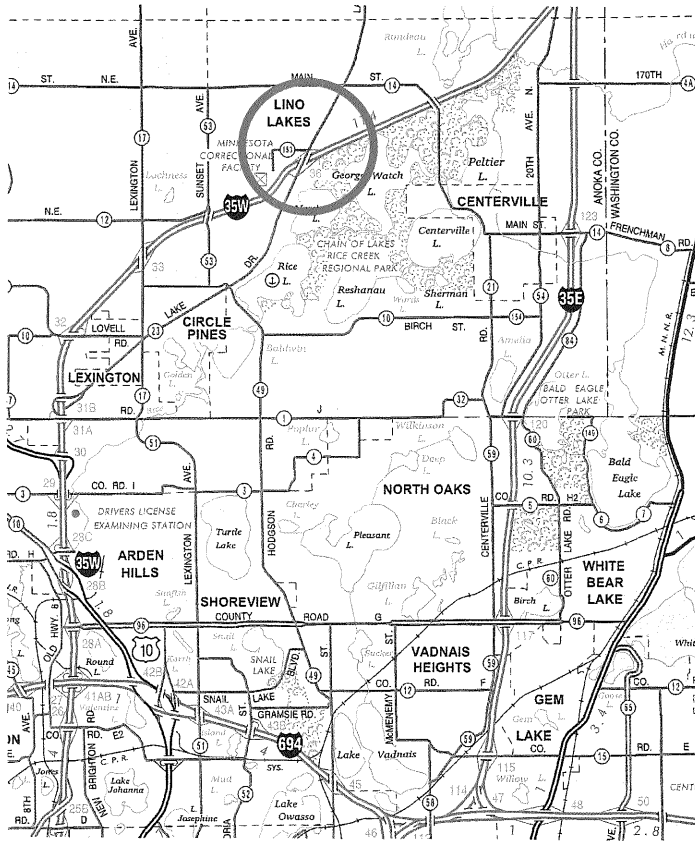
**SEH**



## Background

The interchange of I-35W and CSAH 23 (Lake Drive) in Lino Lakes serves an important regional connection in the northeast Twin Cities metropolitan area. In addition, Lake Drive is a key north-south corridor paralleling I-35W and connects the Cities of Blaine, Lexington, Circle Pines, Lino Lakes, and Columbus Township (see map below).

The interchange has become the focus of recent growth and development, including a “smart growth” initiative. Metropolitan Council recently recognized through its Livable Communities Act. This initiative involves a new development in the southeast quadrant of the interchange called Legacy at Woods Edge, which is part of the City’s Town Center (see figure on back page). This exciting project brings mixed use development including retail, office, medical, housing, and recreational, as well as a City Hall complex.



## Existing Conditions

The existing interchange was built in 1967 and is not designed to accommodate today’s traffic, nor has it been updated to current design standards. The result is a transportation need that is recognized by Mn/DOT, Anoka County, and the City of Lino Lakes. The primary problems include:

- 40-year old deteriorating bridge structure
- Two-lane bridge bottleneck on a facility that will be four lanes on either side
- Dangerous geometry caused by misaligned interchange ramps
- Unsafe traffic operations caused by backups on the ramps that extend to I-35W
- Lack of pedestrian facility across I-35W to connect to planned and existing trails on either side of the bridge

## Current Average Daily Traffic

- Lake Drive (CSAH 23) = 16,500
- I-35W = 35,500

## Proposed Project

The project proposes to solve the problems identified above by reconstructing the interchange and approach roadways to current standards (see project layout on next page). Specifically, the project features will address the following issues:

- Constructing new four-lane bridge structure with turn lanes will result in a continuous four-lane facility through the project area
- Removing bridge piers will improve traffic safety on I-35W
- Constructing a longer bridge and removal of piers will accommodate future expansion of I-35W
- Adding lanes and signalized intersection control will improve traffic operations along Lake Drive
- Adding capacity and signalized ramp control will eliminate I-35W backups
- Constructing a separate bike trail along Lake Drive and across the bridge will provide for safe pedestrian movement
- Removing several access points along Lake Drive and consolidating traffic to adequately spaced intersections will address other potential safety concerns



## Project Costs and Funding

The total project cost is estimated at \$9,300,000. The City of Lino Lakes has been leading the effort to obtain funding for the project. To date, the following funding has been committed to the project:

City of Lino Lakes	\$3,040,000
Anoka County	\$3,000,000
Mn/DOT (Cooperative Agreement)	\$400,000
<b>Total</b>	<b>\$6,440,000</b>

*The unfunded portion of the project is approximately the typical participation amount Mn/DOT would contribute to a project of this type for the replacement of the bridge.*

**Unfunded needs: \$2,860,000**

## Project Status and Schedule

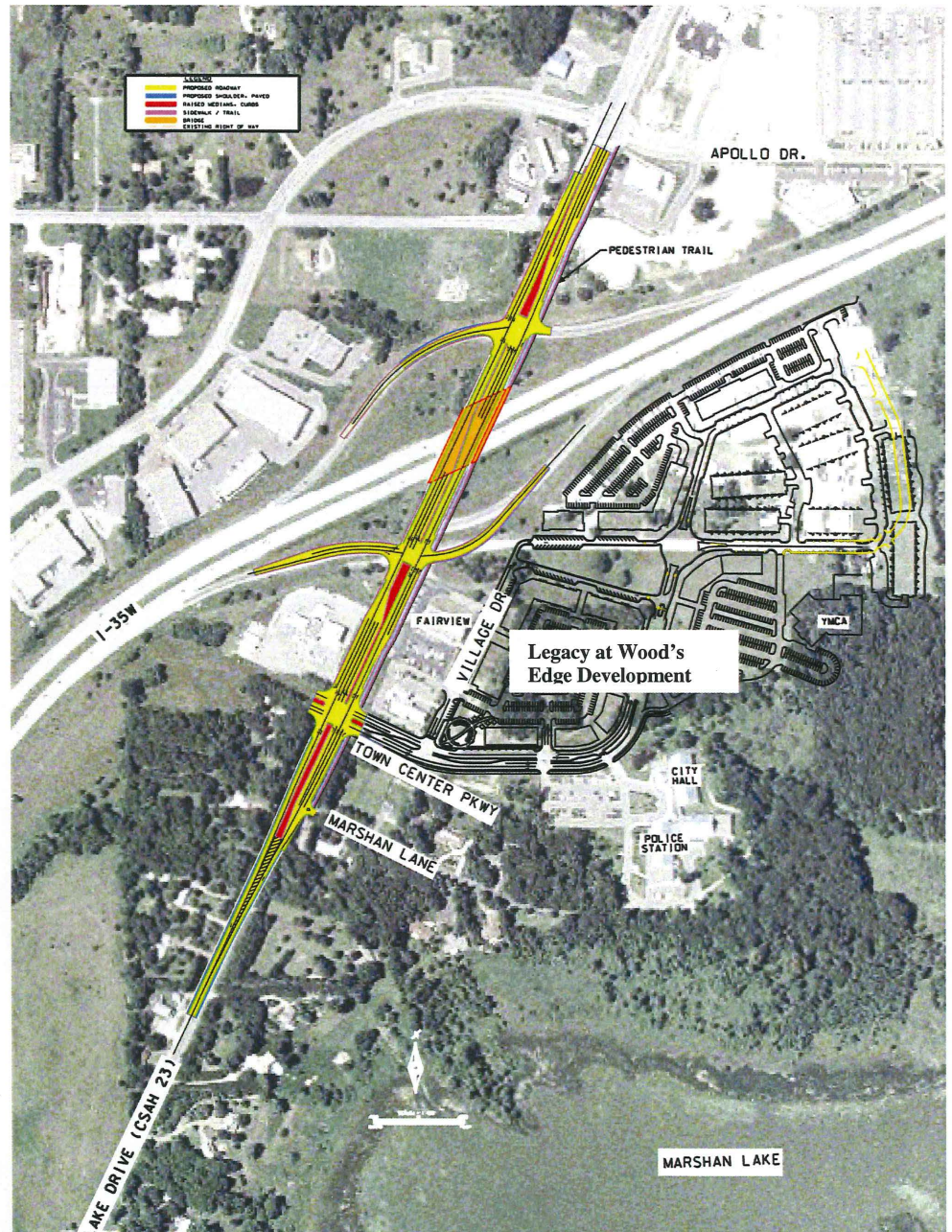
The City of Lino Lakes has proceeded with the project development and the project will be ready for Spring 2007 construction. The key milestones (all led by the City of Lino Lakes) are shown below:

- Interchange Type Study - **Completed**
- Preliminary Design Study - **Completed**
- Environmental Approval - **Completed**
- Final Design Plans - 95% Complete
- Right-of-Way Acquisition - Underway

## Consequences of Project Delay

If State funding assistance is not obtained for the interchange project, the City of Lino Lakes must proceed with an interim (\$3 million dollar) transportation improvement to Lake Drive and the freeway ramps. This interim improvement has the following economic consequences:

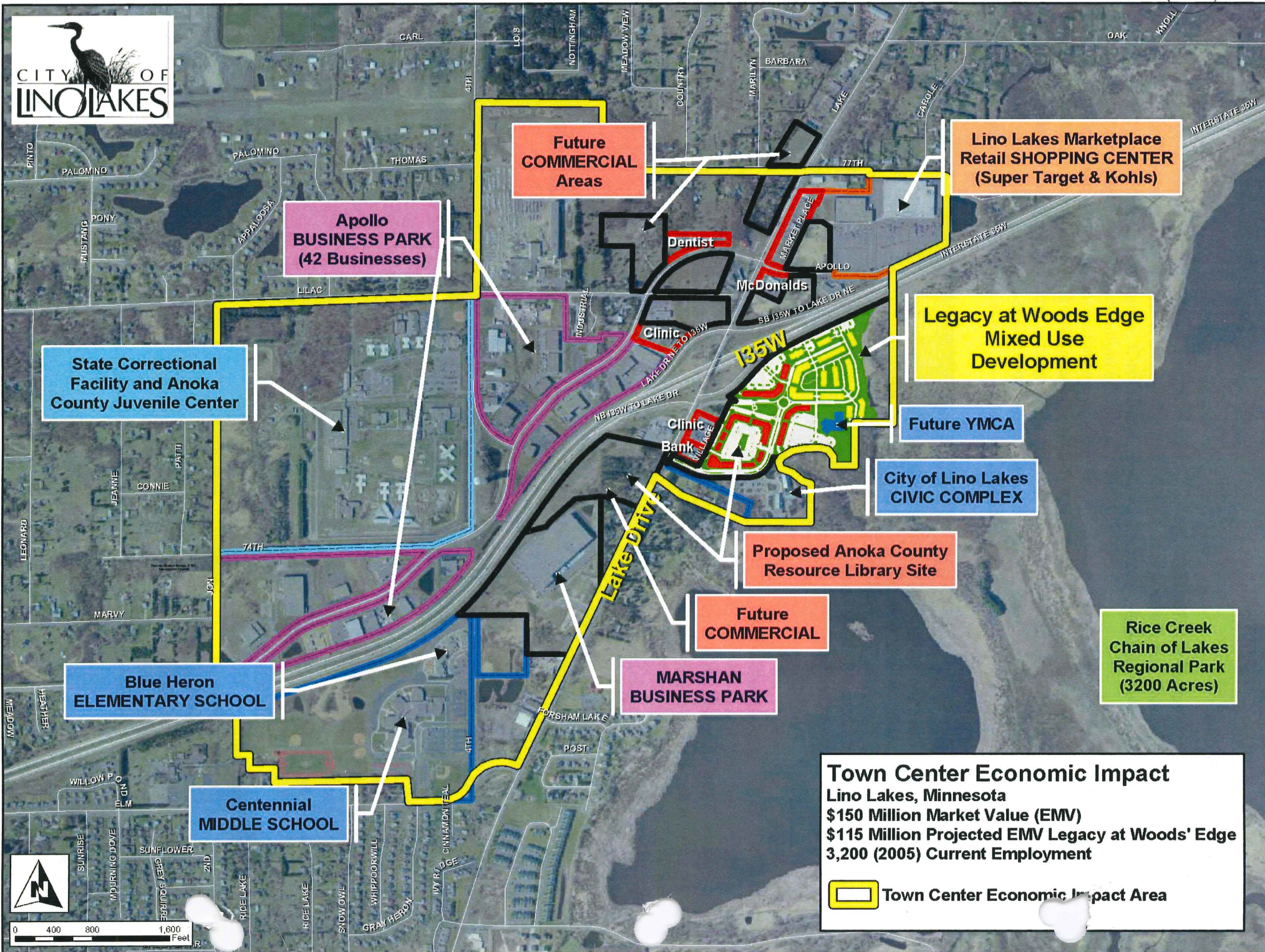
- Within 5 years this work will no longer handle the projected traffic volumes and much of it will have to be reconstructed
- The State and Anoka County will have to fund the entire \$9,300,000 project (plus annual inflationary increases of approximately 4%) without City participation
- Unrealized travel time and crash benefits that would have occurred had the entire project been built originally
- Public perception of taxpayer waste due to not completing the project all at once



**Contact: Mike Grochala, City of Lino Lakes, 651.982.2427**

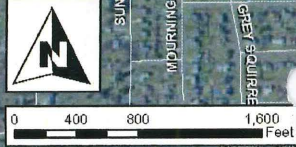


12



**Town Center Economic Impact**  
 Lino Lakes, Minnesota  
 \$150 Million Market Value (EMV)  
 \$115 Million Projected EMV Legacy at Woods' Edge  
 3,200 (2005) Current Employment

 Town Center Economic Impact Area





Senators Bonoff, Rest and Kelley introduced-

S.F. No. 2830: Referred to the Committee on Transportation.

A bill for an act relating to transportation; requiring Metropolitan Council to study and report on feasibility of use of light rail transit in the I-394 corridor; appropriating money.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. LIGHT RAIL TRANSIT FEASIBILITY STUDY.

The Metropolitan Council shall conduct a study of the feasibility of the use of light rail transit in the marked Interstate Highway 394 corridor between downtown Minneapolis and Ridgedale Drive in Minnetonka, with the alternative of extending to Wayzata. The Metropolitan Council may hire a consultant to assist in the study and report under section 3.

Sec. 2. ELEMENTS OF FEASIBILITY STUDY.

The light rail transit feasibility study shall include, without limitation:

- (1) an identification of major operational characteristics of light rail transit in the corridor;
(2) a quantification of capital and operating costs;
(3) an evaluation of the interface of the light rail transit system with other transportation systems in the corridor;
(4) an evaluation of the impact of the light rail transit system on land-use and urban development;
(5) an estimate of the cost and impact of necessary associated exercise of eminent domain;
(6) an evaluation of the impact of the light rail transit system on energy and the environment;



- 2.1 (7) a comparison of the light rail transit system with multipassenger alternatives  
2.2 such as buses and carpools;  
2.3 (8) an estimate of ridership potential;  
2.4 (9) a cost-benefit analysis that compares the total cost of the project with the benefits  
2.5 of the light rail transit line, to its users, other users of the highway, and adjacent property  
2.6 owners;  
2.7 (10) an identification of potential sources of federal, state, local, private, and other  
2.8 funds; and  
2.9 (11) an identification of the conditions necessary for light rail transit to be feasible in  
2.10 the marked Interstate Highway 394 corridor.

2.11 **Sec. 3. REPORT.**

2.12 The Metropolitan Council shall prepare a written report of this study and submit  
2.13 it no later than September 14, 2006, to the legislature, in compliance with Minnesota  
2.14 Statutes, sections 3.195 and 3.197, and to the chairs and ranking minority members of the  
2.15 senate and house committees with jurisdiction over transportation.

2.16 **Sec. 4. APPROPRIATION.**

2.17 \$500,000 is appropriated from the general fund to the Metropolitan Council for the  
2.18 purpose of conducting this study and preparing this report.

2.19 **Sec. 5. EFFECTIVE DATE.**

2.20 This act is effective the day following final enactment.