

Project Title	2008 Agency Priority Ranking	Agency Project Request for State Funds (\$ by Session)				Governor's Recommendations 2008	Governor's Planning Estimate	
		2008	2010	2012	Total		2010	2012
Mankato Headquarters Building	1	\$23,973	\$0	\$0	\$23,973			
Local Bridge Replacement Program	2	70,000	70,000	70,000	210,000			
Carver County Partnership-Chaska TS	3	8,654	0	0	8,654			
Greater MN Transit Facilities	4	4,000	4,000	4,000	12,000			
UPA Federal Match	5	40,000	0	0	40,000			
Local Road Improvement Fund Grants	6	30,000	30,000	30,000	90,000			
Rail Service Improvement	7	3,000	3,000	3,000	9,000			
Port Development Assistance	8	3,000	3,000	3,000	9,000			
Design Fees-Rochester/Other Major Projects	9	2,000	2,000	2,000	6,000			
Maple Grove/Osseo Truck Station		0	13,000	0	13,000			
Arden Hills Training Center Addition		0	5,627	0	5,627			
Rochester TS Construction		0	4,500	0	4,500			
Plymouth Truck Station		0	0	5,000	5,000			
Eden Prairie Truck Station		0	0	4,500	4,500			
<b>Total Project Requests</b>		\$184,627	\$135,127	\$121,500	\$441,254			

**Mankato Headquarters Building**

**2008 STATE APPROPRIATION REQUEST:** \$23,973,000

**AGENCY PROJECT PRIORITY:** 1 of 9

**PROJECT LOCATION:** Mankato

**Project At A Glance**

- ◆ New building for Mankato District Headquarters including offices, shops, vehicle support and storage spaces
- ◆ Accommodates highway and bridge construction and maintenance services
- ◆ Provides space for Minnesota Department of Transportation (Mn/DOT) partners, the State Patrol and Division of Vehicle Services

**Project Description**

The project will consist of construction of a 163,000 square foot building with offices, materials testing laboratory, vehicle storage and maintenance shops, and specialty shops for bridge maintenance, radio, electrical services, signs and building maintenance. An inventory center will support all district functions. Cold storage buildings and a chemical storage facility will also be located at this site. This facility will also include shared, centralized conference rooms and reception area.

This project has been planned since predesign studies were completed in the mid-1980s as a key to providing transportation planning, design and construction for south and southwestern Minnesota, (District 7). For several reasons, emphasis has shifted from a major remodeling and rehabilitation project to new construction.

The original headquarters was constructed in 1963 and has become inadequate for current requirements. Increasing traveler needs, as well as to support the agencies long-range strategic goals, such as upgrading regional corridors, require that we provide a capable and adequately sized facility.

- ⇒ Preliminary remodeling and rehabilitation studies for the existing facilities show a very non-conforming, crowded site. Equipment storage, maintenance and personnel spaces, and ancillary storage facilities are required for support and maintenance of the District mission.
- ⇒ Larger, more efficient and safer snowplows and highway equipment, has required facility infrastructure to grow, adapt and become more technology oriented. In order to accommodate Mn/DOT requirements, personnel have been placed in all available nooks remotely located from others performing similar work, taking advantage of every possible space. This site cannot absorb another facility addition or other structures without having major impacts on outside vehicle, materials, heating, ventilating and air conditioning, (HVAC), and equipment storage. Placing additional funding in an inadequate facility will not satisfy present requirements.

Constructing a new facility on a larger site will allow Mn/DOT to gain efficiencies of scale and management cohesion. We will be able to consolidate like functions, and build a facility of a size to accommodate our larger snowplows and other highway engineering equipment. We would take advantage of new construction methods, build to current codes, allow for future expansion, and update current technologies in construction, communication, energy management, and the health and welfare of our employees.

**Impact on Agency Operating Budgets (Facilities Notes)**

Utility costs will increase moderately in the new building. One additional custodian and one additional general repair worker would be added to the current staff.

## Mankato Headquarters Building

**Previous Appropriations for this Project**

The site was purchased in 2000 for the sum of \$404,000. Design fees of \$517,000 have been expended. Design is currently at 98%, ready for bidding.

**Other Considerations**

The city of Mankato is highly interested in acquiring this site in order to vacate their current facility, allowing for public works expansion and development. Because of this, Mn/DOT has acquired the new site with a previous land appropriation, at a location that is mutually acceptable to Mn/DOT, Public Safety and the city of Mankato. The city of Mankato has contributed over \$836,000 of site improvements, including utilities, curb and gutter, bituminous roads and site drainage work in support of this project.

We will provide better customer service through enhanced equipment availability and by prolonging the life-cycle use of taxpayer supported equipment. Mn/DOT will also partner with other state agencies in building and supporting like functions for taxpayer use by eliminating the crowded conditions of those seeking services, by providing a healthy and safe environment. This facility will support not only the Mn/DOT mission, but also those missions of our partners. The State Patrol and the Drivers License Examination functions of the Department of Public Safety. This site will also include a new Transportation Operations Communications Center, (TOCC), that will allow coordinated dispatching and incident management throughout the 10 counties in south and southwestern Minnesota. The TOCC will serve Mn/DOT, the State Patrol and Department of Natural Resources (DNR) Conservation Officers.

By deferring this project, Mn/DOT would lose the opportunity to sell the existing site to the city of Mankato for its highest potential use. Mn/DOT, the State Patrol and the Drivers License Examination Station would have to continue to work in crowded, inadequate conditions.

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**Governor's Recommendations**

**Local Bridge Replacement Program**

**2008 STATE APPROPRIATION REQUEST:** \$70,000,000

**AGENCY PROJECT PRIORITY:** 2 of 9

**PROJECT LOCATION:** Statewide

Project At A Glance

- ◆ Replace 400 local deficient bridges during the 2008 construction season, maintaining our transportation infrastructure.
- ◆ Bridge projects requested in 87 counties and cities across the state. Will be supplemented with \$90 million of federal bridge replacement funds, state-aid funds, and local funds.

**Project Description**

This request for \$70 million in state funds is to replace or rehabilitate deficient bridges owned by local governments throughout the state.

One of Minnesota Department of Transportation (Mn/DOT's) priorities is to maintain and preserve Minnesota's existing transportation systems and infrastructure. Bridges are critical links in the transportation system and state financial assistance to local units of government is necessary because many structures are too costly to be replaced or rehabilitated with local funds alone.

State bridge replacement funds are used in two ways. The first way is to leverage or supplement other types of bridge replacement funding such as federal-aid, state-aid, and township bridge funds.

Federal-aid funds provide up to 80% of the bridge funding for eligible projects with the local governments responsible for providing the matching funds. Projects chosen for federal-aid are typically larger, more expensive projects,

and even a 20% match is a significant cost for a local agency to bear. These funds provide the match.

On the state-aid system, these funds are used to share in the cost of bridge replacement. The high cost of bridges often makes it impractical to fund them completely with state-aid funds, and so these funds are used as a supplement. The cost split is usually 50/50.

On the township system, these funds are only used when a county has depleted its town bridge account. In those cases, these funds are used for 100% of the eligible construction costs.

The second way these funds are used is to provide funds for bridges that have no other source of federal-aid or state-aid funds. Bridges on the county road and city street systems are not eligible for state-aid or township bridge funds. Bridges less than 20 feet long are not eligible for federal-aid, and there are not sufficient federal-aid funds to replace all the bridges that are eligible. These funds are used for 100% of the eligible construction costs for county road and city street bridges.

Local government units share in the project by assuming all costs for design and construction engineering, right of way, bridge removal, and items not directly attributable to the bridge, such as approach grading and roadway surfacing costs. Whenever a bridge is replaced, it is required that the approach roadway meets current standards. The state-aid variance process is available when approach costs become unreasonable.

Other alternatives to replacing a bridge are always considered before funds are approved. Alternatives such as consolidating routes to eliminate a crossing, building a road in lieu of a bridge, and abandoning the road are common. Funds are made available, up to the cost of the equivalent replacement bridge, to make these alternative improvements practical and to remove a structure permanently from the bridge inventory.

The bridge replacement program concentrates on bridges at least 60 years old. On the local systems, there are 1,896 bridges built prior to 1946. Over the next 10 years, another 661 bridges will reach that age, with another 1,445 and 1,946 in each of the following 10 years after that.

**Local Bridge Replacement Program**

The January 2000 Legislative Study of State Bridge Grant Funding for Local Bridges says that this impending wave means the state will need to implement a continuous local bridge funding program to maintain the rate of progress in the reduction of deficient local bridges that has been seen in past years. Furthermore, the demand for resources to replace and repair deficient local bridges will increase significantly due to this wave of aging bridges combined with the large deck sizes of the newer bridges.

**Impact On Agency Operating Budgets (Facilities Note)**

Administration of this program through the State Aid for Local Transportation Division will be completed using the existing organization and infrastructure and within existing budgets.

**Previous Appropriations for this Project**

In 2006, \$55 million was appropriated for this program and is projected to result in the replacement, rehabilitation, or removal of about 199 bridges.

Funding for the program was first provided in 1976. In 1977, Minnesota had 4,856 deficient bridges on the local road systems. Minnesota's bridges are aging and each year more become structurally deficient or functionally obsolete due to deterioration and increased traffic. As of October 2006, there were 1,831 deficient county, city, and township bridges in Minnesota.

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**Governor's Recommendations**

**2008 STATE APPROPRIATION REQUEST:** \$8,654,000

**AGENCY PROJECT PRIORITY:** 3 of 9

**PROJECT LOCATION:** Carver County Road 147 and new Hwy 212

**Project At A Glance**

- ◆ A new Chaska/Carver County Truck Station
- ◆ Carver county will partner with Minnesota Department of Transportation (Mn/DOT) in the construction and operation of this truck station
- ◆ This approximate 49,000 square feet (SF) truck station facility will contain offices, shops, vehicle support, inventory space, storage spaces, and mechanics work bays. The site will also house salt storage, cold storage, and yard storage facilities
- ◆ This facility will accommodate the southwest metro area, primarily along the new Highway 212 corridor
- ◆ Located in the city of Chaska

**Project Description**

The project will consist of new construction of an approximate 22.3 acre site with an approximated 49,000 SF truck station building with offices, shops, and vehicle storage, and support areas. Cold storage and salt storage facilities will be included on the site. Part of the site is forested and will remain so.

Originally planned for construction in 2012-2014, this project has become a very high priority since the Highway 212 construction has moved to the top of the Mn/DOT priority list. The current undersized facility is located across the Minnesota River and many miles from the proposed location of Highway 212. Constructing a new facility on the correct side of the Minnesota River makes snowplow and highway operations more efficient, economic and timely.

Constructing on a larger site, in partnership with Carver County, will allow Mn/DOT to gain efficiencies of scale and management cohesion. We will be

able to consolidate like functions, and build a facility of a size to accommodate our larger snowplows and other highway engineering equipment. We would take advantage of new construction methods, build to current codes, allow for future expansion, and update current technologies in construction, communication, energy management, and the health and welfare of Mn/DOT employees.

**Impact on Agency Operating Budgets (Facilities Notes)**

Utility costs will increase moderately in this new facility. Current staff will be shifted from the existing facility to this facility.

**Previous Appropriations for this Project**

There have been no previous appropriations for this project.

**Other Considerations**

It is anticipated that Highway 212 will be in operation by 2008. In order to design, construct, and be ready and available for use prior to the opening of the highway, design and construction need to begin as soon as possible.

The increasing traveler needs, as well as the need to support the agencies' long-range strategic goals such as upgrading regional corridors, require that we provide a quality facility.

Carver County will be a Mn/DOT partner in this project and will occupy approximately 11% of the facility and will also share in the costs to construct and operate.

We will provide better customer service through enhanced equipment availability and by prolonging the life cycle use of taxpayer supported equipment.

Mn/DOT will also partner with Carver County in building and supporting like functions by providing an efficient and economical facility, and a healthy and safe workplace for employees.

**Carver County Partnership-Chaska TS**

Once completed, a number of efficiencies can be accomplished. The Mn/DOT long-range plan is to move the current Jordan Truck Station occupants to the existing Shakopee Truck Station, which will have moved into the new Chaska/Carver County Truck Station. Jordan will then be disposed of according to statute.

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**Governor's Recommendations**

**Greater MN Transit Facilities**

**2008 STATE APPROPRIATION REQUEST:** \$4,000,000

**AGENCY PROJECT PRIORITY:** 4 of 9

**PROJECT LOCATION:**

**Project At A Glance**

- ◆ Countywide public transit provided in 66 of 80 greater Minnesota counties
- ◆ Project supports infrastructure needs of greater Minnesota public transit systems
- ◆ Partnership program (80% state, 20% local share) to construct facilities for garaging and maintaining transit vehicles

**Project Description**

The Public Transit Participation Program provides grants for operating and capital assistance to fund public transit service outside the metropolitan area in 66 of 80 counties. Greater Minnesota transit systems are maturing and experiencing the need for facilities specifically designed to meet their needs for garaging and maintaining vehicles as well as office space for dispatching and other administrative activities. In the absence of appropriate space, these functions are often separated and poorly housed. Suitable facilities add useful life to transit vehicles, provide safe storage, and improve overall vehicle and service performance.

Project proposals are prioritized based on need and overall economic benefit. Minnesota Department of Transportation's Office of Transit, working with greater Minnesota Transit systems and their ten year capital plans, has identified a list of potential facilities for 2008 and beyond. Past projects have included rehabed and newly constructed facilities in Crookston, Roseau, Fairmont, and Carlton County. In addition, facility projects are in various

stages of construction in Hibbing, Marshall, Thief River Falls, Willmar, Clay County, Goodhue County, and Stearns County.

**Impact on Agency Operating Budgets (Facilities Notes)**

The funding of this program will have no impact on department operating budgets.

**Previous Appropriations for this Project**

The Minnesota Legislature appropriated \$1 million in bonding funds for this program in 2003. In 2006 the Legislature appropriated an additional \$2 million in bonding funds. These funds have made a significant difference in transit systems' ability to manage their fleets and provide quality service to Minnesota citizens.

**Other Considerations**

Some transit systems are forced to lease space configured for other uses, while others have no option but to park buses out of doors, even in the winter months. Availability of appropriate space for vehicles and maintenance capability is important to preserve critical community services.

There is an increasing need and demand in Greater Minnesota for transportation alternatives. Providing the State funding match for transit facilities will assist providers in getting the longest possible life from their vehicles. This aligns with the Department's objective to preserve the transportation infrastructure and corresponds to the measure that seeks to improve the overall condition of the Greater Minnesota public transit fleet.

Mn/DOT will partner with public transit systems in greater Minnesota to provide efficient and economical facilities and a healthy and safe workplace for employees.

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**Governor's Recommendations**

**UPA Federal Match**

**2008 STATE APPROPRIATION REQUEST:** \$40,000,000

**AGENCY PROJECT PRIORITY:** 5 of 9

**PROJECT LOCATION:**

**Project At A Glance**

- ◆ Provide \$40 million in funding to be used for local match for the Urban Partnership Agreement (UPA) program. The UPA program is a US DOT initiative to fight congestion on urban freeways. Up to \$1.1 billion in grant funds are potentially available. The Minnesota UPA application includes HOV to HOT conversion on I-35W, priced dynamic shoulder lanes on I-35W, and transit improvements on both I-35W and Hwy 77.

**Project Description**

The Minnesota Department of Transportation and the Metropolitan Council have jointly submitted an application to the US Department of Transportation to be considered for the Urban Partnership Agreement (UPA) program. The Minnesota Congestion Coalition application proposes a comprehensive approach to congestion reduction that includes congestion pricing, transit enhancements, telecommuting / telework, and the use of advanced technologies.

In conjunction with the UPA application, MnDOT and Met Council have submitted grant applications under the Value Pricing Pilot Program (VPPP), the Intelligent Transportation System Operational Testing to Mitigate Congestion (ITS-OTMC) and Section 5309 Bus and Bus Related Capital Facilities grant programs to fund the improvements that are proposed under the UPA.

If Minnesota is selected as a UPA partner and the grants are awarded, they must be matched 80 percent federal to 20 percent local. This capital bonding request is for a portion of the local funding that will be required to match the federal dollars. Additional local match will be sought from other sources, including Metro Transit and local stakeholders along the corridor.

**Impact on Agency Operating Budgets (Facilities Notes)**

Additional ITS equipment needs for priced dynamic shoulder lanes and HOT lanes may require additional maintenance and operations.

**Previous Appropriations for this Project**

None

**Other Considerations**

Funding for some of the park & ride expansions may also be eligible for CMAQ grants.

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**Governor's Recommendations**

**Local Road Improvement Fund Grants**

**2008 STATE APPROPRIATION REQUEST:** \$30,000,000

**AGENCY PROJECT PRIORITY:** 6 of 9

**PROJECT LOCATION:** Statewide

**Project At A Glance**

- ◆ Provide \$15 million to assist counties with Rural Road Safety Projects to reduce traffic crashes, deaths, injuries, and property damage that cannot be funded through existing revenue sources.
- ◆ To provide \$15 million to assist cities, counties or townships with local road projects with statewide or regional significance and reduce traffic crashes, deaths, injuries, and property damage that cannot be funded through existing revenue sources.

**Project Description**

This request for \$30 million in state funds is to provide funding assistance to local agencies for construction, reconstruction, or reconditioning projects of local roads with statewide or regional significance and projects on county state aid highways designed to improve safety by reducing traffic crashes, deaths, injuries, and property damage. These are local projects that cannot be reasonably funded through other sources.

Two of Minnesota Department of Transportation (Mn/DOT's) strategic directions are: investing in and improving the system of interregional corridors that connect the state's regional trade centers; and to address congestion by improving bottlenecks on the Trunk Highway system in the Twin Cities metro area or Greater Minnesota. Local roads provide critical connections to the states inter-regional corridors and other trunk highways from towns, shipping points, industries, farms, recreational areas, and other

markets. A well-developed local system is vital to the any solution for reducing congestion on Trunk Highways.

A study of local road funding conducted for the legislature in January 2002 found that there is a large and growing need for transportation system improvements. Existing funding mechanisms are limited in the ability to handle many of the situations and types of projects identified as important to the state of Minnesota.

State assistance is needed to supplement local effort and the highway user tax distribution fund in financing capital improvements to preserve and develop a balanced transportation system throughout the state. Such a system is a proper function and concern of state government and necessary to protect the safety and personal and economic welfare of all citizens (M.S. 174.50).

In 2002, the legislature created the Local Road Improvement Program (M.S. 174.52). The fund for this program has three accounts: The Trunk Highway Corridor Projects Account provides funding assistance to local agencies with the local share of costs of improving Trunk Highways through their communities.

The Local Road Account for Routes of Regional Significance provides funding assistance to local agency road projects that are significant to the state or region. Such projects may support economic development, provide capacity or congestion relief, provide connections to interregional corridors or other major highways, or eliminate hazards.

The Local Road Account for Rural Road Safety provides funding for projects on county state-aid highways intended to reduce traffic crashes, deaths, injuries, and property damage.

This request is for \$30 million for grants split between the Local Road Improvement Accounts for Routes of Regional Significance and Rural Road Safety.

**Impact On Agency Operating Budgets (Facilities Note)**

**Local Road Improvement Fund Grants**

Administration of this program through the State Aid for Local Transportation Division will be completed using the existing organization and infrastructure and within existing budgets.

**Previous Appropriations for this Project**

In the 2002 bonding bill, \$20 million was placed in the Trunk Highway Corridor Projects Account for loans. Nearly \$16 million of that loan authority is left.

The 2006 bonding bill provided \$16 million that was placed in the Local Road Improvement Program, divided equally between the Routes of Regional Significance and Rural Road Safety accounts. The \$16 million partially funded 62 of 140 projects that were requested by local governments for the 2007 construction season.

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**Governor's Recommendations**

**Rail Service Improvement**

**2008 STATE APPROPRIATION REQUEST:** \$3,000,000

**AGENCY PROJECT PRIORITY:** 7 of 9

**PROJECT LOCATION:** Statewide

**Project At A Glance**

- ◆ Designed to preserve and improve rail-shipping opportunities in Minnesota
- ◆ Serves the freight community in Minnesota
- ◆ Provides loans and grants to regional railroad authorities, railroads, and shippers to improve rail facilities
- ◆ Typically, provides funding for approximately 20 Capital Improvement projects, two-three railbank projects and one-two rehabilitations each year

**Project Description**

The Office of Freight and Commercial Vehicle Operations addresses rail transportation needs in part through the Minnesota Rail Service Improvement (MRSI) Program to aid rail users for rail line and rolling stock improvements necessary to improve rail service or reduce the impact of discontinuance of rail service.

With the numerous changes in the railroad industry, particularly in the larger railroads such as Burlington Northern Santa Fe, Union Pacific, Canadian Pacific, and Canadian National, the need for shortline and regional railroads has increased significantly. The influx of mergers has created additional spin-offs and abandoned rail lines. This has increased the demand for the MRSI Program.

Some of Minnesota's shortlines and regional railroads are in need of rehabilitation to provide competitive choices for Minnesota's shippers. Without assistance from the MRSI Program, many of these railroads will be

abandoned and shippers will be forced to truck all their freight, relocate along a Class 1 railroad, go out of business, or leave the state.

Minnesota shippers benefit from the MRSI Program through the Capital Improvement Loan Program, the Rail Line Rehabilitation Program and the Rail Bank Program.

*Capital Improvement Loan Program:*

⇒ The Rail Line Rehabilitation Improvement Loan Program provides interest-free loans to shippers along Minnesota's rail lines. These funds must be used to make capital improvements to increase rail shipping. Eligible projects include construction of rail spurs, building additional grain storage, and installation of new rail loading or unloading facilities.

*Rail Line Rehabilitation Program:*

⇒ The Rail Line Rehabilitation Program is a partnership program with the operating railroad, rail shippers, and Minnesota Department of Transportation (Mn/DOT). This program loans money to railroads to rehabilitate deteriorating rail lines. The program requires shipper financial participation and projects must meet Mn/DOT criteria to protect the investment of Minnesota's taxpayers.

*Rail Bank Program:*

⇒ The Rail Bank Program acquires and preserves abandoned rail lines and right-of-way for future public transportation use. Once acquired, Mn/DOT has a financial responsibility to maintain abandoned railroad property placed in the Rail Bank Program.

The MRSI Program was created in 1976. Funding for the MRSI Program was authorized in 1978. In 1982, a Constitutional Amendment provided for general fund obligation bonds to be used for the MRSI Program. The MRSI Program has received general fund appropriations totaling \$14.5 million and general obligation bond appropriations totaling \$25.5 million over the life of the program. These funds have been used for rail acquisition, rail rehabilitation and capital improvement purposes since 1978. The bond proceeds combined with federal grants and funding from railroads, shippers, and local units of government have driven project investments exceeding \$114 million within the state of Minnesota.

## Rail Service Improvement

Usually, MRSI investments are loans. Revenue from the repayment of these loans is placed in the Minnesota Rail Service Improvement account in the special revenue fund for future project investments. Past loans under this program have included capital improvements to build and improve rail spurs, build storage bins and improve loading into rail cars at rail shipping facilities. Rehabilitation funding is used to improve rail lines that are marginally operable with ties, ballast, drainage, or rail. Rehabilitation loans have included 24 major rehabilitation projects and assistance to rail authorities to purchase short lines or regional railroads within the state of Minnesota. There continues to be considerable interest on the part of shippers and railroads to participate in the MRSI Program.

**Impact on Agency Operating Budgets (Facilities Notes)**

This is a grant and loan program. There is no impact on state operating budgets.

**Previous Appropriations for this Project**

The Minnesota Legislature originally appropriated \$3 million in general funds for this program in 1976. In 1977, an additional \$3 million in general funds were appropriated. The legislature has appropriated funding in the following years: 1979, \$3 million from the general fund; 1980, \$13.5 million in bonds; 1981, \$1 million from the general fund; 1984, \$12 million in bonds; 2001 and 2002, \$5 million and \$1 million, respectively from the general fund. The 2003 legislature reduced the amount of funding available to the MRSI Program by \$6.4 million for FYs 2004 and 2005. In 2005 and 2006, \$2.5 and \$3.7 million respectively of bonding were authorized for rail service improvement.

**Other Considerations**

Current needs for expensive rail replacement projects to accommodate heavier rail cars are an enormous burden on Minnesota's shortline and regional railroads. These railroads need to have access to low-or no-interest loans to rehabilitate their track and continue their economic viability.

With the entrance of longer and heavier trains, rail shippers must upgrade their rail spurs, storage facilities, and loading/unloading facilities to utilize rail as a transportation alternative.

We do not anticipate that private sector lending institutions will take an increased role in this area. Loans under this program, and the short line railroad business in general, are high-risk ventures. Our experience has been that private lending institutions are reluctant to participate.

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**Governor's Recommendations**

## Port Development Assistance

**2008 STATE APPROPRIATION REQUEST:** \$3,000,000

**AGENCY PROJECT PRIORITY:** 8 of 9

**PROJECT LOCATION:** Duluth, Minneapolis, St. Paul, Red Wing, Winona

#### Project At A Glance

- ◆ Project supports infrastructure needs of Minnesota's public ports on the Great Lakes and Inland River Navigation Systems.
- ◆ Partnership program up to (80% state, 20% local share) to improve freight handling efficiency on Minnesota's commercial waterway systems.

#### Project Description

The Port Development Assistance Program provides a funding source that facilitates compliance with tighter environmental and safety standards, helps to ensure the continued commercial effectiveness of lake and river navigation systems, and helps to offset the increases in the general cost of commercial shipping. Minnesota's public port facilities are located in Duluth, Minneapolis, St. Paul, Red Wing, and Winona.

Project proposals are prioritized based on need, employment generated and overall economic benefit. Minnesota Department of Transportation's (Mn/DOT's) Office of Freight and Commercial Vehicle Operations, working with the state's port authorities, have identified a list of potential terminal improvement projects for 2004 and beyond. Past projects include rehabilitating or improving rail and truck access, dock walls, building roofs, sprinkler and electrical systems, mobile handling equipment and adding warehouse capacity.

#### Impact on Agency Operating Budgets (Facilities Notes)

The funding of this program will have no impact on department operating budgets.

#### Previous Appropriations for this Project

The Minnesota Legislature originally appropriated \$3 million in bonding funds for this program in 1996. In 1998 the legislature appropriated an additional \$3 million in bonding funds and \$1.5 million in general funds. In 2000 and 2001 the legislature appropriated an additional \$2 million in general fund bonds and \$1 million respectively in general funds. An additional \$2 million was appropriated in 2003.

The 2005 bonding bill appropriated \$2 million for this program, and the 2006 bonding bill appropriated another \$3 million.

The 2003 legislature also authorized \$3.5 million specifically for Winona for freight access improvement.

#### Other Considerations

Neighboring states have had Port Development Assistance programs dating back to 1980 and have committed over \$35 million to rehabilitating their port infrastructure projects similar to Minnesota. Their programs are on a grant basis only.

Minnesota is further from the Atlantic Ocean and the Gulf of Mexico than all of our neighboring waterway states. This puts Minnesota at a geographic disadvantage as well as costing Minnesota shippers more to get their products to international markets.

According to Minnesota law, Port Development Assistance funds cannot be added to other state sponsored port investments. Port Development funds can be used with federal and local dollars to complete projects that benefit a port. An example of this is the rehabilitation of Port Terminal Drive in Duluth. Federal and city funds were used with Port Development funds. This was an opportunity to leverage Port Development funds with federal, city and port authority funds to complete a total road project that would not have been possible without this partnership.

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**Governor's Recommendations**



**Design Fees-Rochester/Other Major Projects**

**2008 STATE APPROPRIATION REQUEST:** \$2,000,000

**AGENCY PROJECT PRIORITY:** 9 of 9

**PROJECT LOCATION:**

**Project At A Glance**

This request is for:

- ◆ Funding for the schematic, design development and investigative portions of a new Rochester Truck Station design, including the subsequent remodeling and upgrade of the existing facility.
- ◆ Funding for design through construction documents and investigative portions of the Maple Grove Truck Station project.

**Project Description**

Facilities need to be routinely constructed and/or upgraded to provide support for the Mn/DOT mission. Planning and design for these facilities needs to be accomplished to meet Mn/DOT's 6 year construction schedule.

This request is to provide the funding for:

**Rochester Truck Station** (Schematic Design, Design Development and Investigative Services)

The project includes the schematic design, design development, and investigative portions of a facility design project for an approximate 86,000 SF Truck Station servicing an anticipated minimum of 39 major pieces of snow plow and ancillary heavy equipment. The space will also house mechanics areas, a wash bay, welding shop and other support areas. The project also includes refurbishing, minor remodeling and mechanical upgrades to the approximate 95,000 SF of existing space, including addressing mechanical and code compliance issues.

This facility is the central support for District 6's 1,422 miles of state and federal highways, 207 miles of interstate roadways, 857 bridges, 3,538 miles

of county state aid system roadways, 12 safety rest areas and 23 truck stations located throughout the district and management of approximately 20,000 acres of land.

**Maple Grove Truck Station** (Complete Design and Investigative Services)

The project includes the design, through construction documents, and investigative portions of a facility design project for an approximate 85,000 SF Truck Station with a small office, shops, mechanic's repair bays, and other vehicle storage and support areas. Cold Storage and Salt Storage facilities will be included on the site.

Mn/DOT plans to build a new Maple Grove Truck Station on a new site, removing this industrial facility from its current commercial development surroundings and allowing Mn/DOT to design a larger facility, to current building codes and environmental regulations, which is capable of supporting the expanding Maple Grove mission. This facility supports the Northwest Area of the Twin Cities Metro Division.

**Impact on Agency Operating Budgets (Facilities Notes)**

Utility costs will increase moderately in these new buildings. One additional custodian and one additional general repair worker would be added to the Rochester staff, and one additional general repair worker would be added to the Metro Division staff for facilities maintenance.

**Previous Appropriations for this Project**

Rochester: None  
 Maple Grove: None

**Other Considerations**

These projects will include site investigation, sustainability compliance, and the review of possible ground source heat and/or solar panels use where practicable, as well as the possible use of wind turbine technology.

**Inclusion of other State Agencies**

**Design Fees-Rochester/Other Major Projects**

The Rochester facilities will support not only the Mn/DOT mission, but also those missions of our partners, the State Patrol and the Drivers License Examination functions of the Department of Public Safety.

**Project Contact Person**

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**Governor's Recommendations**