

**Transportation, Department of**

**Projects Summary**  
**(\$ in Thousands)**

Project Title	2010 Agency Priority Ranking	Agency Project Request for State Funds (\$ by Session)				Governor's Recommendations	Governor's Planning Estimate	
		2010	2012	2014	Total		2010	2012
Local Bridge Replacement Program	1	\$75,000	\$75,000	\$75,000	\$225,000	\$75,000	\$75,000	\$75,000
Greater MN Transit Facilities	2	29,140	10,000	10,000	49,140	0	0	0
Local Road Improvement Fund Grants	3	30,000	30,000	30,000	90,000	20,000	20,000	20,000
Railroad Grade Warning Devices Replacement	4	10,800	10,800	10,800	32,400	2,500	2,500	2,500
Rochester Maintenance Facility	5	26,430	13,800	0	40,230	26,430	13,800	0
Maple Grove Truck Station	6	15,800	0	0	15,800	15,800	0	0
Arden Hills Training Center	7	6,500	0	0	6,500	0	0	0
Little Falls Truck Station	8	3,300	0	0	3,300	3,300	0	0
Maplewood Bridge Crew Building	9	3,000	0	0	3,000	3,000	0	0
Design Fees - Willmar HQ, Plymouth TS	10	700	0	0	700	700	0	0
Rail Service Improvements	11	10,000	10,000	10,000	30,000	0	0	0
Port Development Assistance	12	10,000	10,000	10,000	30,000	0	0	0
Southern Rail Corridor Alternatives Analysis	13	2,000	0	0	2,000	2,000	0	0
Crookston Vehicle Storage		0	0	3,500	3,500	0	0	0
Design Fees-Crookston, Eden Praire, Mendota TS		0	915	0	915	0	0	0
Eden Prairie Truck Station		0	0	3,650	3,650	0	0	0
High Speed Rail Corridor State Match		0	100,000	100,000	200,000	0	0	0
Mendota Truck Station Addition		0	0	4,200	4,200	0	0	0
Plymouth Truck Station		0	4,000	0	4,000	0	0	0
Willmar District Headquarters		0	4,000	0	4,000	0	0	0
<b>Total Project Requests</b>		\$222,670	\$268,515	\$257,150	\$748,335	\$148,730	\$111,300	\$97,500

**Agency Profile At A Glance**

FY 2008-09 Budget (000s)

◆ Operating budget	\$1,222,808
◆ Capital expenditure	1,346,651
◆ Grants	1,553,096
◆ Total	\$4,122,555

Mn/DOT's primary source of financing is the Trunk Highway Fund, which is supported by motor fuel taxes, motor vehicle registration fees, and motor vehicle sales taxes. Other sources include federal funds and state airport funds. Less than one percent of the operating budget is from the General Fund.

**Agency Purpose**

The Minnesota Department of Transportation (Mn/DOT) was created by the state legislature in 1976. Its role is to develop and implement transportation policies, plans, and programs that enhance the quality of life for citizens.

Meeting Minnesota's transportation needs, now and in the future, is one of the top policy goals of the Pawlenty-Molnau administration. Mn/DOT's work will be guided by the administration's governing principles of commitment to mission, focus on customers, innovation, transparency, and accountability.

Mn/DOT's vision affirms what citizens want for Minnesota: a coordinated transportation network that meets the needs of Minnesota citizens and businesses for safe, timely, and predictable travel.

Mn/DOT's mission is to improve access to markets, jobs, goods and services, and improve mobility by focusing on priority transportation improvements and investments.

**Mn/DOT's strategic directions are to:**

- ◆ Safety – Promote and maintain a safe, reliable and modern transportation system
- ◆ Mobility – Improve access and enhance the movement of people and freight
- ◆ Innovation – Promote a culture of innovation in organization
- ◆ Leadership – Become the transportation leader and employer of choice for Minnesota's diverse population
- ◆ Transparency – Build public trust in Mn/DOT.

**Mn/DOT's investment objectives are:**

- ◆ Preserve existing infrastructure – maintain the roads and bridges on the truck highway system in safe and sound condition.
- ◆ Improve safety – implement the Strategic Highway Safety Plan, investing in statewide, proactive safety strategies to reduce intersection and run-off-the-road crashes.
- ◆ Improve mobility – engineer solutions that accelerate delivery of projects to reduce congestion.
- ◆ Innovation – develop 21<sup>st</sup> century solutions to 21<sup>st</sup> century problems, using innovative approaches to project development, design, construction and financing.

**Core Functions**

**State Roads** – includes the construction, operation, and maintenance of the state's approximately 12,000-mile trunk highway system.

**Local Roads** – includes the local financial resources for county and municipal roads generated by the constitutional funding sources.

**Multimodal Systems** – includes supporting the use and development of cost-effective transportation modes – transit, air, railroads, and waterways – owned and operated by local governments and private operators. This includes financial investments, technical assistance, and operational reviews.

**General Support** – includes general department-wide administrative functions (accounting, personnel, information resources), the commissioner's office, and the policy functions of the department. It also includes the

construction and centrally directed maintenance of all the department's buildings.

## **Operations**

### ***Highways***

Mn/DOT constructs, operates, and maintains the state trunk highway system that includes nearly 12,000 miles of roads and more than 4,700 bridges. This system carries about 58 percent of all travel for the entire 141,000-mile system of state and local roads.

### ***Freight***

Mn/DOT promotes the safe and efficient movement of freight by rail, on waterways and by motor carriers on highways, through the management of investment programs, administration of construction projects, ensuring regulatory compliance and developing policies and plans for freight system improvement.

### ***Aeronautics***

Mn/DOT promotes general and commercial aviation throughout the state, and provides services including aircraft registration, airport development, aviation system planning, aviation education, maintain and operate aviation navigational systems, and government aircraft services.

### ***Transit***

Mn/DOT provides statewide leadership in the development and implementation of transit systems, including management of state and federal funds for greater Minnesota public transit, planning activities associated with bicycle and pedestrian systems, planning and construction of commuter rail, and planning of inter-city bus and rail lines.

## **Budget**

Mn/DOT's investment objectives are to preserve existing infrastructure and improve safety and mobility by using traditional and innovative approaches to project selection and development, design, construction, maintenance and operations.

The Minnesota Legislature passed a transportation funding bill in February 2008 providing for investments in truck highways and local roads (Laws, 2008, Chapter 152). This bill specifically directed monies towards trunk highway bridge replacements and repairs, new interchanges, transit facility improvements, and facilities construction statewide as well as providing additional revenue over the next ten years for local road maintenance and construction. With this bill, Mn/DOT receives an estimated \$2.6 billion in new revenue as well as \$1.8 billion in bond funds over the next ten years. Of these revenues, \$75 million per year goes to Mn/DOT operations and program delivery.

## **Contact**

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**At A Glance: Agency Long-Range Strategic Goals**

- ◆ Safeguard what exists – operate, maintain, and preserve Minnesota’s existing transportation systems and infrastructure.
- ◆ Make the transportation network operate better through balanced cost-effective statewide strategies.
- ◆ Make Minnesota Department of Transportation (Mn/DOT) work better by continuously improving service and efficiency in order to give citizens the best value for their tax dollars.

**Trends, Policies and Other Issues Affecting the Demand for Services, Facilities, or Capital Programs**

Distinct operating units have initiated the requests for projects in this budget document. The sections of this summary are explained separately by those operating units:

- ◆ The Facilities Program addresses all Minnesota Department of Transportation (Mn/DOT) owned buildings. Generally, building projects included in the capital budget cost \$1 million or more. If projects are less than \$1.5 million, they are included in the biennial operating budget.
- ◆ State Aid for Local Transportation (State Aid) addresses the need for general obligation bonds to replace deficient local bridges and to complete local road and bridge projects with statewide or regional significance.
- ◆ Office of Freight and Commercial Vehicle Operations addresses rail service improvement projects and port improvement needs, which are funded from general obligation bonds.
- ◆ Office of Transit is responsible for providing grants for operating and capital assistance to greater Minnesota public transit systems. Capital assistance for transit facilities is funded from general obligation bonds.
- ◆ Office of Traffic, Safety and Operations addresses the request for a state match for the federal Urban Partnership Agreement (UPA) program grant.

**Facilities Program**

Facilities need to be routinely maintained, repaired, constructed, and/or upgraded to provide support for the Mn/DOT. Space is required for

administration, vehicle storage and repairs, ancillary equipment, installed facility-supporting equipment, and office space. All facilities must be at correct locations for operations so Mn/DOT employees can efficiently and promptly respond to the highway users’ needs. These facilities are constructed to respond to program requirements, new equipment demands or may be regulatory or building code driven.

Mn/DOT has continually upgraded its fleet and technological capabilities to be more efficient in constructing and maintaining the transportation infrastructure, while providing for the safety of the public and the Mn/DOT work force. This policy has impacted the ability to store, maintain, and maneuver the equipment at many truck stations and district headquarters. As an example, trucks have gone from a single axle, 33-foot length, to a double axle vehicle, requiring 44 feet to park. Other equipment, attachments and technical enhancements also require larger storage capabilities and maneuvering space. Increased use of sophisticated hydraulic systems and computer technology require warm storage for the maximum efficient use and life cycle.

Retaining this large and diverse fleet greatly affects the space and air quality conditions of existing facilities:

- ◆ Existing buildings require additional space to accommodate larger vehicles and support spaces; and
- ◆ Diesel engines emit fumes that are difficult to diffuse and require extensive mechanical retrofit.

While Mn/DOT was shifting to larger equipment, building codes and environmental regulations and Occupational Safety and Health Administration (OSHA) procedures also grew more complicated. Additional facilities systems such as fire sprinklers, Americans with Disabilities Act (ADA) requirements, along with asbestos removal requirements, have expanded facility size and complexity. Some of these regulations have required a shift from field maintenance positions to design and compliance professional positions, which require additional administrative and support spaces.

**State Aid**

In 1976, the legislature began a program of state bond funds to replace deficient bridges on the local roads system. It was recognized at that time

that the number of aging bridges and the need for replacement was so great that the local agencies needed state assistance in addressing the needs. The number of bridges becoming deficient in Minnesota is increasing as bridges built after World War II get older. Additionally, the increase in truck weights and the size of farm machinery directly affect the structural and functional condition of bridges.

In 2002, the legislature created a program to assist local agencies with the construction of road and bridge projects that are on the local system, and that have statewide or regional significance or are associated with trunk highway corridor improvements. A study completed for the legislature in January of 2002 identified several types of local transportation projects that are of importance to the state, but are beyond the means of local agencies to fund, and cannot reasonably be funded by existing state or federal programs.

Local agency transportation projects will compete on a statewide basis. Eligibility for funding will consider the significance and benefit of the project as well as the local agency's ability to provide partial funding.

### **Freight and Commercial Vehicle Operations**

The Minnesota Rail Service Improvement (MRSI) Program was created in 1976. The MRSI Program has received General Fund appropriations totaling \$19.5 million and general obligation bond appropriations totaling \$25.5 million over the life of the program. These funds were granted or loaned to rail users and rail carriers for capital improvements, to rehabilitate deteriorating rail lines, to improve rail-shipping opportunities, and to purchase, preserve and maintain abandoned rail corridors for future transportation use.

With the numerous changes in the railroad industry, particularly in the larger railroads, the need for shortline and regional railroads has increased significantly. The influx of mergers has created additional spin-off and abandoned rail lines. This has increased the demand for the MRSI Program. Rural communities in Minnesota depend on reliable rail service. 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. Minnesota short lines and regional railroads must continue to provide reliable and competitive choices for shippers by rehabilitating and improving their rights-of-way and other rail facilities.

The Port Development Assistance Program was created in 1991 (Minnesota Statutes Chapter 457A). The purpose of the program is to provide grants in partnership with local units of government and port authorities for port and terminal improvements that improve shipping on Minnesota's commercial waterway system. Eligible projects include improvements, repairs, and construction of terminal buildings and equipment, railroad and roadway access, dock walls, piers, storage areas, and dredging harbor sediment. Project locations must be on navigable portions of the Mississippi, the Minnesota, and the St. Croix rivers or on the North Shore of Lake Superior. Since 1996, \$21.0 million has been appropriated for the Port Development Assistance Program.

### **Transit**

There is an increasing need and demand in greater Minnesota for transportation alternatives. Providing the State funding match for transit facilities assists providers in getting the longest possible life from their vehicles. This aligns with Mn/DOT's strategic objective to preserve the state's transportation assets 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.

### **Passenger Rail**

The 2009 Minnesota Legislature (Laws of Minnesota, Chapter 93, subdivision 5) identified \$26 million in general obligation bonds to implement capital improvements and betterments for intercity passenger rail projects identified in the state wide freight and passenger rail plan. The funds will be used to match federal passenger rail development program funding and capital investments that benefit current/future passenger rail corridor. Mn/DOT will partner with Railroad Authorities and other state DOT's to pursue fund for the development of intra and intercity passenger rail corridors.

**Long-range strategic plans by program****Facilities Program**

Long-range goals of Mn/DOT regarding facilities are to safeguard what exists and make Mn/DOT work better. To meet those goals, the Facilities Program will:

**Provide facilities that meet the following goals and criteria:**

- ◆ **Facilities that are functionally and energy efficient:**
  - ⇒ Facilities should foster productivity by allowing employees to safely produce a maximum amount of output with a minimum amount of effort;
- ◆ **Facilities that are flexible:**
  - ⇒ Buildings should enable change to the interior organization, to reorganize work systems and processes with a minimum of cost and disruption; and
  - ⇒ support the ability to expand the facility footprint, or provide site enhancements with a minimum disruption of existing functions;
- ◆ **Facilities that perform to standards:**
  - ⇒ Facilities should provide safe, adequately sized heated storage space for snow and ice removal equipment; and
  - ⇒ provide adequate training and meeting facilities, lunchrooms, and rest rooms for maintenance workers;
- ◆ **Facilities that require minimum maintenance;**
- ◆ **Facilities that are pleasing to the eye and complement the surrounding environment:**
  - ⇒ Buildings should use creative design elements to economically provide a distinctive and pleasing appearance; and
- ◆ **Facilities that are sustainable:**
  - ⇒ Facilities should provide an office environment for employees using the most efficient and safe technology and ergonomics.

**State Aid**

One of Mn/DOT's goals is to make the transportation network operate better by maintaining the mobility of the traveling public. Bridges are critical links in the transportation network and replacing those which are deficient will help Mn/DOT to meet the goal of providing mobility for people and goods.

Mn/DOT State Aid Division's long range budget plan is to maintain a continuous adequate level of funding for a local bridge replacement program so that the number of deficient bridges can be reduced and maintained at an acceptable number, even as the number of bridges becoming deficient each year is increasing.

In addition to local bridges, there is a need for state assistance with certain local agency road and bridge projects that cannot be reasonably funded through existing programs. Mn/DOT State Aid's long-range goal is for a program using such funds as the legislature may allocate to construct these regionally beneficial projects.

**Freight and Commercial Vehicle Operations**

Mn/DOT's strategic plan reflects a commitment to operate, maintain, and preserve Minnesota's transportation systems and infrastructure. The Federal transportation authorization act (SAFETEA-LU) language reinforces that direction by emphasizing the need for states to be more intermodal in their approach to addressing transportation solutions. Railroads and waterways are integral parts of Minnesota's transportation network.

Two of Mn/DOT's strategic directions are:

- ◆ safeguard what exists, and
- ◆ make the transportation network operate better.

Continued investment in the MRSI Program and the Port Development Program are critical elements of the transportation investment strategy to accomplish these important Mn/DOT directions.

**Provide a Self-Assessment of the Condition, Suitability, and Functionality of Present Facilities, Capital Projects, or Assets****Facilities Program**

Mn/DOT has 1,050 facilities with approximately 5.5 million square feet at over 300 locations. These facilities include headquarters buildings, truck stations, cold storage, salt storage, rest areas, weight stations, and radio/communications sites. Increases in equipment sizes, environmental regulations, building code changes and the lack of adequate administrative space are the primary justifications for recent facility projects. Of the 143 truck stations currently in the Mn/DOT inventory, 27 are considered

functionally inadequate. “Functionally inadequate” means truck bays are too small, mechanical equipment inadequate, or buildings have other problems which prevent them from fully carrying out their intended function.

#### **State Aid**

As of December 2008, 1,639 of 14,774 bridges on the local road system were either structurally deficient or functionally obsolete. A structurally deficient bridge indicates poor condition of the structural elements of the bridge. A functionally obsolete bridge has such poor geometry, usually a narrow width, that it poses a safety hazard to the motorist.

Although the state provides aid for local roads and bridges, there are projects on the local system that are of importance to the state or region that cannot be reasonably funded through the existing state aid system. Reasons why the project does not receive state aid include: it is unique and too large for the formula to consider, or the need for the project comes from an external cause such as economic development or rapid growth.

These roads and bridges are critical links in the state’s transportation system and must be serviceable to move people and goods where needed.

#### **Freight and Commercial Vehicle Operations**

Minnesota’s rail and waterway systems are vital elements of the state transportation infrastructure and provide essential services for the competitive movement of bulk products in and out of Minnesota. Preservation and improvement of rail and waterway systems is crucial to the state’s economy.

Some of Minnesota’s shortlines and regional railroads need improvements and rehabilitation to continue providing reliable competitive choices for shippers and efficient movement of goods. Without assistance from the MRSI Program many of these railroads will be deteriorating or abandoned and shippers forced to either truck all their freight, relocate along a Class 1 railroad, go out of business, or leave the state.

Current needs for expensive rail replacement projects to accommodate congestion, heavier rail cars, and deteriorating infrastructure such as bridges are an enormous burden on Minnesota’s shortline and regional railroads. These railroads need access to low – or no-interest loans to improve or

rehabilitate their track and continue their economic viability. The MRSI Program was established to meet these needs.

The physical infrastructure of Minnesota’s Mississippi River and Lake Superior ports need rebuilding and updating to keep Minnesota competitive with other waterway states. Some of the projects that need rebuilding are too large for the local port authorities to finance on their own. The Waterway Transportation System is a low cost, environmentally friendly freight mode that will keep Minnesota producers competitive in world markets (i.e. agriculture and taconite industries). Water borne transportation of freight helps reduce roadway congestion especially as our population and freight needs grow.

Aging, extensive use, and fluctuating lake and river levels increase the deterioration of dock walls, piers, and mooring cells. Without a stable funding program, our ports will continue to deteriorate to a point where it will be more costly later and possibly too late to respond to shippers’ needs.

#### **Transit**

Present bus storage and maintenance facilities exhibit a variety of conditions, suitability and functionality. Some Greater Minnesota transit systems are forced to lease space configured for other uses. Others have no option but to park buses outside, even in the winter months. Some communities may receive less competitive bids on contracted transit service because they cannot offer a facility for use by the best bidder. Availability of appropriate space for vehicles and maintenance is important to preserve critical community services.

Funding for facilities has made a significant difference in the ability of transit systems to manage their fleets and provide quality service to Minnesota citizens.

#### **Passenger Rail**

The existing freight rail system in Minnesota will serve as the basis for potential passenger rail corridors. There may be new “green field” alignments on some corridors, but the vast majority of passenger rail alignments will use existing track and facilities with necessary signals, switches sidings, etc. being constructed to ensure compatible freight/passenger rail operations.

## Agency Process Used to Arrive at These Capital Requests

### Facilities Program

Every two years, Mn/DOT performs a Facility Assessment of all Mn/DOT facilities. These assessments review nine functional areas, use a weighted scoring system and provide a comprehensive look at the facility condition, suitability and functionality. Mn/DOT recently adapted this assessment to provide the Facility Condition Audit information required annually by the legislature. The Facilities Program now assesses chemical storage structures and is working with the Mn/DOT Office of Technical Support to develop a baseline assessment of all rest areas, which will include Americans with Disabilities (ADA) Act requirements.

Annually, Mn/DOT uses the Facility Assessment and District meetings in the building budget process, to determine, with building users and division staff, the deficiencies and needs for immediate and future building space and renewals. The assessment is then consolidated and prioritized by score. The top 10-15 projects are reviewed by the Facilities Program professional staff for consistency and need. Priorities are developed, presented to the Districts for review, and then provided to the commissioner's staff for concurrence and approval. This process results in a comprehensive eight to ten year construction plan.

This process also develops annual required maintenance and repair projects. Presently, the plan lists over 300 maintenance and repair projects scheduled for completion this year. Also listed are over 50 smaller ongoing projects over the next four biennia that are currently not funded, with an estimated cost of over \$32 million. The plan also identifies 10 major projects, with an estimated cost of over \$103 million.

### State Aid

A 2000 legislative study to assess the demand for local bridge replacement funds concluded that the continuation of a substantial and regular replacement program is needed to address the large bridge reconstruction "wave" created by the increased number and larger deck size of bridges built in the post World War II era that are beginning to reach the end of their useful life. Capital requests are based upon a solicitation for candidate projects from cities and counties.

A 2002 legislative study identified causes for the need for an alternative funding source for local roads and estimated that need to be \$50-100 million per biennium. The Local Road Improvement Fund was established for this purpose by the 2002 legislature.

### Freight and Commercial Vehicle Operations

The MRSI Program is based on analysis of rail user and rail carrier applications. Those projects that are deemed economically viable and meet the Mn/DOT criteria established in the rules are funded on a priority basis as funds permit.

The Port Development Assistance Program for Minnesota is based on needs supplied by port authorities on the Mississippi River and Lake Superior and on Mn/DOT site inspections.

### Transit

Mn/DOT developed a Facility Guidebook to provide a clear, consistent and streamlined process for documenting the need for a new or renovated transit facility and clarify the steps required to request project funding through Mn/DOT. The Guidebook also established a uniform process for Mn/DOT to use when evaluating funding requests.

Greater Minnesota transit systems annually submit facility applications to Mn/DOT. All projects that are determined to be program eligible and fiscally viable are allowed into the Mn/DOT approved 10-year capital plans and are apart of the annual review for funding. Using the process outlined in the Facility Guidebook, Mn/DOT determines the cost effectiveness of each proposal and determines whether or not the project is viable. The projects which are determined to be viable are then ranked and the highest ranked projects receive funding.

### Passenger Rail

Specific assessment of existing infrastructure and future capital needs will be determined on a corridor by corridor basis in partnership with the freight railroads as the implementation of the state rail plan occurs



**Major Capital Projects Authorized in 2007 and 2008****Facilities Program**

The 2008 legislature authorized \$24.0 million for the Mankato District Headquarters Building, \$8.6 million for the Chaska Truck Station, and \$2.0 million for the design of truck station facilities in Rochester and Maple Grove.

**State Aid**

In 2008 the legislature appropriated \$50 million to replace or rehabilitate deficient local bridges and \$10 million for the Local Road Improvement Fund. An additional \$10 million was appropriated in 2009 for the local bridge replacement program.

**Freight and Commercial Vehicle Operations**

No appropriations were designated for the MRSI Program in 2007 or 2008. However, a legislative earmark in the amount of \$3.0 million was provided to the Minnesota Valley Regional Rail Authority and administered through the MRSI Program. The legislature appropriated \$500,000 in general funds for port infrastructure improvements in 2008. The Port Development Assistance program was funded at \$2 million in 2005 and \$3 million in 2006.

**Transit**

The legislature appropriated \$2 million in bond funds for transit facilities in 2006 and an additional \$1 million in 2008. The 2006 bonding resulted in construction of bus garages at Hibbing Area Transit, Three Rivers Hiawathaland Transit (Goodhue & Wabasha counties), Tri-CAP Transit Connection (Benton, Morrison and Stearns counties), Tri-Valley Heartland Express (Clearwater, Marshall, Norman, Pennington, Polk and Red Lake counties) and Western Community Transit (Jackson, Lyon and Redwood counties) and a transfer facility at Kandiyohi Area Transit. The 2008 bonding is being used for construction of bus garages for Meeker County Public Transit and Rainbow Rider (Douglas, Pope, Stevens, Todd and Traverse counties).

**Passenger Rail**

The 2009 Minnesota Legislature (Laws of Minnesota, Chapter 93, subdivision 5) identified \$26 million in general obligation bonds to implement capital improvements and betterments for intercity passenger rail projects identified in the state wide freight and passenger rail plan

**Agency Contact Person, Title and Phone**

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**Local Bridge Replacement Program**

**2010 STATE APPROPRIATION REQUEST:** \$75,000,000

**AGENCY PROJECT PRIORITY:** 1 of 13

**PROJECT LOCATION:** Statewide

**Project At A Glance**

- ◆ \$75 million request
- ◆ There are 960 deficient local bridges that need maintenance; this request would provide funding for approximately 82 bridges.
- ◆ Bridge projects requested in 87 counties and cities across the state. Will be supplemented with \$150 million of federal bridge replacement funds, state-aid funds, and local funds.

**Project Description**

This request for \$75 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. M.S. 174.50, subdivision 6c allows funds to be spent for replacement or rehabilitation of a fracture-critical bridge.

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 percent 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 percent 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 percent 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 percent 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 meet 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.

In order to promote innovation and accelerated bridge construction (ABC) on the local system, \$5 million of the bridge bonds will be set-a-side. Benefits of ABC may include reduction of construction time, enhance constructability, and reduction of environmental impacts, minimize traffic disruption, and improved quality and life cycle costs. Elements and methods of ABC may include precast concrete elements, modular construction, structure placement methods, and innovative contracting.

## 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 the 2008 bonding bill, \$50 million was appropriated for this program and is projected to result in the replacement, rehabilitation, or removal of approximately 55 bridges. The 2006 bonding bill appropriated \$55 million for this program.

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 December 2008, there were 1,800 deficient county, city, and township bridges in Minnesota.

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**Governor's Recommendations**

The Governor recommends general obligation bonding of \$75 million for this program. Also included are budget planning estimates of \$75 million in 2012 and 2014.

**Transportation, Department of**  
**Local Bridge Replacement Program**

**Project Detail**  
**(\$ in Thousands)**

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	0	0	0	0
4. Project Management	0	0	0	0	0
5. Construction Costs	217,000	180,935	75,000	75,000	547,935
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>217,000</b>	<b>180,935</b>	<b>75,000</b>	<b>75,000</b>	<b>547,935</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O. Bonds/Transp	217,000	75,000	75,000	75,000	442,000
<b>State Funds Subtotal</b>	<b>217,000</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>442,000</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	35,126	0	0	35,126
Local Government Funds	0	11,564	0	0	11,564
Private Funds	0	0	0	0	0
Other	0	59,245	0	0	59,245
<b>TOTAL</b>	<b>217,000</b>	<b>180,935</b>	<b>75,000</b>	<b>75,000</b>	<b>547,935</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	75,000	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
No	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
Yes	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Greater MN Transit Facilities**

**2010 STATE APPROPRIATION REQUEST:** \$29,140,000

**AGENCY PROJECT PRIORITY:** 2 of 13

**PROJECT LOCATION:** Statewide

**Project At A Glance**

- ◆ \$29.14 million requested
- ◆ Countywide public transit provided in 68 of 80 greater Minnesota counties and municipal only service provide in 8 additional counties.
- ◆ Project supports \$29.14 million infrastructure needs of greater Minnesota public transit systems
- ◆ Partnership program (80 percent state, 20 percent 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. Bond funds provide grants for capital assistance only. 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.

In areas of the state with the potential for coordinating multiple service providers and interlining of various transit services, multimodal transfer facilities are proposed. Additionally, some of the Greater Minnesota projects include parking facilities designed to support park and ride connections with transit services and park and pool connections between commuters. Parking facilities provide a transition point for persons operating their personal automobile to transit services and carpooling opportunities.

Project proposals are prioritized based on need and overall economic benefit. Minnesota Department of Transportation’s (Mn/DOT’s) Office of Transit, working with greater Minnesota transit systems and their ten year capital plans, has identified a list of potential facilities for 2010 and beyond. Past projects have included rehabilitated and newly constructed facilities in Crookston, Fairmont, Goodhue County, Hibbing, Roseau, Stearns County and Thief River Falls. In addition, facility projects are in various stages of construction for Meeker County and Rainbow Rider Transit. Projects included in this request:

Rochester Transit Garage	\$13.60M
Mankato Bus Garage	5.20M
Northfield Transit Station and Park and Ride	0.52M
Duluth Multi-modal Terminal	9.60M
Stewartville Park & Ride	0.22M

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

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

**Previous Appropriations for this Project**

The Minnesota Legislature appropriated \$2 million in bonding funds for this program in 2006 and an additional \$1 million in 2008. 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

**Greater MN Transit Facilities**

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.

**Project Contact Person**

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**Governor's Recommendations**

The Governor does not recommend capital funds for this request.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	0	0	0	0
4. Project Management	0	0	0	0	0
5. Construction Costs	0	34,968	12,000	12,000	58,968
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>34,968</b>	<b>12,000</b>	<b>12,000</b>	<b>58,968</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O Bonds/State Bldgs	0	29,140	10,000	10,000	49,140
<b>State Funds Subtotal</b>	<b>0</b>	<b>29,140</b>	<b>10,000</b>	<b>10,000</b>	<b>49,140</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	5,828	2,000	2,000	9,828
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>34,968</b>	<b>12,000</b>	<b>12,000</b>	<b>58,968</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	29,140	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
No	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
Yes	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

## Local Road Improvement Fund Grants

**2010 STATE APPROPRIATION REQUEST:** \$30,000,000

**AGENCY PROJECT PRIORITY:** 3 of 13

**PROJECT LOCATION:** Statewide

#### Project At A Glance

- ◆ To provide \$15 million to assist counties with Rural Road Safety Projects to reduce traffic crashes, deaths, injuries, and property damage. These projects cannot be funded with existing funds.
- ◆ 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. These projects cannot be funded with existing funds.

#### Project Description

This request will provide funding assistance to local agencies for construction, reconstruction, or reconditioning projects on local roads with statewide or regional significance, and projects on county state aid highways.

Local roads provide critical connections to the states interregional corridors and other trunk highways from towns, shipping points, industries, farms, recreational areas, and other markets. A well-developed local system is vital to any solution for reducing congestion on trunk highways.

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

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. 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.

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

Administration of this program will be funded with existing budgets.

#### Previous Appropriations for this Project

The 2008 bonding bill provided \$10 million that for the Rural Road Safety account. These funds were distributed to counties for 67 safety projects.

#### Project Contact Person

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#### Governor's Recommendations

The Governor recommends general obligation bonding of \$20 million for this program. Also included are budget planning estimates of \$20 million in 2012 and 2014.



<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	0	0	0	0
4. Project Management	0	0	0	0	0
5. Construction Costs	26,000	30,000	30,000	30,000	116,000
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>26,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>116,000</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O. Bonds/Transp	26,000	30,000	30,000	30,000	116,000
<b>State Funds Subtotal</b>	<b>26,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>116,000</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>26,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>116,000</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	30,000	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
No	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

## Railroad Grade Warning Devices Replacement

**2010 STATE APPROPRIATION REQUEST:** \$10,800,000

**AGENCY PROJECT PRIORITY:** 4 of 13

**PROJECT LOCATION:** Statewide

#### Project At A Glance

- ◆ **\$10.8 million request (\$5.4 million per year)**
- ◆ Replace aging grade crossing safety warning devices.

#### Background

The reliability and credibility of grade crossing warning devices is of utmost importance to the traveling public. Rapid advancements in technology have made older grade crossing warning devices obsolete and, at times, difficult to repair due to lack of parts. When a crossing signal malfunctions, the lights will flash in the same manner as if a train were approaching the crossing. The flashing of the lights will continue until the problem is corrected, which could take several hours. Drivers can confuse a signal with a long warning time with one that is malfunctioning. This confusion can lead a driver to make an assumption that a signal has malfunctioned resulting in the driver's decision to cross the tracks despite the flashing signal or lowered gates. Clearly this can have an adverse consequence if a train is approaching.

There are approximately 1,300 railroad-highway grade crossings signals in the state of Minnesota. The normal life cycle for railroad-highway grade crossings signals is 20 years. These signal systems need to be replaced as they get to the end of their design life. In order to manage this process, Mn/DOT is developing a statewide life cycle planning process, including a funding mechanism to make these improvements that will administer the state's investment in grade crossing warning devices. This life cycle planning process must address the need to replace approximately 70 signal systems per year.

Since older signal systems tend to experience more problems with malfunctioning equipment than newer equipment, signal modernizations need to be an integral component of Mn/DOT's efforts to maintain safety at railroad - highway grade crossings.

#### Project Description

The purpose of this funding request is to replace the aging grade crossing warning devices in the state. Given the number of grade crossings with active warning devices in the state, Mn/DOT estimates it will cost approximately \$5.4 million per year to address the state's railroad – highway grade crossing signal modernization needs.

Installing signals at grade crossings that are currently unsignalized continues to be Mn/DOT's highest investment priority for the grade crossing safety program. A federal set-aside program (Section 130 Program) pays 90% of the cost of these safety improvements. The \$5.4 million in federal dollars available annually provides funding for only 25 projects per year, a small percentage of the state's grade crossing safety needs.

The task is daunting, particularly with limited financial resources. The replacement of older signal equipment that has become obsolete, including the establishment of an ongoing funding source, should be an essential element of Minnesota's grade crossing safety improvement program.

#### 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

Minnesota's Grade Crossing Safety Improvement Program currently receives approximately \$5.4 million dollars per year from SAFETY-LU. In addition, the program receives \$600,000 annually from the Minnesota grade crossing safety account in the special revenue fund (M.S. 219.1651). The vast majority of these funds are used to install active warning devices at unsignalized crossings.

**Railroad Grade Warning Devices Replacement****Other Considerations**

A portion of bond proceeds for this activity may be used for consultant project management assistance.

**Project Contact Person**

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**Governor's Recommendations**

The Governor recommends general obligation bonding of \$2.5 million for this program. Also included are budget planning estimates of \$2.5 million in 2012 and 2014.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	0	0	0	0
4. Project Management	0	0	0	0	0
5. Construction Costs	0	10,800	10,800	10,800	32,400
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>10,800</b>	<b>10,800</b>	<b>10,800</b>	<b>32,400</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O Bonds/State Bldgs	0	10,800	10,800	10,800	32,400
<b>State Funds Subtotal</b>	<b>0</b>	<b>10,800</b>	<b>10,800</b>	<b>10,800</b>	<b>32,400</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>10,800</b>	<b>10,800</b>	<b>10,800</b>	<b>32,400</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	10,800	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
No	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Rochester Maintenance Facility**

**2010 STATE APPROPRIATION REQUEST:** \$26,430,000

**AGENCY PROJECT PRIORITY:** 5 of 13

**PROJECT LOCATION:** Rochester

**Project At A Glance**

- ◆ Site preparation and construction of a new Rochester maintenance facility
- ◆ This project is a 110,500 square feet maintenance facility that will include vehicle storage for road, bridge, and building maintenance equipment as well as a sign shop, vehicle maintenance and welding shops, an inventory center, and crew support facilities.
- ◆ Phase two of this project consists of remodeling approximately 94,000 square feet of the existing district headquarters for the Mn/DOT office and conference space, materials lab, and space for Driver and Vehicle Services.
- ◆ The site will also house a salt storage building, unheated storage building, fuel dispensing station, and yard storage.

**Project Description: New Maintenance Facility (Phase 1)**

This request is to fund Phase 1 of a two phase project. Phase 1 includes site preparation and construction of a new maintenance facility and is expected to cost \$26.43 million.

The facility will house a vehicle maintenance shop for 9 mechanics, welding shop, small equipment repair shop, and provide shops and vehicle storage for bridge maintenance, the sign shop and building maintenance. The district inventory center will be housed in the new building along with office space and crew support facilities. The new road maintenance facility will be approximately 110,500 square feet and service a minimum of 39 major pieces of snow plow and ancillary heavy equipment.

This facility is the central support and management location 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 along with the management of approximately 20,000 acres of land.

**Project Description: Existing District Headquarters Building Remodeling (Phase 2)**

Phase 2 funding will be requested in the 2012 capital budget request for remodeling the existing district headquarters building. This phase is expected to cost \$13.8 million. The existing two floors of office space will be renovated to provide office space for the District Management Team, business office and conference center. Driver and Vehicle Services will occupy the existing Materials Laboratory space as a tenant to Mn/DOT. The existing vehicle maintenance shop will be remodeled to provide two floors of office space for Mn/DOT program delivery and construction personnel.

A new materials laboratory will be built in part of the vehicle storage area vacated by road maintenance. This will separate the incompatible functions of general offices and workstations from the loud and odorous activities occurring in the materials lab and allow for a much needed expansion of the materials lab to accommodate its large workload.

The State Patrol office area will not change as part of this project.

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

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

**Previous Appropriations for this Project**

\$1.5 million was appropriated in 2008 for Schematic Design, Design Development and Construction Document Phases of the project.

**Rochester Maintenance Facility****Other Considerations**

This project will enable Mn/DOT staff to provide better customer service through enhanced equipment availability and prolonged life cycle use of taxpayer supported equipment.

Mn/DOT will be providing an energy efficient, functionally proficient, and economical facility to support productive, healthy, and safe working environments for employees.

The new facility will alleviate operational inefficiencies caused by insufficient office and shop space.

The majority of existing plant equipment (boilers, air handlers) is near or beyond their life expectancy resulting in increased maintenance and inefficient operation. Significant investment is required to maintain operability of aged equipment.

Site development will handle storm water within the site to minimize current operational costs associated with storm water drainage.

Site development will improve facility identification and separate Mn/DOT equipment, employee, and private vehicle circulation to improve safety.

State Patrol's existing vehicle impound lot will be relocated to a more secure screened portion of the site.

Site development will relocate an existing stream to enable Mn/DOT to more fully utilize the site and improve separation between yard activities, adjacent commercial (restaurant and hotel), and residential functions.

Design and construction efforts are phased to enable Mn/DOT to operate continually out of the Rochester site throughout the construction period.

**Project Contact Person**

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**Governor's Recommendations**

The Governor recommends trunk highway bonding of \$26.43 million for this project. Also included are budget estimates of \$13.8 million in 2012.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	1,500	1,500	300	0	3,300
4. Project Management	0	0	0	0	0
5. Construction Costs	0	24,630	12,620	0	37,250
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	300	880	0	1,180
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>1,500</b>	<b>26,430</b>	<b>13,800</b>	<b>0</b>	<b>41,730</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
Trunk Highway Bond Proc	1,500	26,430	13,800	0	41,730
<b>State Funds Subtotal</b>	<b>1,500</b>	<b>26,430</b>	<b>13,800</b>	<b>0</b>	<b>41,730</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>1,500</b>	<b>26,430</b>	<b>13,800</b>	<b>0</b>	<b>41,730</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	0	0%
User Financing	0	0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

## Maple Grove Truck Station

**2010 STATE APPROPRIATION REQUEST:** \$15,800,000

**AGENCY PROJECT PRIORITY:** 6 of 13

**PROJECT LOCATION:** Maple Grove

#### Project At A Glance

- ◆ A new Maple Grove Truck Station and mechanics facility
- ◆ This 95,000 square foot truck station will contain offices, shops, vehicle support, inventory space, storage spaces, and mechanics work bays.
- ◆ It will provide salt, yard and unheated storage space, and a fuel dispensing stations.

#### Project Description

Mn/DOT plans to build a truck station on a new 30 acre site in Maple Grove, relocating the existing facility from a commercial setting, and allowing Mn/DOT to design and build a larger facility to support the expanding Maple Grove service area.

Lower costs led Mn/DOT to place the truck station and the mechanics facility in one building at the Maple Grove site.

Constructing on a larger site and combining functions will provide efficiency, and accommodate larger snowplows and other equipment. MN/DOT will build to current codes, and update communication and energy management technology, which will contribute to a more productive work environment.

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

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

#### Previous Appropriations for this Project

\$500,000 was appropriated in 2008 for Schematic Design, Design Development and Construction Document Phases of the project.

#### Other Considerations

This facility will be located to effectively meet Mn/DOT's long-range goals as it is situated on future Interstate 610 right of way.

Mn/DOT will provide better customer service through enhanced equipment availability and by prolonging the life of taxpayer supported equipment.

Mn/DOT will provide an efficient and economical facility and a healthy and safe workplace for employees.

#### Project Contact Person

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#### Governor's Recommendations

The Governor recommends a trunk highway fund appropriation of \$15.8 million for this project.



<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	500	800	0	0	1,300
4. Project Management	0	0	0	0	0
5. Construction Costs	0	14,900	0	0	14,900
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	100	0	0	100
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>500</b>	<b>15,800</b>	<b>0</b>	<b>0</b>	<b>16,300</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
Trunk Highway Fund	500	15,800	0	0	16,300
<b>State Funds Subtotal</b>	<b>500</b>	<b>15,800</b>	<b>0</b>	<b>0</b>	<b>16,300</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>500</b>	<b>15,800</b>	<b>0</b>	<b>0</b>	<b>16,300</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	0	0%
User Financing	0	0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Arden Hills Training Center**

**2010 STATE APPROPRIATION REQUEST:** \$6,500,000

**AGENCY PROJECT PRIORITY:** 7 of 13

**PROJECT LOCATION:** Arden Hills

**Project At A Glance**

- ◆ Addition and remodeling at the Arden Hills Training Center
- ◆ Construction of 35,000 square foot conference center, containing a 9,000 square foot meeting room that is divisible into four smaller rooms, additional classrooms and support facilities
- ◆ Remodeling approximately 12,500 square feet of office space for the State Patrol to consolidate their two metro districts offices
- ◆ Remodeling the existing classroom building to bring it to current standards

**Project Description**

The project will consist of new construction on an approximately 35,000 square foot conference center, containing a 9,000 square foot meeting room, that is divisible into four smaller rooms, a new entrance lobby and offices, catering kitchen, men’s and women’s restrooms and other support facilities.

Remodel the existing north building, approximately 12,500 square feet for office space for the State Patrol to consolidate two metro district offices and add a new entrance, elevator and stair.

Remodel the existing classroom building to bring it up to current codes and standards.

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

The conference facility will be used by the Minnesota Department of Transportation (Mn/DOT) and other state agencies for large meetings, saving the cost of renting large meeting room space.

Mn/DOT's Training Center has been host to multiple events sponsored by other state agencies. During FY 2008 and FY 2009, 12 percent (336 of 2,897) of the events held at Mn/DOT's Training Center were sponsored by other state agencies. State agencies that have held events at Mn/DOT's Training Center include DPS, PCA, DVS, DOA, MMB, and DNR. Expansion of Mn/DOT's Training Center to include the construction of a 9,000 square foot meeting room (dividable into multiple smaller rooms) will help address the ongoing issue all state agencies face when attempting to locate a large meeting space at a reasonable fee. Within the past ten months we have been unable to accommodate 62 requests for training room space due to room unavailability or our inability to accommodate groups larger than 60. Discussions regarding the possible expansion of Mn/DOT's Training Center have had the involvement of the state of Minnesota's Training Manager to assist use in determining the overall state agency need for training and conference room space. The need exists and if the expansion is approved Mn/DOT would continue to partner with state agencies that have previously hosted events at the Mn/DOT Training Center and also reach out to additional agencies in an effort to assist them with their economical training and conference space needs.

The conference facility will be able to be used by other state agencies, providing revenue to Mn/DOT and cost savings to the other state agencies.

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

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

Remodel of the existing north building will allow State Patrol to consolidate three existing divisions (2-Golden Valley, 1-Oakdale) into one. A reduction in some operating costs is anticipated as well as an increase in overall efficiency.

**Previous Appropriations for this Project**

No funds to date have been appropriated for the project.

**Arden Hills Training Center****Other Considerations**

Mn/DOT will be providing an efficient and economical facility and a healthy and safe workplace for employees.

**Project Contact Person**

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**Governor's Recommendations**

The Governor does not recommend capital funds for this request.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	375	0	0	375
4. Project Management	0	0	0	0	0
5. Construction Costs	0	6,125	0	0	6,125
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>6,500</b>	<b>0</b>	<b>0</b>	<b>6,500</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
Trunk Highway Bond Proc	0	6,500	0	0	6,500
<b>State Funds Subtotal</b>	<b>0</b>	<b>6,500</b>	<b>0</b>	<b>0</b>	<b>6,500</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>6,500</b>	<b>0</b>	<b>0</b>	<b>6,500</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	0	0%
User Financing	0	0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Little Falls Truck Station**

**2010 STATE APPROPRIATION REQUEST:** \$3,300,000

**AGENCY PROJECT PRIORITY:** 8 of 13

**PROJECT LOCATION:** Little Falls

**Project At A Glance**

- ◆ Requesting \$3.3 million to build a new Little Falls truck station
- ◆ This approximate 16,000 square feet truck station facility will contain offices, shops, vehicle support, inventory space, storage spaces, and mechanics work bays
- ◆ The site will also house a salt storage building, an unheated storage building, fuel dispensing and yard storage.
- ◆ Located in the city of Little Falls

**Project Description**

The project will consist of new construction on 15-acre site of a 16,000 square feet truck station and vehicle maintenance facility with offices, mechanics repair bays, heated vehicle storage, and employee support areas. Unheated storage building, salt storage building and Fuel Dispensing will be included on the site.

Minnesota Department of Transportation (Mn/DOT) plans to build a new Little Falls truck station on the new site in Little Falls Industrial Park. This site will afford efficient access to TH 10, TH 371, and TH 27.

Mn/DOT will design and build a larger facility to current building codes and environmental regulations, capable of supporting the expanding Little Falls mission.

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

Utility costs will increase moderately in this new facility. Current staff will be shifted from the existing facilities to this facility. Another agency has indicated interest in taking over the current Mn/DOT site.

The location of the site will allow snow plows to spend more time on their routes, less time traveling to the routes, thus increasing efficiency and service to the public.

**Previous Appropriations for this Project**

No funds to date have been appropriated for the project.

**Other Considerations**

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

A National Rail Freight Infrastructure Capacity and Investment Study (September 2007) prepared for the Association of American Railroads identifies the BNSF mainline rail traffic could increase by 150 percent to 2,500 percent by 2025. Today there are some 50 plus trains per day through Little Falls. This rail corridor connects Seattle, WA port to Chicago. Snow Plows must cross these tracks to get to the major routes in the Little Falls sub area. The new location eliminates snow plows waiting for trains.

The current site access to the Trunk Highway system has a restricted view of oncoming traffic. The current site is located next to residential/commercial area.

Due to the central location, the site could also provide a regional distribution of de-icing chemicals and patching oil. This would benefit local governments as well as Mn/DOT. (Funding to provide this service is not part of this request.)

## Little Falls Truck Station

Mn/DOT will be providing an efficient and economical facility, a facility that will incorporate a lower carbon footprint and a healthy and safe workplace for employees.

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**Governor's Recommendations**

The Governor recommends a trunk highway fund appropriation of \$3.3 million for this project.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	215	0	0	215
4. Project Management	0	0	0	0	0
5. Construction Costs	0	3,085	0	0	3,085
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>3,300</b>	<b>0</b>	<b>0</b>	<b>3,300</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
Trunk Highway Fund	0	3,300	0	0	3,300
Trunk Highway Bond Proc	0	0	0	0	0
<b>State Funds Subtotal</b>	<b>0</b>	<b>3,300</b>	<b>0</b>	<b>0</b>	<b>3,300</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>3,300</b>	<b>0</b>	<b>0</b>	<b>3,300</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	0	0%
User Financing	0	0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Maplewood Bridge Crew Building**

**2010 STATE APPROPRIATION REQUEST:** \$3,000,000

**AGENCY PROJECT PRIORITY:** 9 of 13

**PROJECT LOCATION:** Maplewood

**Project At A Glance**

- ◆ Requesting \$3 million for a new Maplewood Bridge Crew Building
- ◆ This 17,590 square feet facility for the new bridge crew to be located at an existing Mn/DOT site in Maplewood, will contain offices, shops, vehicle storage and crew support spaces. The site will also provide salt and yard storage, unheated storage building, and fuel dispensing.

**Project Description**

The project will consist of new construction on the existing site in Maplewood that currently house Metro District Fleet Management Section. An approximate 17,590 square foot building to house the New Metro Bridge Crew that was created after the collapse of the I-35W Bridge.

The building will contain vehicle storage for 15 vehicles, welding and carpenter shops, office and crew support space for eight to 12 bridge workers and seven to nine herbicide applicators.

Mn/DOT has established significant goals for bridge inspection, as well as reactive and preventive bridge maintenance activities. Metro District established a sixth bridge crew to be able to address and accomplish these goals. The bridge crew needs a functional, safe, and efficient work space to implement planned bridge work activities.

Herbicide application personnel do not currently have crew support space in their current work area of the cold storage building on site. The new bridge crew building adjacent to the cold storage building will provide these facilities.

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

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

**Previous Appropriations for this Project**

No funds to date have been appropriated for the project

**Other Considerations**

Mn/DOT will be providing an efficient and economical facility and a healthy and safe workplace for employees.

**Project Contact Person**

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**Governor's Recommendations**

The Governor recommends a trunk highway fund appropriation of \$3 million for this project.



<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	222	0	0	222
4. Project Management	0	0	0	0	0
5. Construction Costs	0	2,640	0	0	2,640
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	138	0	0	138
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>3,000</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
Trunk Highway Fund	0	3,000	0	0	3,000
Trunk Highway Bond Proc	0	0	0	0	0
<b>State Funds Subtotal</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>3,000</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>3,000</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	0	0%
User Financing	0	0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Design Fees - Willmar HQ, Plymouth TS**

**2010 STATE APPROPRIATION REQUEST:** \$700,000

**AGENCY PROJECT PRIORITY:** 10 of 13

**PROJECT LOCATION:** Plymouth, Willmar

**Project At A Glance**

- ◆ Request \$700,000 for two projects
- ◆ Schematic, design development and investigative portions of a new Plymouth Truck Station costing \$380,000
- ◆ Schematic, design development and investigative portions of a new district headquarters vehicle storage facility in Willmar, costing \$320,000

**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 six year construction schedule. This request is to provide funding for:

**Plymouth Truck Station**

This project includes the schematic design, design development, and investigative portions for a truck station. Investigative portions include researching such items as soil composition, environmental issues, suitable building materials, and use of renewable energy sources. This will be an addition to, or replacement of, the existing truck station.

The existing Plymouth Truck Station includes both truck station employees and one of the six bridge crews in the Twin Cities metropolitan area. The facility is not sized for current operations and is functionally obsolete. Construction of a new truck station will improve site operations, field operations, deployments, and provide opportunity for a potential partnership with the City of Plymouth (city facility located adjacent to the truck station site) and operational improvements with regard to materials and fleet management.

**Willmar District Headquarters Vehicle Storage**

The project includes investigative portions of design, construction documents, and construction of a vehicle storage facility located at the Willmar headquarters site. Investigative portions include researching soil composition, environmental issues, suitable building materials, and renewable energy sources.

This project consists of a building to house snow plows and other equipment currently stored outdoors. It would improve safety and the efficiency of routine maintenance activities.

The project would improve functional spaces for bridge crews and other staff, allow for additional radio shop parking, co-locate supervisory activities, and accommodate telecommuting employees.

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

Utility costs will increase moderately in these new buildings.

**Previous Appropriations for this Project**

None

**Other Considerations**

These projects will investigate the possible use of ground source heat and/or solar panel where practical, and the use of wind turbine technology.

**Project Contact Person**

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**Governor's Recommendation:**

The Governor recommends a trunk highway fund appropriation of \$700 thousand for this project.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	700	0	0	700
4. Project Management	0	0	0	0	0
5. Construction Costs	0	0	0	0	0
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>700</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
Trunk Highway Fund	0	700	0	0	700
Trunk Highway Bond Proc	0	0	0	0	0
<b>State Funds Subtotal</b>	<b>0</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>700</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>700</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	0	0%
User Financing	0	0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Rail Service Improvements**

**2010 STATE APPROPRIATION REQUEST:** \$10,000,000

**AGENCY PROJECT PRIORITY:** 11 of 13

**PROJECT LOCATION:** Statewide

**Project At A Glance**

- ◆ Preserves and improves rail-shipping opportunities in Minnesota to achieve a modally balanced freight transportation system and provide access to markets
- ◆ Serves the freight community in Minnesota in support of statewide economic development
- ◆ Provides long-term no-interest loans to regional railroad authorities, railroads, and shippers to improve rail facilities and increase railroad shipping

**Project Description**

The Minnesota Rail Service Improvement (MRSI) Program seeks to preserve and enhance rail service in the state. MRSI assists rail users (shippers) and rail carriers (the railroads) with infrastructure improvements, as well as preservation of rail corridors through land banking.

Minnesota’s short line and regional railroads provide a critical function in the rail network. They provide important freight connections between communities and to national and international markets served by the Class 1 railroads. Many of the smaller railroads in Minnesota are in need of capital improvements and rehabilitation to be able to operate safely and reliably. In addition, businesses that wish to ship or receive goods by rail must have adequate rail infrastructure, such as rail spurs, sidings and loading equipment. The MRSI Program assists with such needs.

The MRSI Program includes three primary elements: the Capital Improvement Loan Program, the Rail Line Rehabilitation Program and the Rail Bank Program.

**Capital Improvement Loan Program:**

- ◆ Both railroads and shippers are eligible to receive interest-free loans for capital improvements. Typical projects include upgrading small segments of rail lines, construction and extension of rail spurs, bridge replacement or upgrade, and development of loading or unloading facilities. Recipients must meet criteria to protect the investment of Minnesota taxpayers.

**Rail Line Rehabilitation Program:**

- ◆ The Rail Line Rehabilitation Program is a partnership program with a rail authority, rail shippers, and the Minnesota, Department of Transportation (Mn/DOT). This program loans money to rail authorities to rehabilitate operating, but deteriorating, rail lines. The program requires shipper financial participation and projects must meet criteria to protect the investment of Minnesota’s taxpayers. Rehabilitation loans have included 29 State funded rehabilitation projects and/or assistance to rail authorities to purchase short lines or regional railroads within the state of Minnesota.

**Rail Bank Program:**

- ◆ The Rail Bank Program acquires and preserves abandoned rail lines and right-of-way for future 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 and funding was first authorized in 1978. In 1982, a Constitutional Amendment provided for general fund obligation bonds to be used for the MRSI Program (Art. 11, sec. 5(i)). The MRSI Program has received general fund appropriations totaling \$19.5 million and general obligation bond appropriations totaling \$25.5 million over the life of the program. The bond proceeds, combined with federal grants and funding from railroads, shippers, local units of government, together with loan repayment proceeds have driven project investments exceeding \$134.5 million within the state of Minnesota.

There continues to be considerable interest on the part of shippers and railroads to participate in the MRSI Program. Solicitations for loans are issued on a regular basis and applications taken. Regional and statewide

**Rail Service Improvements**

freight studies, as well as the State Rail Plan, identify needs that may be addressed by the MRSI Program.

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

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

**Previous Appropriations for this Program**

The Minnesota Legislature has appropriated the following:

- ◆ 1976      \$3.0 million      general fund
- ◆ 1977      3.0 million      general fund
- ◆ 1979      3.0 million      general fund
- ◆ 1980      13.5 million      general obligation bonds
- ◆ 1981      1.0 million      general fund
- ◆ 1984      12.0 million      general obligation bonds
- ◆ 2001      5.0 million      general fund
- ◆ 2002      1.0 million      general fund
- ◆ 2004      3.2 million      cancelled back to general fund
- ◆ 2005      3.2 million      cancelled back to general fund
- ◆ 2006      1.5 million      general fund
- ◆ 2007      2.0 million      general fund
- ◆ 2008      3.0 million      cancelled back to general fund

Total state appropriations to date are \$45 million.

Direct project appropriations (both state bonding and federal assistance) are also administered through the program.

**Project Contact Person**

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**Governor's Recommendations**

The Governor does not recommend capital funds for this request.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	0	0	0	0
4. Project Management	0	0	0	0	0
5. Construction Costs	45,000	10,000	10,000	10,000	75,000
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>45,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>75,000</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O Bonds/State Bldgs	25,500	10,000	10,000	10,000	55,500
General	19,500	0	0	0	19,500
<b>State Funds Subtotal</b>	<b>45,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>75,000</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>45,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>75,000</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	10,000	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
No	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

**Port Development Assistance**

**2010 STATE APPROPRIATION REQUEST:** \$10,000,000

**AGENCY PROJECT PRIORITY:** 12 of 13

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

**Project At A Glance**

- ◆ The Minnesota Port Development Assistance Program supports infrastructure needs of Minnesota’s public ports on the Great Lakes and Inland River Navigation Systems.
- ◆ Partnership program to improve freight handling efficiency on Minnesota’s commercial waterway systems, with typically 80 percent state grants and 20 percent local share.

**Project Description**

The purpose of the Port Development Assistance Program is to;

- ◆ expedite the movement of commodities and passengers on the commercial navigation system;
- ◆ enhance the commercial vessel construction and repair industry in Minnesota; and
- ◆ promote economic development in and around ports and harbors in the state. (Source: Minnesota Statutes 457A.2)

The bond request will be used to complete \$10 million of the listed project proposals. Project proposals are prioritized based on need, employment generated and overall economic benefit. 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 2010 and beyond:

**St Paul Port Authority**

River Terminal Dock Wall Rehabilitation/ Reconstruction (BT #1)	\$3,000,000
Southport Dock Wall Construction (II)	1,000,000
Rehabilitation of Port Authority Buildings	3,000,000
Stormwater Management	1,000,000
River Terminal Dock Wall Rehabilitation (Red Rock & Southport)	2,000,000
Replacement of Railroad Crossings at BT # 1	100,000

**Duluth Seaway Port Authority**

Terminal Dock and Roadways	5,425,000
Transit Shed	1,350,000
East Warehouse Building	850,000
Port Security	50,000
Garfield Docks C & D	12,700,000
100K sq. ft. Warehouse	4,500,000

**Port Authority of Winona**

Commercial Harbor Dock Project	1,500,000
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**Red Wing Port Authority**

Bulkhead Wall Repair	75,000
Upper Harbor Wall Construction	<u>2,500,000</u>

**TOTAL** **\$39,050,000**

**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 has appropriated the following:

◆ 1996	\$3.0 million	general obligation bonds
◆ 1998	3.0 million	general obligation bonds
◆ 1998	1.5 million	general fund
◆ 2000	2.0 million	general fund
◆ 2001	1.0 million	general fund
◆ 2003	2.0 million	general obligation bonds
◆ 2005	2.0 million	general obligation bonds
◆ 2006	3.0 million	general obligation bonds
◆ 2008	0.5 million	general fund
◆ 2009	3.0 million	general obligation bonds

Total state appropriations to date are \$21 million.

**Other Considerations**

Neighboring states have had Port Development Assistance programs dating back to 1980 and have committed over \$50 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.

**Project Contact Person**

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**Governor's Recommendations**

The Governor does not recommend capital funds for this request.



<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	0	0	0	0
4. Project Management	0	0	0	0	0
5. Construction Costs	21,000	12,000	12,000	12,000	57,000
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>21,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>57,000</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O Bonds/State Bldgs	16,000	10,000	10,000	10,000	46,000
General	5,000	0	0	0	5,000
<b>State Funds Subtotal</b>	<b>21,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>51,000</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	2,000	2,000	2,000	6,000
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>21,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>57,000</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	10,000	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
Yes	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required
No	MS 16A.695 (2): Use Agreement Required
No	MS 16A.695 (4): Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	MS 16A.642: Project Cancellation in 2015

## Southern Rail Corridor Alternatives Analysis

**2010 STATE APPROPRIATION REQUEST:** \$2,000,000

**AGENCY PROJECT PRIORITY:** 13 of 13

**PROJECT LOCATION:** Olmsted and Dodge counties

**Project At A Glance**

Conduct an alternatives analysis including preparation of necessary environmental documentation for the proposed Southern Rail Corridor (SRC), in coordination with the Olmsted County Regional Rail Authority and other stakeholders.

**Project Description**

The recently released Draft Minnesota Comprehensive Statewide Freight and Passenger Rail Plan, prepared by Mn/DOT, recommends that the proposed Southern Rail Corridor should proceed through further study and evaluation. The proposed 48-mile freight rail bypass south of Rochester would relocate Canadian Pacific rail traffic from downtown Rochester. The SCR coalition has identified potential benefits that include improved community safety, enhanced economic development, improved freight rail service, and better integration with passenger rail service. At the same time, opponents to the proposal cite potential negative impacts including environmental impacts, loss of productive farmland, impacts on landowners, safety concerns, and lack of need for relocation.

An alternatives analysis conducted within a public and transparent planning process will allow all stakeholders to fairly represent their interests, and to objectively evaluate the benefits and costs of alternative courses of action, including a “no—build” option.

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

N/A

**Previous Appropriations for this Project**

None

**Other Considerations**

The analysis needs to be conducted with full public participation. A portion of the bond proceeds for this activity may be needed to supplement Mn/DOT project management staff or to be used for consultant project management assistance.

**Project Contact Person**

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**Governor's Recommendations**

The Governor recommends general obligation bonding of \$2 million for this project to be matched by \$2 million in non-state funding. Any alternatives analysis required must be paid from non-state funds. State general obligation bond funds may only be used for preliminary engineering, design, and engineering and environmental analysis.

<b>TOTAL PROJECT COSTS All Years and Funding Sources</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
1. Property Acquisition	0	0	0	0	0
2. Predesign Fees	0	0	0	0	0
3. Design Fees	0	2,000	0	0	2,000
4. Project Management	0	0	0	0	0
5. Construction Costs	0	0	0	0	0
6. One Percent for Art	0	0	0	0	0
7. Relocation Expenses	0	0	0	0	0
8. Occupancy	0	0	0	0	0
9. Inflation	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>2,000</b>

<b>CAPITAL FUNDING SOURCES</b>	<b>Prior Years</b>	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
State Funds :					
G.O. Bonds/Transp	0	2,000	0	0	2,000
<b>State Funds Subtotal</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>2,000</b>
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>2,000</b>

<b>CHANGES IN STATE OPERATING COSTS</b>	<b>Changes in State Operating Costs (Without Inflation)</b>			
	<b>FY 2010-11</b>	<b>FY 2012-13</b>	<b>FY 2014-15</b>	<b>TOTAL</b>
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	0	0
Building Repair and Replacement Expenses	0	0	0	0
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	0	0
Revenue Offsets	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

<b>SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS</b> (for bond-financed projects)	<b>Amount</b>	<b>Percent of Total</b>
General Fund	2,000	100.0%
User Financing	0	0.0%

<b>STATUTORY AND OTHER REQUIREMENTS</b>	
Project applicants should be aware that the following requirements will apply to their projects after adoption of the bonding bill.	
-	MS 16B.335 (1a): Construction/Major Remodeling Review (by Legislature)
-	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
-	MS 16B.335 and MS 16B.325 (4): Energy Conservation Requirements
-	MS 16B.335 (5): Information Technology Review (by Office of Technology)
-	MS 16A.695: Public Ownership Required
-	MS 16A.695 (2): Use Agreement Required
-	MS 16A.695 (4): Program Funding Review Required (by granting agency)
-	Matching Funds Required (as per agency request)
-	MS 16A.642: Project Cancellation in 2015