

**Transportation, Department of**

**Projects Summary**

(\$ in Thousands)

Project Title	2014 Agency Priority Ranking	Agency Project Request for State Funds (\$ by Session)				Governor's Recommendations 2014	Governor's Planning Estimate	
		2014	2016	2018	Total		2016	2018
Local Bridge Replacement Program	1	\$75,000	\$75,000	\$75,000	\$225,000	\$0	\$0	\$0
Greater Minnesota Transit	2	8,240	5,000	5,000	18,240	0	0	0
Local Road Improvement Fund Grants	3	100,000	100,000	100,000	300,000	0	0	0
Highway/Rail Grade Crossing Warning System	4	10,000	10,000	10,000	30,000	0	0	0
Eden Prairie Truck Station Addition and Renovations	5	10,500	0	0	10,500	0	0	0
Crookston Headquarters Addition and Renovations	6	6,000	0	0	6,000	0	0	0
Mendota Heights Truck Station	7	10,800	0	0	10,800	0	0	0
Design Fees-Windom Headquarters Addition	8	500	0	0	500	0	0	0
Willmar Headquarters Supplemental Funding	9	4,370	0	0	4,370	0	0	0
Little Falls Truck Station Supplemental Funding	10	3,580	0	0	3,580	0	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
High Speed Rail Corridor State Match	13	26,000	26,000	26,000	78,000	0	0	0
Supplemental Funding for Turnbacks	14	100,000	100,000	100,000	300,000	0	0	0
Safe Routes to School	15	3,200	6,000	6,000	15,200	0	0	0
<b>Total Project Requests</b>		<b>\$378,190</b>	<b>\$342,000</b>	<b>\$342,000</b>	<b>\$1,062,190</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Local Bridge Replacement Program**

**2014 STATE APPROPRIATION REQUEST:** \$75,000,000

**AGENCY PROJECT PRIORITY:** 1 of 15

**Project At A Glance**

- There are 1760 structurally deficient or functionally obsolete local bridges with a sufficiency of rating of 80 or less. Average cost to replace a bridge in 2013 was \$497,000.
- Local bridge projects across the state will be supplemented with approximately \$125 million of federal, state-aid, 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.

Preserving the structural integrity of Minnesota’s bridges is a top priority for the Minnesota Department of Transportation (MnDOT) and local agencies. Bridges are critical links in the state’s transportation system. State financial assistance to local units of government is necessary because of the significant number of bridges and replacement cost is too much burden on the local agency transportation budgets to bear with local funds alone.

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

A small percentage of local bridges may compete for Federal bridge replacement funds. Eligible local federal bridge projects require the local agency to provide matching funds to fully fund a replacement project. Projects chosen for federal aid are typically larger, more expensive projects and the first priority for bond funds to provide the required local match. On the state-aid system, these funds are used to share in the cost of bridge replacement.

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 bridge replacement construction costs.

Bond funds are used is for local bridges that have no other source other than local funds because they do not qualify for federal-aid or state-aid funds. Bridges off the state aid or township system do not have a funding source other than local funds for replacing a bridge. Bond funds provide for 100 percent of the eligible construction costs for bridges non-state aid bridge such as small cities and rural county roads.

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.

Alternatives to replacing a bridge are considered before funds are approved, such as consolidating routes to eliminate a crossing, building a road in lieu of a bridge, and abandoning the road. Funds may be approved, up to the cost of the equivalent replacement bridge, for practical alternative improvements and/or the remove a structure permanently from the bridge inventory.

**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 budget.

**Previous Appropriations for this Project**

Since 2011, the legislature appropriated \$33 million (2011) and \$30 million (2012) for this program. In 2012 the locals replaced 267 bridges for a total cost of \$ 96.5 million. As of June 2013, locals have replaced 101 bridges for a total cost of \$49.5 million. \$61 million of bridge bond funds has leveraged \$19 million of federal funds, \$34 million of State aid funds, and \$23 million of town bridge funds and \$7 million of local funds for the construction costs of replacing 368 bridges.

In 2013, MnDOT bridge office reported there are 1760 structurally deficient county, city, and township bridges in Minnesota.

**Local Bridge Replacement Program**

2005	\$40 million
2006	55 million
2008	50 million
2009	10 million
2010	66 million
2011	33 million
2012	30 million

**Project Contact Person**

Patti Loken  
State Aid Programs Engineer  
Mail Stop 500  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155  
Phone: (651) 366-3803  
Fax: (651) 366-3801  
Email: Patti.Loken@state.mn.us

**2014 STATE APPROPRIATION REQUEST:** \$8,240,000

**AGENCY PROJECT PRIORITY:** 2 of 15

**Project At A Glance**

The capital budget request for Greater Minnesota transit consists of the following:

- City of Mankato: Facility Improvements (Phase III): **\$360,000**
- City of Rochester: Downtown bus stop and Transit Hub improvements: **\$2,080,000**
- Duluth Transit Authority: Facility Refurbishments: **\$1,640,000**
- Kandiyohi Area Transit Joint Powers Board: Willmar Additional Bus Storage Garage: **\$440,000**
- Rainbow Rider Transit Board: Elbow Lake Bus Garage Grant County: **\$640,000**
- St. Cloud Metro Bus: Operations Center Vehicle Storage Addition & Improvements (Phase I and II): **\$3,080,000**

**Project Description**

The following describes six (6) Greater Minnesota Transit Projects for which bonding is requested during the 2014 session. At the end of this narrative there is a brief overview of four (4) potential projects for future bonding requests.

The City of Mankato is moving its Department of Public Works to the former Minnesota Department of Transportation (MnDOT) building at 501 South Victory Drive. A portion of the facility is being remodeled for the transit system including a bus garage, maintenance area, wash facility and office space. Phases I and II are already underway and include constructing a 25,400 square foot facility to house the transit fleet of 19 vehicles, an automatic vehicle wash facility, two manual wash bays, an office remodel, a maintenance pit for buses, a connecting building between the wash facility and garage, an extension of water and sewer service and replacement of a cold storage building. This request is for Phase III, which will entail an addition to the administrative offices and improvements to maintenance area

that were not included in Phase I and II. The total cost of Phase III is \$450,000 of which 80%, or \$360,000, is proposed to come from bonding with the remaining 20% or \$90,000 from local funds.

The City of Rochester plans improvements to downtown bus stops as well as hubs in northwest Rochester and at St Mary’s Hospital. Total cost of the facilities is \$2,600,000. Bonding is proposed for 80%, or \$2,080,000, with local funds covering the remaining \$520,000.

The Duluth Transit Authority plans refurbishments to existing facilities totaling \$2,050,000. Bonding is requested for 80%, or \$1,640,000, with local funds covering the remaining \$410,000.

The Kandiyohi Area Transit Joint Powers Board proposed a bus storage garage in Willmar. Total cost of the garage is \$550,000 of which 80%, or \$440,000, would be bonded and \$110,000 would come from local funds.

The Rainbow Rider Transit Board proposed a bus garage for Elbow Lake in Grant County. Total cost of the garage is \$800,000 of which 80%, or \$640,000, would be bonded and \$160,000 would come from local funds.

St Cloud Metro Bus proposed vehicle storage additions and other improvements to their operations center. Total cost of these improvements is \$3,850,000 of which 80%, or \$3,080,000, would be bonded and \$770,000 would come from local funds.

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

The proposed projects have no effect on state operating budgets.

**Previous Appropriations for this Project**

State bonding appropriations were made for Greater Minnesota Transit projects in the following years:

- 2006 - \$2,000,000
- 2008 - \$1,000,000
- 2011 - \$2,500,000
- 2012 - \$6,400,000

**Other Considerations**

Most of these projects protect and maintain assets (buses) used in the delivery of transit services to the citizens of Minnesota. Storing buses indoors maximizes their service life and makes pre- and post-trip inspection more thorough. Bus stops and transit hubs provide a more comfortable trip for Minnesotans using transit. All of these projects contribute to the following transportation goals in Minnesota Statutes 174.01, Subd. 2:

- to provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community
- to provide transit services to all counties in the state to meet the needs of transit users
- to provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair
- to increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost
- reduce greenhouse gas emissions from the state's transportation sector

These structures will be built using current design and construction techniques to provide energy efficient, functionally proficient, and economic facilities thus supporting productive, healthy, and safe working and traveling environments for employees and patrons.

Other potential future projects will be submitted as part of the Greater Minnesota public transit grant applications for calendar year 2014 and be reviewed by the MnDOT's Office of Transit for possible inclusion in future bonding requests.

Estimated future Greater Minnesota Transit bonding requests for 2016 and 2018 will be approximately \$5 million each biennium plus unfunded remainders of projects listed in this 2014 request.

**Project Contact Person**

Mike Schadauer  
Director, Office of Transit  
Mail Stop 430  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155  
Phone: (651) 366-4161

**Local Road Improvement Fund Grants**

**2014 STATE APPROPRIATION REQUEST:** \$100,000,000

**AGENCY PROJECT PRIORITY:** 3 of 15

**Project At A Glance**

- To provide \$20 million to assist counties with Rural Road Safety Projects to reduce traffic crashes resulting in deaths, injuries, and property damage. These projects cannot be funded with existing funds.
- To provide \$80 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.

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 (LRIP) (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. Some turn back projects meet the criteria for routes of regional significance.

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 Notes)**

Administration of this program is funded with existing budgets within the Minnesota Department of Transportation (MnDOT) State Aid for Local Transportation Division.

**Previous Appropriations for this Project**

The previous \$10 million appropriated for LRIP by the legislature in 2012 will assist in funding two projects; TH 101 turn back in Scott County and TH 36 River Crossing in Oak Park Heights for city owned utilities within the right of way.

2005	\$10.0 million
2006	\$16.0 million
2008	\$10.0 million
2011	\$10.0 million
2012	\$10.0 million

**Project Contact Person**

Patti Loken, State Aid Programs Engineer  
 Mail Stop 500  
 395 John Ireland Boulevard  
 Saint Paul, Minnesota 55155  
 Phone: (651) 366-3803  
 Fax: (651) 366-3801  
 Email: patti.loken@state.mn.us



## Highway/Rail Grade Crossing Warning System

**2014 STATE APPROPRIATION REQUEST:** \$10,000,000

**AGENCY PROJECT PRIORITY:** 4 of 15

**Project At A Glance**

Replace approximately 40 aging highway/rail grade crossing safety gate and signal warning systems.

**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 1,400 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, the Minnesota Department of Transportation (MnDOT) 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 needs to be an integral component of MnDOT's efforts to maintain safety at railroad - highway grade crossings.

MnDOT estimates it would cost approximately \$17.5 million per year (70 crossings per year x \$250,000) to fully address the state's railroad – highway grade crossing signal modernization needs.

**Project Description**

The purpose of this funding request is to replace a portion of the aging grade crossing warning devices in the state. Approximately 40 of the oldest highway/rail grade crossing signal systems on local roads in the state will be replaced with flashing light signals and gates at a cost of approximately \$250,000 per location, or \$10 million total.

Projects to replace aging signal systems are prioritized and submitted as candidate projects by each operating railroad. MnDOT then selects projects based on a number of factors, including roadway traffic volumes, train counts/speeds, crash history and safety concerns.

State general obligation bond funds are the only source of funding to replace aging highway/rail grade crossing safety equipment on local roads. Trunk highway funds, when available, are used for signal system replacement on trunk highways.

Installing signals at grade crossings that are currently not signalized continues to be MnDOT's highest investment priority for the grade crossing safety program. MnDOT uses federal funds for the installation of new (not replacement) systems at hazardous locations on both local and state roads. A federal set-aside program pays 100% 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.

**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**

**Highway/Rail Grade Crossing Warning System**

The following general obligation bond appropriations have been provided for the replacement of aging grade crossing safety warning devices:

	<u>Appropriation</u>	<u>Locations Updated</u>
• 2011	\$1.6 million	8
• 2012	\$3.0 million	14
• 2013	\$2.0 million	11

In addition to this funding, the program receives \$1,000,000 annually from the Minnesota grade crossing safety account in the special revenue fund (Minnesota Statutes Section 219.1651). This account is used for smaller safety improvements at crossings such as circuitry upgrades.

**Other Considerations**

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

**Project Contact Person**

Susan Aylesworth  
 Rail Administration  
 Office of Freight and Commercial Vehicle Operations  
 395 John Ireland Blvd  
 Mailstop 470  
 St. Paul, Minnesota 55155  
 Phone: (651) 366-3644  
 Email: susan.aylesworth@state.mn.us

## Eden Prairie Truck Station Addition and Renovations

**2014 STATE APPROPRIATION REQUEST:** \$10,500,000

**AGENCY PROJECT PRIORITY:** 5 of 15

#### Project At A Glance

- This project consists of a 30,000 square foot addition and a 25,000 square foot remodeling of the existing Eden Prairie Truck Station.
- The approximately 30,000 square foot addition to the facility provides new warm storage for vehicles and two wash bays, additional office space, conference space, mezzanine storage and extends the existing bridge and repair work bays.
- The approximately 25,000 square foot renovation project remodels the existing mezzanine storage areas to meet code and the existing vehicle and crew facilities for the maintenance, repair and bridge sections.
- The utilities to the project will be upgraded. To meet Executive Order (EO) 11-12, outdated existing equipment that is within 5 years of its useful life will be replaced with new energy efficient mechanical and electrical equipment including replacement of the current HID lighting with high efficiency T8 Fluorescent lighting and day lighting by skylights.
- Furniture, fixtures, and equipment are included in the project cost.

#### **Project Description**

This project consists of a 30,000 square foot addition and a 25,000 square foot remodeling of the existing Eden Prairie Truck Station. The addition will provide a second larger warm storage vehicle bay for maintenance with two wash bays, office space including a new office for State Patrol, conference/training space, mezzanine storage and extends the repair and bridge vehicle work bays. The remodeling of the existing building includes the existing mezzanine storage areas to meet code and the existing vehicle and crew facilities for the maintenance, repair and bridge sections. The outdated, and in many cases, original mechanical and electrical equipment in the existing facility will be replaced with energy efficient equipment. The current 20 year old HID lighting will be replaced with high efficiency T8 Fluorescent lighting and supplemented with day lighting. The utilities serving

the building will also be upgraded and the new addition will include a fire sprinkler system.

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

Utility costs for the facility will be reduced on a BTU/square foot/year basis as required by EO 11-12, as a result of this project. Replacement of outdated existing equipment with new energy efficient mechanical and electrical equipment and replacing the current HID lighting with high efficiency T8 Fluorescent lighting and day lighting will contribute to reducing overall energy usage. The impact to the existing facilities operation during construction will be moderate.

#### **Previous Appropriations for this Project**

\$400,000 was appropriated in 2012 for programming/facilities assessment, schematic design, design development and construction documents. This work will be completed in the Fall of 2013.

#### **Other Considerations**

The Minnesota Department of Transportation (MnDOT)'s standard vehicle size and versatility has significantly increased over the last 20 years, as well as the number of vehicles needing to be stored and maintained. It has become necessary to build additions to the older facilities that adequately and safely house these larger vehicles by providing more space for circulation, maintenance, repair and storage. All of the equipment and systems provided in the new addition and renovation will provide more energy efficient solutions. As a result of these improvements MnDOT will provide better customer service through improved equipment availability and by prolonging the life cycle of equipment.

#### **Project Contact Person**

Robert Miller, PE  
 Director of MnDOT Building Services  
 Mail Stop 715  
 395 John Ireland Boulevard  
 Saint Paul, Minnesota 55155

**Eden Prairie Truck Station Addition and Renovations**

Phone: (651) 366-3573

Fax: (651) 282-9904

E-mail: [robert.miller@state.mn.us](mailto:robert.miller@state.mn.us)

## Crookston Headquarters Addition and Renovations

**2014 STATE APPROPRIATION REQUEST:** \$6,000,000

**AGENCY PROJECT PRIORITY:** 6 of 15

**Project At A Glance**

- This project consists of a 24,000 square foot addition and a 2,000 square foot renovation to the existing Crookston Headquarters.
- The 24,000 square foot addition is comprised of maintenance warm storage for vehicles, mezzanine storage, sign shop, radio shop, offices, crew facilities and a vehicle wash bay.
- The 2,000 square foot renovation project remodels the space vacated by consolidation of the maintenance operations into the new addition by adding a new office for State Patrol, increasing the size of the existing training room and modifying the existing restrooms.
- To help meet Executive Order (EO) 11-12, consolidation of operations from older, inefficient spaces into new, efficient ones will reduce energy usage. New mechanical and electrical/lighting systems will lower overall square foot energy use of the building as required by EO 11-12.
- Furniture, fixtures, and equipment are included in the project cost.

**Project Description**

This project consists of an addition to the existing Crookston Headquarter building to provide a warm storage vehicle bay for maintenance, mezzanine storage, sign shop, radio shop, offices, crew facilities and a vehicle wash bay. The space made available in the existing building by consolidation of the maintenance functions into the new addition will be renovated, incorporating an office and evidence storage room for State Patrol, increasing the size of the existing training/conference room and modifying the existing restrooms to meet code. The utilities serving the building will be upgraded to accommodate the new construction. The existing and new addition will include fire sprinkler systems and the obsolete fire alarm system will be removed.

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

Utility costs for the facility will be reduced on a BTU/square foot/year basis as required by EO 11-12, as a result of the project. Current staff will not need to be relocated during the construction phase. The impact to the existing facilities operation during construction will be minor.

**Previous Appropriations for this Project**

\$300,000 was appropriated in 2012 for programming/facilities assessment, schematic design, design development and construction documents. This work will be completed in the Fall of 2013.

**Other Considerations**

The Minnesota Department of Transportation (MnDOT)'s standard vehicle size and versatility has significantly increased over the last 20 years, as well as the number of vehicles needing to be stored and maintained. It has become necessary to build additions to the older facilities that adequately and safely house these larger vehicles by providing more space for circulation, maintenance and storage. As a result of these improvements MnDOT will provide better customer service through improved equipment availability and by prolonging the life cycle of equipment.

**Project Contact Person**

Robert Miller, PE  
Director of MnDOT Building Services  
Mail Stop 715  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155  
Phone: (651) 366-3573

Fax: (651) 282-9904

E-mail: robert.miller@state.mn.us

## Mendota Heights Truck Station

**2014 STATE APPROPRIATION REQUEST:** \$10,800,000

**AGENCY PROJECT PRIORITY:** 7 of 15

#### Project At A Glance

- This project consists of a 35,000 square foot addition and a 20,000 square foot remodeling of the existing Mendota Heights Truck Station.
- The approximately 35,000 square foot addition to the facility provides new warm storage for vehicles and two wash bays, additional new office space for State Patrol and connecting link, mezzanine storage, extends the existing bridge vehicle bays and provides new repair work bays and crew areas.
- The approximately 20,000 square foot renovation project remodels the existing mezzanine storage areas to meet code, and the existing vehicle and crew facilities for the maintenance and bridge sections.
- The utilities to the project will be upgraded. The existing and new addition will include fire sprinkler systems. To help meet Executive Order (EO) 11-12, outdated existing equipment that is within 5 years of its useful life has been identified and will be replaced with new energy efficient mechanical and electrical equipment including replacement of the current HID lighting with high efficiency T8 Fluorescent lighting and day lighting by skylights.
- Furniture, fixtures, and equipment are included in the cost of the project.

#### **Project Description**

This project consists of a 35,000 square foot addition and a 20,000 square foot remodeling of the existing Mendota Heights Truck Station. The addition will provide a second large warm storage vehicle bay for maintenance, two vehicle wash bays, new office space for State Patrol, mezzanine storage, extends the bridge vehicle work bays and adds vehicle repair bays and crew areas. The remodeling of the existing building includes relocating the construction storage area, modifies the existing mezzanine storage areas to meet code, and improves the existing vehicle and crew facilities for the bridge section. The outdated and in many cases original mechanical

/electrical equipment in the existing facility will be replaced with energy efficient equipment. The current 20 year old HID lighting will be replaced with high efficiency T8 Fluorescent lighting and supplemented with day lighting. The utilities serving the building will be upgraded and the existing building and new addition will include fire sprinkler systems.

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

Utility costs for the facility will be reduced on a BTU/square foot/year basis as required by EO 11-12, as a result of this project. Replacement of outdated existing equipment with new energy efficient mechanical and electrical equipment and replacing the current HID lighting with high efficiency T8 Fluorescent lighting and day lighting will contribute to reducing overall energy usage. The impact to the existing facilities operation during construction will be moderate.

#### **Previous Appropriations for this Project**

\$400,000 was appropriated in 2012 for programming/facilities assessment, schematic design, design development and construction documents. This work will be completed in the Fall of 2013.

#### **Other Considerations**

The Minnesota Department of Transportation (MnDOT)'s standard vehicle size and versatility has significantly increased over the last 20 years, as well as the number of vehicles needing to be stored and maintained. It has become necessary to build additions to the older facilities that adequately and safely house these larger vehicles by providing more space for circulation, maintenance, repair and storage. All of the equipment and systems provided in the new addition and renovation will provide more energy efficient solutions. As a result of these improvements MnDOT will provide better customer service through improved equipment availability and by prolonging the life cycle of taxpayer supported equipment.

#### **Project Contact Person**

**Mendota Heights Truck Station**

Robert Miller, PE  
Director of MnDOT Building Services  
Mail Stop 715  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155  
Phone: (651) 366-3573  
Fax: (651) 282-9904  
E-mail: robert.miller@state.mn.us

## Design Fees-Windom Headquarters Addition

**2014 STATE APPROPRIATION REQUEST:** \$500,000

**AGENCY PROJECT PRIORITY:** 8 of 15

#### **Project At A Glance**

- Investigative, programmatic, schematic, design development, and construction document design services for a warm storage addition, and related building spaces, to the Windom Headquarters building.
- Includes construction cost estimates by the consultant to be incorporated into a future Legislative request for building construction.
- Includes certified site survey, soil borings and facilities assessment in consultant's fee.
- Meeting Executive Order (EO) 11-12 through design is a goal of this project. Currently the existing facility is 7% below the energy use of the baseline year and the goal is a minimum of 20%. Opportunities will be investigated such as geothermal and other energy saving systems to exceed the EO 11-12 goal.

#### **Project Description**

The Minnesota Department of Transportation (MnDOT) facilities must routinely be assessed, replaced and/or upgraded to provide support for MnDOT's mission. Planning, design, and documentation for this facility must be initiated now in order to meet Mn/DOT's six year construction schedule. This request is to provide funding for:

This project includes the investigative portion, schematic design, design development, and construction documentation for design of a warm storage addition and functionally related spaces to the Windom Headquarters building. The investigative portion will include researching such items as suitability of existing water service for an expanded fire sprinkler system, other utilities, soil composition, potential environmental issues, suitable building materials, and use of renewable energy sources. This will be an addition to the existing headquarters building.

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

Utility costs for the facility will be reduced on a BTU/square foot/year basis as required by EO 11-12, as a result of this project. Some staff may relocate during the construction phase and return to this facility when it is completed.

#### **Previous Appropriations for this Project**

No funds to date have been appropriated for the project.

#### **Other Considerations**

MnDOT will provide better customer service through enhanced equipment availability and by prolonging the life cycle of equipment.

MnDOT will be providing efficient and economical facilities with potential geothermal heating based on building suitability, and a healthy and safe workplace for employees.

#### **Project Contact Person**

Robert Miller, PE  
 Director of MnDOT Building Services  
 Mail Stop 715  
 395 John Ireland Boulevard  
 Saint Paul, Minnesota 55155  
 Phone: (651) 366-3573  
 Fax: (651) 282-9904  
 E-mail: robert.miller@state.mn.us

**Willmar Headquarters Supplemental Funding**

**2014 STATE APPROPRIATION REQUEST:** \$4,370,000

**AGENCY PROJECT PRIORITY:** 9 of 15

**Project At A Glance**

- This project previously received legislative funding and has been further designed and estimated by the project consultants. Through this process additional project costs have been identified that require additional funds to complete the project and meet the District's operational needs. To correct the estimating process:
- The Minnesota Department of Transportation (MnDOT) has instituted a two phase process that will give more accurate estimates for building construction funding requests. Phase 1 Funding Requests include consultant fees for Schematic Design, Design Development, and Construction Documents, including estimates completed at each stage. These estimates will be used for the Phase 2 Legislative Request for construction funding in a following biennium. The new 2014 building requests have used this process to arrive at their costs.
- Construction costs have increased since the projects scopes were first identified and estimated during the recession.

**Project Description**

**Willmar Headquarters (HQ) Warm Storage Addition** - Bids have already been received which reflect higher construction costs since the 2012 appropriation. Additional costs the project has encountered include: Discovery of contaminated soils and additional asbestos abatement with resulting higher testing and consultant fees; petroleum vapor barrier system under new construction (approx. 40,000 square feet; longer construction period due to final phasing of work; Very few contractors expressed interest in bidding, only 3 general contractors, 2 electrical contractors, 2 mechanical contractors; the majority of the cost increases were found in the mechanical and electrical bids which is a trend for recent projects

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

These funds will assist MnDOT facilities in meeting Executive Order (EO) 11-12 requirements by reducing energy use on a BTU/square foot/year basis. Needed mechanical and electrical system improvements will be fully funded.

**Previous Appropriations for this Project**

Willmar HQ Warm Storage Addition: 2012 trunk highway fund (THF) \$7.5M

**Other Considerations**

MnDOT building projects have experienced increased costs due a number of reasons:

- Additional environmental investigation and procedures especially in contaminated soils remediation
- Higher construction costs than anticipated during the recession when estimates were prepared;
- District operational needs have changed or increased and are more defined through the design process;

**Project Contact Person**

Robert Miller, PE  
 Director of MnDOT Building Services  
 Mail Stop 715  
 395 John Ireland Boulevard  
 Saint Paul, Minnesota 55155  
 Phone: (651) 366-3573  
 Fax: (651) 282-9904  
 E-mail: robert.miller@state.mn.us

## Little Falls Truck Station Supplemental Funding

**2014 STATE APPROPRIATION REQUEST:** \$3,580,000

**AGENCY PROJECT PRIORITY:** 10 of 15

**Project At A Glance**

- This project previously received Legislative funding and has been further programmed, designed and estimated by the project consultants. Through this process additional project costs have been identified that require additional funds to complete the project and meet the Districts' operational needs.
- To correct the estimating process the Minnesota Department of Transportation (MnDOT) has now instituted a two phase process that will give more accurate estimates for building construction funding requests. Phase 1 Funding Requests include consultant fees for Schematic Design, Design Development, and Construction Documents, including estimates completed at each stage. These estimates will be used for the Phase 2 Legislative Request for construction funding in a following biennium. The new 2014 building requests have used this process to arrive at their costs.

**Project Description**

The initial appropriation request for this project was based upon 2009 programming and costs. Rapid increase in the number of lane miles in this portion of the District led to a requirement for more plow trucks and personnel. Programming was developed to accommodate more vehicles of larger size and more facilities for additional personnel resulting in an increase to a 23,000 SF facility. The building will accommodate 25 staff, 13 plow trucks, plus stripers, crane trucks and various other support equipment, as well as 3 repair bays and parts inventory space for two mechanics to care for this expensive equipment. Outbuildings for unheated storage and salt storage concurrently increased in size and a needed brine-making facility was added. Consultant fees to provide design and construction documents for this larger scope of project also increased. The costs of the civil site work

design increased due to the property being in a city-designated Wellhead Protection Area, having a high water table, and being essentially landlocked by the railroad and abandoned highway bridge embankment. Direct access to utilities also requires additional expenditures due to the distant location of city water and storm and sanitary lines from the building location on the 15 acre site.

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

These funds will assist MnDOT facilities in meeting Executive Order (EO) 11-12 requirements by reducing energy use on a BTU/square foot/year basis.

**Previous Appropriations for this Project**

New Little Falls Truck Station: 2012 trunk highway fund (THF), \$3.3M

**Other Considerations**

MnDOT building projects have experienced increased costs due a number of reasons:

- Higher construction costs than anticipated since the initial estimate was prepared
- District operational needs have changed and increased and have become more defined through the design process;

**Project Contact Person**

Robert Miller, PE  
 Director of MnDOT Building Services  
 Mail Stop 715  
 395 John Ireland Boulevard  
 Saint Paul, Minnesota 55155  
 Phone: (651) 366-3573  
 Fax: (651) 282-9904

**Little Falls Truck Station Supplemental Funding**

E-mail: [robert.miller@state.mn.us](mailto:robert.miller@state.mn.us)

## Rail Service Improvements

**2014 STATE APPROPRIATION REQUEST:** \$10,000,000

**AGENCY PROJECT PRIORITY:** 11 of 15

#### 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. Short line and regional railroads are lighter-density railroads lines that have typically been spun off larger railroads and operate independently. Short line and regional railroads provide important freight connections between communities and 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 (MnDOT). 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.

#### *Rail Bank Program:*

The Rail Bank Program acquires and preserves abandoned rail lines and right-of-way for future transportation use. Once acquired, MnDOT 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 the form of general fund appropriations. In 1982, a Constitutional Amendment allowed for general obligation bonds to be used for the MRSI Program (Minn. Constitution, Art. 11, sec. 5(i)), in addition to any general fund appropriations. Total state appropriations, combined with federal grants and funding from railroads, shippers, and local units of government, together with loan repayment proceeds, have driven rail investments exceeding \$146.2 million.

Solicitations for loans are issued on a regular basis and applications taken. Regional and statewide 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.

**Rail Service Improvements**

**Previous Appropriations for this Project**

The Minnesota Legislature has appropriated the following for the MRSI program:

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
2009	(\$3.0 million) cancelled back to general fund
2010	\$2.0 million
2011	\$0.7 million general obligation bonds
2012	\$0.0

Total state appropriations to date are \$47.7 million; cancellations have totaled \$12.4 million.

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

**Other Considerations**

None.

**Project Contact Person**

Peter Dahlberg, Program Manager  
 Minnesota Department of Transportation  
 Office of Freight and Commercial Vehicle Operations  
 395 John Ireland Boulevard

Mail Stop 470  
 Saint Paul, Minnesota 55155  
 Phone: (651) 366-3653  
 Fax: (651) 366-3720  
 Email: Peter.Dahlberg@state.mn.us

**Port Development Assistance**

**2014 STATE APPROPRIATION REQUEST:** \$10,000,000

**AGENCY PROJECT PRIORITY:** 12 of 15

**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 M.S.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. Minnesota Department of Transportation (MnDOT)’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 2014 and beyond:

<i>Red Wing Port Authority</i>	
Passenger Vessel Dock Improvements	\$1,000,000.00
<i>Winona Port Authority</i>	
Construct salt storage Building	\$1,100,000.00
<i>St Paul Port Authority</i>	
BT # 1—Rehab Port Authority Buildings	\$3,000,000
Storm water Management	\$1,000,000

Replace Railroad Crossing BT#1 Red Rock & Southport	\$500,000
Secondary road access to Southport	\$2,000,000
Rehab Southport dock wall	\$1,000,000
Reclaim fleeting area#14 at Red Rock	\$1,500,000
Rehab Gavilon dock wall	\$1,000,000

<i>Duluth Seaway Port Authority</i>	
Replace dock timbers at berths 4, 5, 6 and 7 Transit Shed	\$350,000
Repaint Transit shed	\$250,000
Modernize electric service to code	\$350,000
Replace pedestrian & freight doors \$150,000	
Replace of update fork lifts	\$250,000
Repave storage yard/access roadways	\$750,000
Construct Security Guard Houses	\$50,000

Maintenance Building 51 Rehabilitate roof	\$50,000
Garfield Dock C and D	\$17,000,000
Storm water Sewer Upgrades	\$125,000
Repave Dock 1 Apron	\$500,000

Total all Port needs	\$31,925,000
----------------------	--------------

**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 previously appropriated the following:

## Port Development Assistance

1996	\$3.0 million general obligation bonds
1998	\$3.0 million general obligation bonds
1998	\$1.5 million general funds
2000	\$2.0 million general funds
2001	\$1.0 million general funds
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 funds
2009	\$3.0 million general obligation bonds
2011	\$3.0 million general obligation bonds
2012	\$1.0 million general obligation bonds

Total state appropriations to date are \$25 million

**Other Considerations**

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 to complete a total road project that would not have been possible without this partnership.

**Project Contact Person**

Dick Lambert  
Ports and Waterways  
Office of Freight and Commercial Vehicle Operations  
395 John Ireland Boulevard  
Mailstop 470  
Saint Paul, Minnesota 55155  
Phone: (651) 366-3683  
Email: dick.lambert@state.mn.us

## High Speed Rail Corridor State Match

**2014 STATE APPROPRIATION REQUEST:** \$26,000,000

**AGENCY PROJECT PRIORITY:** 13 of 15

#### Project At A Glance

- M.S. Sec. 174.632 charges the Minnesota Department of Transportation (MnDOT) with planning, designing, developing and constructing passenger rail services.
- The adopted 2010 Minnesota Statewide Freight and Passenger Rail Plan further directs MnDOT to lead the development of passenger rail services and to coordinate with Midwest Regional Rail Initiative states in the development of a multi-state passenger rail system in the Upper Midwest.
- This activity provides these products, services and/or functions to implement the elements identified in the State Rail Plan.

#### **Project Description**

This request is to provide non-federal matching funds for implementation of passenger rail service along several corridors in the state and connecting Minnesota to the upper Midwest. These corridors include the Northern Lights Express service to Duluth, Twin Cities to Milwaukee High Speed rail service, and development of other corridors identified in the 2010 State Rail plan including the Rochester Zip Line. Improvements in the Twin Cities Metropolitan area to reduce current bottlenecks in the freight rail system add needed capacity to allow for seamless integration of passenger rail service in the freight rail environment. Passenger facility improvements have occurred at Saint Paul Union Depot and development of the Transportation Interchange in Minneapolis. This will also provide a capital resource for potential expansion of the existing conventional intercity passenger rail service to Chicago.

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

Passenger rail planning and project development activities are funded through general fund appropriations and eligible specific corridor project

management activities are funded through general obligation bonds authorized in Laws 2009, chapter 93, article 1, section 11, subdivision 5. Additional resources will need to be identified for increasing project management and federal grant management responsibilities.

#### **Previous Appropriations for this Project**

The Passenger Rail Office is funded through a biennial general fund appropriation from the legislature. For FY 2013-2014 the biennial appropriation is \$1 million. The legislature appropriated \$26 million in General Obligation Bonds for state match to federal passenger rail program development funds in 2009, Laws Ch. 93, Sect. 11, Subd. 5.

#### **Other Considerations**

As of July 1, 2013, over \$19 million of 2009 General Obligation Bond funds have been obligated and it is anticipated that the remaining \$7 million will be obligated by the end of CY 2014. Additional bonding will be necessary to continue to apply for federal high speed rail development funding.

#### **Project Contact Person**

Dan Krom, Director  
 Passenger Rail Office  
 M.S. 480  
 Minnesota Department of Transportation  
 Email: Daniel.krom@state.mn.us  
 Phone: (651) 366-3193

## Supplemental Funding for Turnbacks

**2014 STATE APPROPRIATION REQUEST:** \$100,000,000

**AGENCY PROJECT PRIORITY:** 14 of 15

**Project At A Glance**

Request for additional funds for the backlog of potential turn back needs beyond the existing distribution amount.

**Project Description**

This request will provide funding assistance to local agencies for payment to the county or urban municipality for approved repairs and restoration or reconstruction and improvement of former trunk highways that have reverted to county or municipal jurisdiction and become part of the state aid system. These projects become local roads with statewide or regional significance.

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.

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.

Turn back projects are traditionally funded with the Flexible Highway Account taken from the 5% distribution of the Highway Users Tax distribution Fund and is apportioned to individual agencies for the restoration of former trunk highway that are reverted to municipalities and counties and designated State Aid.

These routes provide capacity or congestion relief, provide connections to interregional corridors or other major highways, or eliminate hazards. Some turn back projects meet the criteria for routes of regional significance.

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

Administration of this program is funded with existing budgets within the MNDOT State Aid for Local Transportation Division.

**Previous Appropriations for this Project**

There are no previous bond appropriations for this program.

**Project Contact Person**

Patti Loken, State Aid Programs Engineer  
Mail Stop 500  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155  
Phone: (651) 366-3803  
Fax: (651) 366-3801  
Email: [patti.loken@state.mn.us](mailto:patti.loken@state.mn.us)

## Safe Routes to School

**2014 STATE APPROPRIATION REQUEST:** \$3,200,000

**AGENCY PROJECT PRIORITY:** 15 of 15

### Project At A Glance

The capital budget request for the Minnesota Safe Routes to School (SRTS) Program consists of the following:

- Funding for one, possibly two, solicitations for infrastructure projects that aim to increase safe and convenient opportunities for children to walk and bicycle to school in communities across Minnesota
- It is anticipated that this will fund about 20 projects such as sidewalk improvements, traffic calming and speed reduction, pedestrian and bicycle crossings, on-street bicycle facilities, shared-use paths, secure bicycle parking facilities and traffic diversion improvements in the vicinity of schools.

### Project Description

In 2012, the Legislature created a state SRTS Program (MS 174.40). This proposed investment under that authority and direction will assist local communities in Minnesota by building infrastructure that increases options to bicycling and walking for children near schools leading to increased safety and opportunity.

Since 2006, a federally-funded SRTS program has provided grants to Minnesota communities to increase opportunities for children to walk and bicycle to school. Demand for the program exceeded funding under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal appropriation and future federal funding is uncertain. In the previous two solicitations from 2011 and 2013, the Minnesota Department of Transportation (MNDOT) received 145 applications from local schools and units of government requesting almost \$37 million for safety improvements near schools but could fund only \$7 million in 28 communities. Providing safe routes to school for Minnesota children has numerous benefits including reducing congestion around schools, reducing school transportation

costs, and providing an opportunity for physical activity which decreases obesity, improves health and supports academic achievement.

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

The proposed projects have no effect on state operating budgets as we are already administering the program.

### Previous Appropriations for this Project

There have been no previous bonding allocations for this program.

### Other Considerations

SRTS supports many of the Governor's dashboard measures related to education, health, and environment. SRTS supports education goals for the percentage of 3rd Graders to be proficient in reading and ranking of racial achievement gaps because when children walk or bicycle to school they arrive focused and ready to learn, supporting academic achievement. SRTS supports health measures, including the percentage of Minnesotans with Type II diabetes, per capita spending on health care, and rank for Healthiest State, because walking and bicycling to school helps youth reach daily physical activity targets and supports lifelong healthy habits. SRTS supports the Environment measure of number of days with air quality alerts because it reduces traffic congestion in communities where often 30% of traffic is related to driving children to and from school.

Supporters will include Minnesota Department of Health, the Legislature's Childhood Obesity Task Force and over 35 other organizations that supported the 2012 and 2013 legislative proposals including the American Heart Association, American Cancer Society, Coalition of Greater Minnesota Cities, Minnesota School Boards Association, Minnesota Association of School Administrators, Bicycle Alliance of Minnesota, and the Minnesota Complete Streets Coalition.

These facilities will be built using current design and construction techniques to provide energy efficient, functionally proficient, and economic facilities to support productive, healthy, and safe working and traveling environments for employees and patrons.

**Safe Routes to School**

Estimated future SRTS bonding requests for 2016 and 2018 will be approximately \$6 million each biennium plus unfunded remainders of projects listed in this 2014 request

**Project Contact Person**

Mike Schadauer  
Director, Office of Transit  
Mail Stop 430  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155  
Phone: (651) 366-4161